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THE
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(22nd February to 14th March, 1927)

FIRST SESSION
OF THE
THIRD LEGISLATIVE ASSEMBLY, 1927

Chamber of Deputies 18/1X/23



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LEGISLATIVE ASSEMBLY.

Tuesday, 1st March, 1927.

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

MEMBERS SWORN:

Sir Ganen Roy, Kt., M.L.A. (Director General of Posts and Telegraphs); and

Mr. H. Shankar Rau, M.L.A. (Finance Department: Nominated Official).

QUESTIONS AND ANSWERS.

HOUSE RENT OF SUB-POSTMASTERS IN BOMBAY.

626. **Mr. D. V. Belvi:** (a) Will Government be pleased to state the minimum house rent sanctioned for a Sub-Postmaster in the Bombay City in lieu of free quarters before the 1st March, 1925?

(b) What is the minimum after the 1st March, 1926?

(c) Is it a fact that the Standing Finance Committee was told in February, 1926, that this house rent allowance to Sub-Postmasters in lieu of free quarters would "Ordinarily be 10 per cent. of average pay" of the Postmaster and specially "in the case of Bombay, Calcutta and Karachi, it might be necessary to sanction allowances in excess of this limit"?

(d) What is the average pay of a time scale post office official in Bombay on and after the 1st March, 1926?

(e) Is it a fact that the rent paid by the Post Office Department to the Improvement Trust on account of rooms in Foras Road Chawls occupied by postmen and inferior servants is Rs. 11 or more, less a concession of 10 per cent. per room?

(f) If reply to (e) above is in the affirmative, do Government propose to raise the minimum of house rent allowance to Sub-Postmasters in Bombay having no free quarters to the old standard in existence prior to the 1st March, 1925?

The Honourable Sir Bhupendra Nath Mitra: (a) Rs. 15.

(b) Rs. 10.

(c) The Standing Finance Committee were not informed as in the first part of this question but were informed as in the concluding part.

(d) Rs. 110.

(e) The rent paid to the Improvement Trust varies from Rs. 10/5 to Rs. 15/6 less 10 per cent. per room.

(f) Government propose to examine the matter.

CLOSING OF THE TELEGRAPH BRANCH OF THE BELAPUR (THANA) POST OFFICE.

627. *Mr. D. V. Belvi: (a) Is it a fact that the cost of maintenance of the telegraph branch of the Belapur (Thana) Post Office is paid by the Salt and Customs Department?

(b) Is it a fact that the Salt and Customs Department refuses to pay the cost of maintenance?

(c) Have the residents of Belapur (Thana) been informed that the telegraph branch will be closed as unremunerative unless they pay the cost of maintenance?

(d) Is the Post Office also at Belapur (Thana) going to be closed?

(e) Is it a fact that the Belapur (Thana) Office is on a telegraph line passing through Belapur to offices beyond?

(f) Is there a separate telegraph operator maintained at Belapur (Thana) for telegraph work?

(g) If not, what extra cost is incurred by Government for maintaining telegraphic communication at Belapur (Thana)?

(h) Is it not the avowed policy of Government to extend postal facilities in rural areas even at some cost?

(i) If so, are Government prepared to allow the present Combined Post and Telegraph office at Belapur (Thana) to continue without asking the public to pay additional charges of maintenance?

The Honourable Sir Bhupendra Nath Mitra: (a) No.

(b) That Local Government, who were consulted, refused to accept financial responsibility for the maintenance of the telegraph Branch. The Salt and Customs Department were not referred to by the Postmaster-General.

(c) Yes.

(d) No.

(e) No.

(f) No.

(g) The extra cost is due to the employment of a sub-postmaster with knowledge of telegraphy, instead of a branch postmaster on a lower rate of pay, and on account of the maintenance of the telegraph line and apparatus.

(h) and (i). It is the policy of Government to extend postal facilities in rural areas even if offices experimentally opened are not self-supporting from the outset, provided there is a reasonable expectation of their proving so ultimately. It is not however our policy to maintain indefinitely unremunerative offices which, as in the case of that at Belapur, have failed after prolonged periods to justify their existence and when the local interests are unwilling to indemnify the Post and Telegraph Department against loss.

I may add for the Honourable Member's information that the criteria to be applied when considering the question of maintaining or closing unremunerative combined Post and Telegraph offices are being re-examined; and the case of the Belapur office will be reviewed when a decision has been arrived at; in the meantime the office will be maintained as hitherto.

INDIAN DELEGATES TO THE INTERNATIONAL LABOUR CONFERENCE.

628. ***Lala Lajpat Rai:** 1. Is it true that the full quota of every State which is entitled to send delegates to the International Labour Conference is as follows:

- Two Government delegates with advisers,
- One Representative of Employers with two advisers,
- One Representative of Labour with two advisers?

2. Are Government aware that most of the States represented in the International Labour Conference do generally send their full quotas?

3. Are Government aware that the Director of the International Labour Office is anxious that every State should send its full quota?

4. Are Government aware that British Dominions and Great Britain do as a rule send their full quotas?

5. Is it a fact that the Government of India does not do so?

6. If so, why?

The Honourable Sir Bhupendra Nath Mitra: 1. The answer is in the negative. The attention of the Honourable Member is invited to Article 389 of the Peace Treaty.

2. On the contrary, the numbers of States sending the full quotas they were entitled to send to the last four Conferences were respectively, nil, nil, five and nil. At no one of these Conferences did more than a quarter of the nations represented send even the quota regarded as the full quota by my Honourable friend.

3. No. So far as the Government of India are aware, the Director of the International Labour Office is anxious that every State should send the complete number of delegates and a sufficient number of advisers to enable the delegation to take an active part in the work of the Conference and its different committees.

4. The answer is in the negative. To none of the last four Conferences did any Dominion send the maximum number of representatives permissible: Great Britain did so to only one of these Conferences.

5 and 6. The Government of India have hitherto invariably sent the full number of delegates permissible. They have also sent advisers where necessary to enable the delegation to take an active part in the work of the Conference and its different committees. They consider that the practice of sending the full quota permissible would involve an expenditure unjustified in the circumstances. I might add that the full quotas permissible for the last four Conferences were 36, 36, 12 and 20 respectively.

Mr. K. Ahmed: Was there any delegate representing agricultural labour in India sent by the Government of India to represent them in the International Labour Conference?

The Honourable Sir Bhupendra Nath Mitra: To the best of my knowledge, Sir, the answer is in the negative.

Mr. K. Ahmed: Do Government propose, for the benefit of the country, to consider the matter again and again and in future send to that Conference representatives of the agriculturists who really represent agriculture and not time-serving politicians? (*Honourable Members:* "Order, order.")

Lala Lajpat Rai: Is the Honourable Member aware that a delegate without an Adviser or Advisers is seriously handicapped in the performance of his duties at the International Labour Conference on account of there being so many Committees and Sub-Committees which he has to attend?

The Honourable Sir Bhupendra Nath Mitra: I have received no complaint, Sir, from any of our past delegates on the subject.

Lala Lajpat Rai: May I ask the Honourable Member if he has read the Director's report which he submitted at the eighth session of the Labour Conference?

The Honourable Sir Bhupendra Nath Mitra: Yes, Sir, I have done so.

Mr. N. M. Joshi: May I ask whether the Honourable Member has read what all the Delegates have written on this subject?

The Honourable Sir Bhupendra Nath Mitra: I have read some of them, Sir. It is rather a large order to ask me to recollect what all these Delegates have written.

Mr. N. M. Joshi: May I ask, Sir, how many Advisers Government propose to send this year?

The Honourable Sir Bhupendra Nath Mitra: I cannot for the moment say, Sir, whether a final decision has yet been arrived at in the matter, but if my Honourable friend wants information, I should be obliged if he will put down notice of that question.

Lala Lajpat Rai: Sir, in view of the huge amount that this country contributes towards the expenses of the League of Nations, does not the Honourable Member consider that they should be allowed to take full advantage of the International Labour Conference by sending their full quota?

The Honourable Sir Bhupendra Nath Mitra: As I have said, Sir, we do send our full quota of Delegates. There is no such thing as a full quota of Advisers. It is true that we do contribute a certain sum of money to the expenses of the International Labour Office, but it does not follow that we must in addition spend another large sum of money on sending Advisers where we as a Government do not consider it necessary to do so.

Mr. K. Ahmed: In view of the fact that a statement has already been made by His Excellency the Viceroy with regard to the amelioration of the conditions of agriculturists in this country, do Government propose to consider again that in future the representatives of the agriculturists should be sent there so that thereby my friend Lala Lajpat Rai's "full quota" of representation may be obtained, and that without that, Sir, the purpose for which Delegates are sent to the International Labour Conference will be frustrated?

The Honourable Sir Bhupendra Nath Mitra: I am sorry, Sir, I have lost the hang of the question.

Mr. N. M. Joshi: May I ask, Sir, whether Government will consider the number of persons sent to Geneva for the International Labour Conference in connection with the number sent by either Great Britain or Japan, and if they find that India is sending a smaller number, will they reconsider this question?

The Honourable Sir Bhupendra Nath Mitra: I shall take that point into consideration, Sir, when I am making selections for the year 1928.

Lala Lajpat Rai: Does not the Honourable Member consider that the absence of Advisers reduces the number of those people from whom Delegates might be chosen every year with full knowledge of the work they have to do to almost nil and places the electing bodies in a very difficult position?

The Honourable Sir Bhupendra Nath Mitra: That is a matter of opinion and at the present moment the opinion of Government is not in agreement with that of my Honourable friend.

Mr. N. M. Joshi: May I ask the Honourable Member whether he will consider the question of sending more Advisers to the 1927 Conference?

The Honourable Sir Bhupendra Nath Mitra: I am not at the present moment in a position to tell the House as to what we shall do in regard to the 1927 Conference.

NOMINATIONS TO THE INDIAN CIVIL SERVICE OF MUSLIMS FROM BENGAL.

629. ***Mr. Anwar-ul-Azim:** Will Government be pleased to state how many people have been appointed members of the Indian Civil Service from Bengal by nomination, since 1919, and how many of them are Mussalmans?

The Honourable Sir Alexander Muddiman: Since 1919 (and including that year) seven candidates from Bengal have been appointed to the Indian Civil Service by nomination. Three of these candidates are Muhammadans.

NOMINATIONS TO THE INDIAN CIVIL SERVICE OF PERSONS FROM BENGAL.

630. ***Mr. Anwar-ul-Azim:** Will Government be pleased to state how many people in Bengal applied for appointment in the Indian Civil Service in 1919 by nomination? How many of them were selected, or recommended by the Selection Board over which Sir Charles Stevenson-Moore presided? Will Government be pleased to state who they were, and how many of them have received positions in the I. C. S. compatible with their qualifications up to now?

The Honourable Sir Alexander Muddiman: The Selection Board set up in Bengal in 1919 under the special temporary provisions for recruitment to the Indian Civil Service received applications from 248 persons, of whom 14 did not possess the necessary preliminary qualifications and 14 failed to appear when called upon. The Board recommended 14 candidates to the Local Government for consideration and four of these were selected and appointed to the Indian Civil Service. I am not prepared to state the names of those who were sent up by the Board for consideration but not appointed. As far as I am aware none of them were appointed subsequently to the Indian Civil Service.

ROUTE OF THE PROPOSED BELONIA RAILWAY.

631. ***Mr. Anwar-ul-Azim:** Will Government be pleased to state whether they have received any objections from the people of Feni Subdivision with regard to the route which the proposed Belonia Railway is taking in the district of Noakhali (Bengal)?

Mr. A. A. L. Parsons: Yes. We have sent the representations to the Agent of the Assam Bengal Railway who will no doubt consider them when he is considering whether to proceed with the construction of this line; the project at the moment is only in the survey stage.

ELECTION OF MUSSALMANS TO THE COURT OF MANAGEMENT OF THE DELHI UNIVERSITY.

632. ***Mr. Anwar-ul-Azim:** (a) Will Government be pleased to state whether the University of Delhi elects any Mussalmans, by registered graduates, on its Court of management?

(b) What is the proportion of Mussalmans in the professorial cadre of the University of Delhi?

Mr. J. W. Bhore: (a) Yes.

(b) The University (central organisation) employs at present six paid teachers, namely, three readers and three lecturers, all of whom are non-Muslims.

REPRESENTATIVES OF DIFFERENT COMMUNITIES HOLDING APPOINTMENTS OF ASSISTANT STATION MASTERS, STATION MASTERS AND GUARDS ON THE NORTH WESTERN RAILWAY.

633. ***Lala Rang Behari Lal:** (a) Will Government be pleased to state the number of:

- (1) Indians;
- (2) Indian Christians;
- (3) Anglo-Indians and Europeans;
- (4) Parsis;

who hold the posts of:

- (a) assistant station masters;
- (b) station masters;
- (c) guards;

on the North Western Railway?

(b) Will Government also state the rates of pay for each of the classes?

Mr. A. A. L. Parsons: (a) Government have no information regarding the number of posts of assistant station masters, station masters and guards on the North Western Railway held by different nationalities.

(b) I am sending the Honourable Member a statement showing the scales of pay of the different classes. There is no differentiation in the rates of pay of Europeans and Indians and the rates apply to men of all nationalities alike.

PROHIBITION OF THE NAGAR KIRTANS OF THE ARYA SAMAJ.

634. ***Mr. Mukhtar Singh:** Have the Government of India received any representations on behalf of the Arya Samaj in connection with the prohibition of the Nagar Kirtans of the Arya Samaj? If the answer be in the affirmative, will Government be pleased to state the action taken on such representations?

The Honourable Sir Alexander Muddiman: The Government of India have received such representations, but they have seen no reason to interfere with the discretion which Local Governments enjoy to deal with these matters.

ADVERTISING OF RAILWAY TIMINGS.

635. ***Mr. Mukhtar Singh:** Do Government use the newspapers for the publicity of the railway timing, etc.? If so, will Government be pleased to state the names of the papers in different provinces in which the timings are advertised?

EXPENDITURE ON ADVERTISEMENTS RELATING TO RAILWAY TIMINGS.

636. ***Mr. Mukhtar Singh:** Will Government be pleased to state the amount of expenditure incurred every year during the last three years in advertising the railway timings in the newspapers?

Mr. A. A. L. Parsons: I propose with your permission, Sir, to answer questions Nos. 635 and 636 together.

Government do not themselves take action to give publicity to railway timings as this is a matter left to Railway Administrations who themselves notify changes in timings in newspapers.

The information regarding the names of papers and the expenditure incurred in this way by Railway is not available.

PUBLICATION OF THE STATE RAILWAYS TIME TABLES IN THE VERNACULAR.

637. ***Mr. Mukhtar Singh:** (a) Have Government made any arrangement for publishing the time tables of the different State Railways in the different vernaculars of the provinces?

(b) If the answer be in the affirmative, will Government be pleased to state the railways of which the time tables are available in the vernacular and at what price they can be had?

PUBLICATION OF TIME TABLES FOR TRAVELLERS UNACQUAINTED WITH ENGLISH.

638. ***Mr. Mukhtar Singh:** Have Government made any arrangements for publishing the time tables of the State Railways for the guidance of those who do not know English?

Mr. A. A. L. Parsons: I propose with your permission, Sir, to reply to questions Nos. 637 and 638 together.

The arrangements are not made direct by Government but I am enquiring from Railway Administrations what the practice is and I will let the Honourable Member know in due course.

CASTOR CAKE AND CAKE DUST SOLD YEARLY AT THE MANARI WORKSHOP ON THE EAST INDIAN RAILWAY.

639. ***Mr. Mukhtar Singh:** Will Government be pleased to state the yearly output of castor cake and cake dust sold each year during the last five years at the Manari workshop on the East Indian Railway?

DISPOSAL OF CASTOR CAKE AND CAKE DUST AT MANAURI STATION ON THE EAST INDIAN RAILWAY.

640. ***Mr. Mukhtar Singh:** Will Government be pleased to state the method by which castor cake and cake dust is disposed of at Manauri station on the East Indian Railway?

PRICE OF CASTOR CAKE AND CAKE DUST.

641. ***Mr. Mukhtar Singh:** Will Government be pleased to state the price per maund of castor cake and cake dust respectively, received during the last five years?

PLACES ON THE DIFFERENT RAILWAYS WHERE CASTOR CAKE OR CAKE DUST IS AVAILABLE.

642. ***Mr. Mukhtar Singh:** Will Government be pleased to state the places over the different railways where castor cake or cake dust is available?

Mr. A. A. L. Parsons: I propose also with your permission, Sir, to answer questions Nos. 639 to 642 together. Government have no information as to the price per maund of castor cake and cake dust during the last five years, or the places over the different railways where cake or cake dust is available. They are calling for the information in reply to questions Nos. 639 and 640 and will furnish it to the Honourable Member on receipt.

INCOME FROM THE SALE OF TREES ON THE DIFFERENT RAILWAYS.

643. ***Mr. Mukhtar Singh:** Will Government be pleased to state the amount of income from the sale of trees on the different railways during the last five years?

PLANTING, CULTURE AND SALE OF TREES ON THE DIFFERENT RAILWAYS.

644. ***Mr. Mukhtar Singh:** Will Government be pleased to state the method of planting, nourishing and selling the trees on the railway lines of the different railways?

EXPENDITURE [ON THE PLANTING AND CULTURE OF TREES ON THE DIFFERENT RAILWAYS, ETC.]

645. ***Mr. Mukhtar Singh:** Will Government be pleased to state the amount of expenditure incurred on the planting and nourishing of the trees on the railway lines each year and the income got from these trees each year?

RECRUITMENT OF GARDENERS ON THE GOVERNMENT RAILWAYS.

646. ***Mr. Mukhtar Singh:** (a) Are there some qualified men employed for the planting and rearing of the trees on the Government railways?

(b) Is the system uniform on all the railways or is there some difference in working?

(c) Wherefrom and how are these men recruited to work on this important job of planting and rearing the trees?

Mr. A. A. L. Parsons: I propose again, Sir, to answer this and the three questions following together, that is to say, Nos. 643 to 646.

Government have no information. Our statistics do not show these receipts separately from other receipts.

GRAZING LANDS NEAR RAILWAY LINES.

647. ***Mr. Mukhtar Singh:** Is the land on both the sides of the Government railways used for grazing cattle by the adjoining villages? If so, will Government be pleased to state the precautions taken in order to avoid accidents on the railway lines?

Mr. A. A. L. Parsons: Yes and trespassing on railway land for the purposes of grazing cattle is also not unknown. Fencing is provided round station yards and near level crossings, on sections of line running through densely populated districts at the discretion of the Railway Administration.

NAMES OF MEMBERS OF THE ADVISORY COMMITTEES OF THE NORTH WESTERN AND EAST INDIAN RAILWAYS.

648. ***Mr. Mukhtar Singh:** Will Government be pleased to state the names of the gentlemen who are serving on the North-Western Railway and East Indian Railway Advisory Committees?

Mr. A. A. L. Parsons: The names of the members of the Local Advisory Committees are published in the time-tables of the respective railways and the Honourable Member should refer to them.

ISSUE OF INTERMEDIATE AND THIRD CLASS RETURN TICKETS ON RAILWAYS.

649. ***Mr. Mukhtar Singh:** Have Government made any arrangements to allow intermediate and third class return tickets on the railways? If so, will Government be pleased to state the names of the railways on which the system is in vogue? If the answer be in the negative, will Government be pleased to state its reasons for not adopting this course?

ISSUE OF INTERMEDIATE AND THIRD CLASS RETURN TICKETS ON RAILWAYS.

650. ***Mr. Mukhtar Singh:** Has the system of granting return intermediate and third class tickets been tried on any of the railways and with what results? If the answer be in the negative, do Government propose to consider the advisability of trying this system as an experimental measure on one of the railways at an early date?

Mr. A. A. L. Parsons: I propose with your permission, Sir, to answer questions Nos. 649 and 650 together.

No arrangements have been made for the general issue of intermediate and third class return tickets on railways. Certain railways, however, issue return intermediate class tickets at reduced fares, for example, the East Indian, Eastern Bengal and Bengal-Nagpur Railways. As regards third class passengers, it is felt that where the financial position of railways permits of a reduction in fares, a reduction in single journey fares is more desirable than reduction on return fares.

Experiments are, however, being made on certain railways by giving return lower class tickets at cheaper fares for week-ends, holidays and melas, etc. These railways are the Bengal Nagpur, Bombay, Baroda and Central India, Eastern Bengal, Madras and Southern Mahratta, Great Indian Peninsula, South Indian and His Exalted Highness the Nizam's Guaranteed State Railways.

Further developments must depend on the results of these experiments.

Mr. Gaya Prasad Singh: Are Government aware that the Bengal and North Western Railway have discontinued the practice of issuing return tickets?

Mr. A. A. L. Parsons: Return third class tickets?

Mr. Gaya Prasad Singh: Return tickets for all classes. They do not issue return tickets at all.

Mr. A. A. L. Parsons: The Honourable Member appears to have the information which he seeks to obtain from me.

Mr. M. K. Acharya: Is there any idea of abolishing intermediate class tickets on the various railways?

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

FINANCIAL RESULTS OF THE INTRODUCTION OF FIRST AND SECOND CLASS RETURN TICKETS ON RAILWAYS.

651. ***Mr. Mukhtar Singh:** (a) Will Government be pleased to state the financial results of issuing first and second class return tickets on the different railways?

(b) Has the system been a paying one and has it compensated the loss in fares by attracting more passengers?

(c) Will Government be pleased to state the railways upon which the system of granting first and second class return tickets is in force?

(d) Will Government be pleased to state why the system is not used on all the railways if useful and why it is not abandoned if it is wasteful?

Mr. A. A. L. Parsons: (a), (b) and (d). The financial results are not yet known.

(c) 1. Bengal Nagpur.

2. Bombay, Baroda and Central India.

3. Eastern Bengal.

4. East Indian.

5. Great Indian Peninsula.
6. Madras and Southern Mahratta.
7. North Western.
8. South Indian.

RECOGNITION OF THE SERVICES AND TALENTS OF ABDUL AZIZ, A FOREMAN OF THE RAILWAY WORKSHOP AT MORADABAD.

652. ***Maulvi Muhammad Yakub:** (a) Are Government aware that Foreman Abdul Aziz of the Moradabad railway workshop prepared a model of the town of Hardawar and sent it to England for the Wembley Exhibition?

(b) Are Government aware that the said model was very much appreciated at the Wembley Exhibition?

(c) Are Government aware that besides making the model mentioned above the above-named foreman has invented also certain other useful articles?

(d) Are Government aware that Abdul Aziz has not yet received any recognition for his long and meritorious services although he made representations to his higher authorities?

(e) Do Government now propose to make a recognition of the services and talents of the said Abdul Aziz in some appropriate form?

Mr. A. A. L. Parsons: Information is being obtained and, on receipt, will be furnished to the Honourable Member.

EMPLOYMENT OF A LADY TICKET COLLECTOR AT HARDAWAR.

653. ***Maulvi Muhammad Yakub:** (a) Is it a fact that Mrs. V. Paul, formerly a lady ticket collector at Hardawar, was discharged from service because the post of a lady ticket collector at Hardawar was abolished?

(b) Is it also a fact that Mrs. V. Paul was a senior lady ticket collector while her juniors are still in service?

(c) Is it not the general rule that when a post is abolished the most junior incumbent in that cadre is discharged and not the senior ones?

(d) Why was not this practice adopted in the case of the abolition of lady ticket collector's post at Hardawar?

(e) Do Government propose to direct the Divisional Superintendent, East Indian Railway, at Moradabad to look into the matter?

(f) Why was the post of a lady ticket collector at Hardawar brought under reduction?

(g) Are Government aware that Hardawar is a big place of Hindu pilgrimage, where thousands of female pilgrims flock every year?

(h) Are Government prepared to consider the desirability of keeping a lady ticket collector at Hardawar?

Mr. A. A. L. Parsons: (a) to (d) and (f). Government have no information.

(e) No, but the attention of the Agent will be drawn to part (h) of the question.

(g) Yes.

**RETENTION OF THE SERVICES OF MR. P. A. YOUNG AS AN ASSISTANT
RUNNING SHED FOREMAN AT MORADABAD.**

654. ***Maulvi Muhammad Yakub:** (a) Why were the services of Mr. P. A. Young, a night shedman at Moradabad, dispensed with before he had reached the age of 55 years?

(b) Is it a fact that the said Mr. Young was given an increase in October, 1926?

(c) Is it a fact that this Mr. Young was sent as a driver to Mesopotamia, where he served with credit from 1919 to 1921?

(d) Is it also a fact that while at Mesopotamia Mr. Young was considered fit to officiate as a Loco. Foreman?

(e) Is it also a fact that only in 1926 he was appointed as a Running Shed Foreman at Dehra Dun?

(f) Do Government propose to inquire into the matter and consider the question of retaining the services of Mr. Young as an Assistant Running Shed Foreman until he has completed his 55 years of age?

Mr. A. A. L. Parsons: Government have no information and do not propose to issue any orders in the matter.

**FREQUENT DISMISSALS ON THE OUDH AND ROHILKHAND SECTION OF
THE EAST INDIAN RAILWAY.**

655. ***Maulvi Muhammad Yakub:** (a) Are Government aware that cases of dismissal have lately become a common practice on all the Railways generally and the Oudh and Rohilkhand Railway section of the East Indian Railway in particular where employees are discharged from service for an ordinary fault?

(b) Do Government propose to direct the Divisional Superintendents of Railways to use paragraph II with great care and caution?

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

(b) Government have no reason to believe that any instructions are needed.

**OVERWORKED ASSISTANT STATION MASTERS AND POINTSMEN ON THE
EAST INDIAN RAILWAY.**

656. ***Maulvi Muhammad Yakub:** (a) Are Government aware that an assistant station master on the Moradabad-Ghaziabad section of the East Indian Railway has to work for 12 hours continuously in the night?

(b) Are Government aware that the assistant station master's duty includes the passing of trains as well as booking of passengers and their luggage?

(c) Are Government also aware that many a pointsman on the East Indian Railway has to perform his most responsible duty continuously for 12 hours?

(d) Do Government propose to direct the Agents of Railways to make a full inquiry into the matter and take whatever action is necessary?

Mr. A. A. L. Parsons: Government have no information. They have, however, sent the Honourable Member's question to the Agent, East Indian Railway.

Maulvi Muhammad Yakub: Have the Government got any information about anything that goes on on the railways?

Mr. A. A. L. Parsons: A certain amount, Sir.

UTILISATION OF THE FINE FUND AT MORADABAD FOR THE UPKEEP
AND IMPROVEMENT OF THE PRINCE OF WALES'S RAILWAY
SCHOOL.

657. ***Maulvi Muhammad Yakub:** (a) Is it a fact that a major portion of the fine fund at Moradabad is contributed by the Indian staff? Is it also a fact that a major portion of the fine fund is spent on concerts and dances for the enjoyment of the European and Anglo-Indian officers of the Railway?

(b) Are Government aware that the Prince of Wales's Railway School at Moradabad is in a wretched condition for want of funds and has got neither a building of its own nor an efficient staff and the teaching there is confined to a lower standard?

(c) Do Government propose to issue orders that the fines paid by the Indian staff should all be spent on this school which should be properly conducted, housed and raised to the standard of a High School in order to afford educational facilities to the children of the Indian staff?

Mr. A. A. L. Parsons: Government have no information. They will, however, draw the Agent's attention to the suggestions made by the Honourable Member.

PROVISION OF A REST ROOM FOR THE RELIEVING STAFF AT MORADABAD.

658. ***Maulvi Muhammad Yakub:** (a) Are Government aware that there is no rest room for the relieving staff at Moradabad, which is a big railway junction and the headquarters of a railway division and where a large number of the relieving staff has to come on frequent occasions?

(b) Do Government propose to issue orders that a rest room be provided at an early date at Moradabad for the use of the relieving staff?

Mr. A. A. L. Parsons: (a) Government have no information.

(b) This is a matter which the Agent, East Indian Railway, is competent to deal with. A copy of the question and answer will be sent to him for such action as he may consider necessary.

EMPLOYMENT OF OFFICERS OF THE INDIAN ARMY IN CIVIL DEPARTMENTS.

659. ***Lieut. Sardar Muhammad Nawaz Khan:** (a) Is it a fact that officers of the Indian Army used to be permitted, if they liked, to have themselves transferred to the Civil Service in India?

(b) Is it also a fact that officers of the Indian Army are still permitted, if they like, to have themselves transferred to the Political Service in India?

(c) If the answers to (a) and (b) are in the affirmative, are Government prepared to consider the question of permitting officers of the Indian Army, if they like, to have themselves transferred to the Civil Service in India?

(d) If the answer to (c) is in the negative, will Government state the reasons for the discontinuance of the practice mentioned in (a)?

The Honourable Sir Alexander Muddiman: (a) Military officers used to be recruited for civil duties in the non-regulation provinces.

(b) Officers of the Indian Army are eligible, if selected, for service in the Political Department of the Government of India.

(c) The answer is in the negative.

(d) Military officers were originally employed on civilian duties in the less settled areas, and as the methods of administration became more ordered, their recruitment was gradually diminished.

Mr. B. Das: May I enquire if, by allowing military officers to do civil duties in certain provinces, Government do not deprive officers of the Indian Civil Service and Provincial Civil Service of chances of enjoying the benefits of those posts?

The Honourable Sir Alexander Muddiman: By the number of posts occupied they undoubtedly do.

THE P. W. D. CODE.

660. ***Mr. E. F. Sykes:** Referring to the answer given to part (a) iii of question No. 270 of August 31st, 1926, from whom does the P. W. D. Code derive its authority?

The Honourable Sir Bhupendra Nath Mitra: In part from the Secretary of State for India in Council and in part from the Government of India.

Mr. E. F. Sykes: Will the Honourable Member indicate how we may distinguish between those portions which derive their authority from the Secretary of State and those which derive it from the Government of India?

The Honourable Sir Bhupendra Nath Mitra: If I had to answer that question here, it could not be done within the limit of an answer to a question, because I would have to explain the entire position about the financial control of the Secretary of State for India in Council over expenditure chargeable to the revenues of India.

GRIEVANCES OF LUGGAGE PORTERS AT HOWRAH.

661. ***Mr. N. M. Joshi:** (a) What steps, if any, have been taken by the East Indian Railway authorities to remove the grievances of Howrah station luggage porters?

(b) What is the name and rank of the officer deputed by the Agent to inquire into their grievances?

(c) Is it a fact that he has submitted his report? If so, when was the report submitted?

(d) If so, what are the recommendations made by the inquiry officer?

(e) Is it a fact that the Agent has refused to supply a copy of the report to the members of the Advisory Committee, and if so, why?

(f) Is it a fact that the Agent has refused to include the questions of payment of licence fees payable by the porters in the agenda for discussion by the Advisory Committee? And if so, why?

The Honourable Sir Charles Innes: (a) The matter has received the attention of the Agent, East Indian Railway, who has deputed an officer of the Railway to enquire into it.

(b) I do not know.

(c) and (d). Government are awaiting the Agent's report on the matter.

(e) and (f). The Advisory Committee have been informed by the Agent that the proposals in connection with the licences to porters at Howrah will be circulated among them for expression of opinion before anything definite is settled.

REDUCTION OF THE LICENCE FEES OF PORTERS EMPLOYED AT HOWRAH.

662. ***Mr. N. M. Joshi:** (a) Is it a fact that Mr. Legge, the late Agent, East Indian Railway, recommended the reduction of the licence fees of the Howrah porters from Rs. 7 to Rs. 4 a month?

(b) What is the total number of porters paying Rs. 7 a month to Mr. Murgatroyd, the present contractor?

(c) What is the income of this contractor derived from licence fees per month?

(d) What was the last salary of Mr. Murgatroyd before he retired from the East Indian Railway?

(e) What experience has the contractor had of supervision of Indian labour before he was appointed?

The Honourable Sir Charles Innes: (a) The Agent called upon the late contractor to say whether the monthly fee paid by the porters could not be reduced from Rs. 7 to Rs. 5 but as already stated in answer to the previous question the whole question of the payment by these porters is under enquiry by an officer of the Railway.

(b) The number of coolies employed at Howrah in 1925 was approximately 800.

(c) It was estimated in 1923 that the net earnings of the contractor were between Rs. 1,400 and 1,500 a month. He is, however, responsible for the payment of claims for any losses caused by the coolies.

The amount of supervision exercised by the contractor has also been increased and the present earnings are not known.

(d) Rs. 530 per mensem.

(e) Government have no information.

ABOLITION OF THE SYSTEM OF FREE LABOUR RENDERED BY LUGGAGE PORTERS AT HOWRAH.

663. ***Mr. N. M. Joshi:** (a) Is it a fact that the licensed luggage porters at Howrah carried out the work of loading and unloading booked luggage and parcels and conveying them between the train and the various offices free of charge for several years?

(b) When was this *begari* or free labour system sanctioned by the East Indian Railway authorities?

(c) Is it a fact that the contractor cancelled the licence of any porter refusing to render *begari*?

The Honourable Sir Charles Innes: (a) and (b). The arrangements made in April 1921 between the East Indian Railway and the Coolie Contractor

included a condition that the contractor should supply free of charge a certain number of coolies to load and unload luggage and parcels in and from trains and offices.

(c) The information is not available; but the Agent has issued instructions that the *begar* system shall be abolished.

EXTENSION OF THE FARIDPUR CHARMAGURIA RAILWAY TO BARISAL.

664. *Haji Ohaudhury Mohammad Ismail Khan: (a) Is it a fact that the Government of Bengal urgently requested to extend the proposed railway project Faridpur Charmaguria up to Barisal?

(b) Is it a fact that the Railway Board promised to have this project investigated in the cold weather of 1926-27?

(c) Will Government be pleased to state whether the actual investigation of the Barisal extension has been commenced? If so, when was it commenced and when is it likely to end?

(d) Do Government propose to place the report of the investigation before the Standing Finance Committee for Railways, and if so, when?

Mr. A. A. L. Parsons: (a), (b) and (c). At the request of the Government of Bengal a traffic survey of the Charmaguria-Barisal section has recently been carried out and the results are awaited.

(d) If on consideration of the traffic report and the estimate of the cost of constructing the line, Government come to the conclusion that it is desirable to build the line, the proposal to do so will be referred to the Standing Finance Committee for Railways.

NUMBER OF PASSENGERS OF THE DIFFERENT CLASSES CARRIED ON THE PRINCIPAL RAILWAYS DURING THE FIRST EIGHT MONTHS OF 1926-27.

665. *Haji Ohaudhury Mohammad Ismail Khan: (a) Will Government be pleased to state the total number of first and second class passengers carried during 1926-27 up to whatever month available in each of the Railways in India?

(b) Will Government be pleased to state the total number of third and intermediate class passengers for the same period and for the same Railways?

Mr. A. A. L. Parsons: A statement showing the number of first, second, intermediate and third class passengers carried on the principal railway systems during the first 8 months of 1926-27 has been sent to the Honourable Member.

FINANCIAL EFFECT OF THE LAST REDUCTION OF RAILWAY FARES.

666. *Haji Ohaudhury Mohammad Ismail Khan: Will Government be pleased to state the financial effect of the last reduction of railway fares on the earnings from the first and second class passenger traffic and that of the third class passenger traffic showing a total increase or decrease in the earnings of Railways from those classes of traffic before that reduction?

Mr. A. A. L. Parsons: The result of the reductions by classes is not yet known but a statement showing the total number of passengers carried and

the passenger earnings on class I Railways for the period April to November 1926 as compared with the corresponding period in 1925 has been sent to the Honourable Member.

ESTIMATED LOSS ON ACCOUNT OF THE REDUCTION OF RAILWAY FARES.

667. ***Haji Obaudhury Mohammad Ismail Khan**: Will Government be pleased to state the anticipated loss or profit on the earnings from the first and second class passenger traffic and that of the third and intermediate class passenger traffic by the recent reduction of railway fares in February, 1927?

Mr. A. A. L. Parsons: The estimated loss for the year 1927-28, on account of the reduction of fares is Rs. 54 lakhs on the East Indian Railway and 13½ lakhs on the North Western Railway compared with the earnings of the year 1925-26. The estimated figures by classes are not available.

CONTRIBUTION BY THE P. AND O. COMPANY TOWARDS THE NEW BOMBAY-HOWRAH SPECIAL.

668. ***Mr. B. Das**: (a) Will Government be pleased to state if it is a fact that the monogram of the P. and O. Company appears on the bogies of the new Bombay-Howrah special running in connection with the P. and O. Mail?

(b) If the answer to (a) be in the affirmative, will Government be pleased to state if the P. and O. Company has made any contribution towards the construction of the bogies composing this new special?

Mr. A. A. L. Parsons: (a) Yes.

(b) The P. and O. Company have not made any direct contribution towards the cost of the construction of two Imperial mail trains, but they have agreed to guarantee 20 fares per round trip during the five months of the slack season (May to September). This guarantee is for minimum period of five years.

Mr. A. Rangaswami Iyengar: May I know how the question of the monogram is connected with the question of the guarantee?

Mr. A. A. L. Parsons: I do not suppose there is any direct connection.

PURCHASE OF LOCOMOTIVES.

669. ***Mr. B. Das**: With regard to the following remark will Government be pleased to state what was the number, the price and name of the firm from whom the purchases were made?

"During 1925-26 as in the previous year, a large number of condemned engines of low tractive effort were replaced by modern engines of higher tractive effort."

Mr. A. A. L. Parsons: The information is being obtained and on receipt it will be furnished to the Honourable Member.

PURCHASE OF GOODS WAGONS.

670. ***Mr. B. Das**: (a) Will Government be pleased to state how many of the goods wagons amounting in all to 17,143, which were on order at the end of the year 1925-26, have been delivered?

(b) How many of these were on order in India and how many in England?

(c) What is the balance still pending?

NUMBER OF WAGONS PLACED ON THE LINE IN EACH YEAR FROM 1919-20.

671. ***Mr. B. Das:** (a) Is it true that 10,215 wagons were placed on the line during the year 1925-26?

(b) Will Government be pleased to state the figure of goods stock (wagons) placed on the line each year from 1919-20?

WAGON REQUIREMENTS OF STATE RAILWAYS.

672. ***Mr. B. Das:** (a) Did the Chief Commissioner for Railways, giving evidence before the Tariff Board in 1923 with regard to the wagon requirements of railways owned by the State, make the following statement?

"We think that the annual renewals on a basis of about 40 years' life will be about 3,750. Additions will be about the same figure. So, 7,500 is what we anticipate we shall be wanting in five years' time."

(b) Will Government be pleased to state in which year from now they expect to make purchases on this basis?

(c) Was this a miscalculation, or does this represent the correct position?

NUMBER OF WAGONS PURCHASED FOR STATE RAILWAYS SINCE MARCH 1923.

673. ***Mr. B. Das:** (a) Will Government be pleased to state whether the following statement was made by the Chief Commissioner for Railways before the Tariff Board in 1923?

"The State Railways on the whole are rather overstocked at present."

(b) Notwithstanding this how many wagons have been purchased either for renewals or for additions in State Railways since March 1923?

(c) How many of these have been ordered from sources outside India?

Mr. A. A. L. Parsons: With your permission, Sir, I propose to answer questions Nos. 670 to 673 together. I have not been able to collect the information for which the Honourable Member asks in time to give it on the floor of the House to-day, for the reason that we have not in the Railway Board's office details of the orders placed by Company-managed Railways; and I am doubtful if we shall be able to collect it before the House rises this session. I will, however, have it collected as early as possible, will forward the information to the Honourable Member as soon as it is ready, and will also lay a statement on the table of the House at the earliest possible opportunity after the information has been collected.

MANUFACTURE OF WAGONS AND LOCOMOTIVES IN THE BOMBAY, BARODA AND CENTRAL INDIA RAILWAY WORKSHOP AT AJMER.

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

(a) Whether the Bombay, Baroda and Central India Railway workshop at Ajmer has manufactured (i) wagons and (ii) locomotives?

- (b) What was the output for each of the last ten years?
 (c) What was the average price of each year's output for wagons and locomotives and was the price cheaper than the price at which purchases could be made?
 (d) Is it the Government's intention to continue such manufacture in the shop?

Mr. A. A. L. Parsons: (a) Yes.

(b), (c) and (d). Government have not got the information for which the Honourable Member asks; but I may mention that the system of accounts maintained by the Bombay, Baroda and Central India Railway workshops, and the cost of manufacture, are being investigated by Sir Arthur Dickinson's Committee, and the question whether manufacture should be continued will no doubt be considered by the Railway Administration on the receipt of that Committee's report.

RUNNING OF CERTAIN TRAINS BETWEEN PATNA AND BHAGALPUR.

675. ***Raja Raghunandan Prasad Singh:** Has the attention of Government been drawn to the *Express* (Patna) of the 29th January last publishing a letter addressed by the leading barristers and vakils of the Patna High Court headed by Sir Ali Imam to the Divisional Superintendent, East Indian Railway, Dinapur, urging the re-running of the trains which till recently left Patna and Bhagalpur at 11 P.M. arriving at Bhagalpur and Patna next morning at 7-30 A.M. and 6-60 A.M. respectively? Do Government propose to give necessary directions for the removal of the said grievance soon?

Mr. A. A. L. Parsons: Government have not seen the letter referred to. The Honourable Member is referred to the answer given to questions Nos. 281 and 282 asked by Kumar Ganganand Sinha on the 7th February 1927.

THE BAUNSI-NAYA DUMKA-SAINTHIA RAILWAY PROJECT.

676. ***Raja Raghunandan Prasad Singh:** Do Government propose to extend the Bhagalpur-Baunsi Branch line to New Dumka (Santhal Parganas) or to connect the latter with the Loop Line at any station thereon that may be found convenient for the purpose?

Mr. A. A. L. Parsons: The Baunsi-Naya Dumka-Sainthia project is being investigated by the East Indian Railway Administration along with certain other connections in the area. If as a result of this investigation these lines are found to be remunerative, their construction will be taken in hand.

RATES CHARGED BY RAILWAYS ON KHADDAR, INDIAN MILL-MADE CLOTH AND FOREIGN PIECEGOODS.

677. ***Raja Raghunandan Prasad Singh:** (a) What is the transport rate on *khaddar* and what on Indian mill-made cloth and foreign piecegoods?

(b) Is it a fact that the transport rate on *khaddar* has been increased 147 per cent. during the last 5 years, whereas that on Indian mill-made cloth and foreign piecegoods remain the same as before?

(c) If the answer to (b) be in the affirmative, will Government be pleased to indicate the ground for such distinction made by the Railway Board?

(d) What are the prevailing transport rates on Indian mill-made cloth and foreign piecegoods respectively? What increase, if any, has been made therein side by side with the increase of the rate on *khaddar*?

Mr. A. A. I. Parsons: (a) The maximum general permissible rates on *khaddar*, Indian mill-made cloth and foreign piecegoods are the same and are as follows:

In bales press packed ·83 pie per maund per mile at Railway Risk.
 ·62 pie per maund per mile at Owner's Risk.

Not press packed 1·04 pie per maund per mile at Railway Risk.
 ·83 pie per maund per mile at Owner's Risk.

(b) No.

(c) Does not arise.

(d) The permissible rates on Indian mill-made cloth and foreign piecegoods are, as I have said in my reply to (a), the same. Indian mill-made cloth, foreign piecegoods and *khaddar* are all classed under the heading of piecegoods. A statement showing the increases made since the year 1920 on the permissible rates generally applicable for piecegoods has been sent to the Honourable Member. On certain railways *khaddar* was being charged for under a lower classification which previously existed for *garah* cloth, but this was rectified in the year 1924, and since the year 1926 *garah* cloth has also been classified under piecegoods.

APPOINTMENTS FOR QUALIFIED CANDIDATES OF THE LATE STAFF SELECTION BOARD.

678. ***Mr. Gaya Prasad Singh:** (a) Will Government be pleased to lay on the table a statement showing separately the number of departmental men and outsiders passed by the Staff Selection Board (now merged into the Public Service Commission) in the 1st and 2nd divisions, respectively, at each examination, since the creation of the Board and the number of those who have since been permanently provided for in the respective grades for which they qualified?

(b) Is it a fact that some of the men who passed the Board's examination as outsiders in the year 1920 or so, still remain unprovided for, or are holding either temporary appointments in the same division for which they qualified or remain confirmed in the lower division, whilst those who passed the test in subsequent years have since been confirmed in the upper or the lower division as the case may be?

(c) If the reply to (b) above be in the affirmative, do Government propose to issue necessary instructions to the heads of Departments that persons already qualified for the upper or the lower divisions respectively should first be provided for in the next vacancies in the order in which they passed the examination before entertaining men who passed in subsequent examinations?

Mr. J. M. Dunnett: (a) A statement is being forwarded to the Honourable Member.

(b) Of the 136 outside candidates who qualified for the upper division in 1920, 36 have been provided with permanent posts in the upper division; of the remainder, 81 have dropped out for various reasons, many of them having become over age, and 19 are known to be occupying temporary or

permanent posts outside the upper division in the Central or Provincial Governments' Secretariats. There has been no upper division test for outsiders since 1920. Out of the 198 candidates for the lower division who qualified 96 have received posts. First appointments are as a rule offered according to date of qualification, but confirmation rests with the Department concerned. Information as to the number of departmental candidates who have passed the upper division test and have so far not been promoted to upper division appointments is not readily available but will be collected and supplied to the Honourable Member in due course if he so desires.

(c) No, the matter must continue to be regulated by the Heads of Departments and offices concerned, and the Public Service Commission.

Mr. B. Das: May I enquire why the Staff Selection Board and the Public Service Commission do not recruit staff for the lower division and upper division of the Railway Board establishment?

Mr. J. M. Dunnett: That question should be addressed to the Member in charge of the Railway Department within whose cognizance it is.

Mr. B. Das: May I enquire why the Railway Board undertakes special recruitment of their staff in the lower and upper grades and why the Staff Selection Board and the Public Service Commission do not recruit them?

Mr. A. A. L. Parsons: Will the Honourable Member put a question down?

SAFEGUARDING OF THE INTERESTS OF QUALIFIED CANDIDATES OF THE LATE STAFF SELECTION BOARD.

679. ***Mr. Gya Prasad Singh:** (a) Is it a fact that the Public Service Commission have held the recent examination in spite of the fact that in almost every department there is already a number of passed men awaiting promotion or confirmation? If so, will Government kindly state if the number of vacancies likely to occur during the next financial year is expected to be so large as to provide for the present passed men as also to provide scope for an additional number of men who may be declared fit?

(b) What action do Government propose to take to safeguard the interests of the present passed men, so that they should have prior claims for promotion or confirmation as compared with the men who now happen to pass the recent examinations?

Mr. J. M. Dunnett: (a) Before the decision to hold the examination in 1926 was taken a careful estimate was made of the number of outside candidates who must be declared qualified in order that the Public Service Commission might meet the demands of the Departments for staff in the ensuing year. Owing to the fact that many of the vacancies are temporary and for various other reasons, many of the departmental candidates, who are serving in a lower grade than that for which they have qualified, are not effective candidates for vacancies which occur and it was necessary to pay regard to this fact in making the estimate.

(b) Government are satisfied that the legitimate interests of the existing passed men will not be overlooked by the heads of the Departments concerned.

APPOINTMENTS IN CERTAIN DEPARTMENTS UNDER THE GOVERNMENT OF INDIA.

680. ***Sir Purshotamdas Thakurdas**: 1. Will Government be pleased to give a complete list of appointments in the Posts and Telegraphs, Income-tax, Northern India Salt Revenue, and Cantonment Departments which fall under (a) rule 6 and (b) rule 7 of the Public Service Commission (Functions) Rules?

2. Will Government be pleased to explain the reasons for deciding that the appointments in these Departments in part 1 above, which are covered by Rule 7, may be filled without consulting the Commission?

3. Will Government be pleased to state, why, in the case of selection appointments the reference of a memorial by the Governor General in Council to the Commission is made optional in rule 12 instead of obligatory?

The Honourable Sir Alexander Muddiman: (1) I will make enquiries of the Departments concerned, and will furnish the Honourable Member, if possible, with the list asked for.

(2) Where an officer has already been selected to hold His Majesty's commission or to be a member of an All-India Service or of a Central Service, Class I, and his capabilities have been further tested by experience, it is not thought necessary to consult the Commission again as to his fitness.

(3) Memorials include representations of every kind, and will in many cases relate to matters which cannot usefully be referred to the Commission. As regards the particular type of memorial referred to by the Honourable Member, namely, protests against non-selection for a selection appointment, non-selection is not a disciplinary measure. The authority responsible for administration is in the best position to pronounce on the relative merits of officers already in service, and it must be left to such authority to decide whether the Commission's advice is required.

Sir Purshotamdas Thakurdas: Do the same rules apply to petitions to be forwarded to the Secretary of State?

The Honourable Sir Alexander Muddiman: I am not very familiar with the petition rules. If the Honourable Member will put a question down, I shall be able to give him a correct answer.

NET EARNINGS OF THE BENGAL AND NORTH-WESTERN RAILWAY.

681. ***Sir Purshotamdas Thakurdas**: (a) Will Government be pleased to state the net earnings of the Bengal and North-Western Railway Co., Ltd., for the year ended 30th September, 1926?

(b) What is the earning made by the Bengal and North-Western Railway Co., Ltd., in exchange, during the year ended 30th September, 1926, and what was the figure for the corresponding previous year under that head?

(c) Is it a fact that the said Railway has lately paid a dividend of 16 per cent. per annum including bonus, as against 14 per cent. per annum of the previous year?

(d) Will Government be pleased to state if they are prepared to place the agreement with this Company before the Railway Finance Committee

with a view to that Committee satisfying themselves that no effective method of reducing the earnings of this Company is feasible with a view to better service being made available to the travelling public on that line?

Mr. A. A. L. Parsons: (a) The net earnings of the Bengal and North-Western Railway system for the year ended 30th September, 1926, were Rs. 2,20,84,163. Of this the Company's share was Rs. 1,24,29,735.

(b) £87,847 and 82,210.

(c) Yes.

(d) No. Such an enquiry would not be within the functions of the Standing Finance Committee.

Sir Purshotamdas Thakurdas: Do the Government consider that a 16 per cent. dividend on railway shares is a reasonable dividend?

Mr. A. A. L. Parsons: If it were paid on the full capital expenditure of the railway, I think the Government of India would probably consider it very high. The position is that these dividends have only been paid in the last two years on the ordinary stock of the Bengal and North-Western Railway, the total amount of which is £3 million, or say Rs. 4 crores, whereas the capital expenditure on the Railway is over 10½ crores.

Sir Purshotamdas Thakurdas: How is the balance of 6 crores met then?

Mr. A. A. L. Parsons: I cannot give all the details, but the chief part was met by the issue of preference stock and debentures to the extent, I think, of £3 million, bearing interest at low rates of either 3½ or 4 per cent.; and part both of the debentures and the preference shares have been brought up by the Company and cancelled.

Mr. A. Rangaswami Iyengar: May I know whether the Government are satisfied that these huge dividends are not earned by deteriorating the administration and the services rendered to the public?

Mr. A. A. L. Parsons: Yes, Sir. One of the Members of the Railway Board made an inspection of the Railway recently and his report was quite favourable. I am glad also to know from my friend Mr. Gaya Prasad Singh that a good many complaints of inadequate services have been recently removed.

Mr. Gaya Prasad Singh: Not at all.

Sir Purshotamdas Thakurdas: With reference to the answer of the Honourable Member to part (d) of my question, do I take it that the Railway Board would have an objection to putting before the Railway Finance Committee a copy of the latest report of that Company, if that were called for by a member of that Committee?

Mr. A. A. L. Parsons: Any member of the Committee can see the agreement with the Bengal and North-Western Railway, a copy of which is in the Library. I should also be prepared to show to any member a copy of the latest report. The position, if I may explain further, is that, if there were any question of taking action in the direction suggested by the Honourable Member, the opinion we should require would not be that of the Standing Finance Committee for Railways, but of the Law Officers.

Mr. N. M. Joshi: May I ask, Sir, whether, in view of the fact that the Company is paying a 16 per cent. dividend, the Government of India will ask them to improve the prospects of the employees of that Company?

Mr. A. Rangaswami Iyengar: Am I to understand that the Government have examined this matter and satisfied themselves that the standard of efficiency of this administration is not below the standard of efficiency of other companies which are paying a much smaller dividend? Have they made inquiries as to how this huge dividend is being paid?

Mr. A. A. L. Parsons: As I think my answers have shown, we have obviously gone into the question of the size of the dividend. We have not made a comparison of the services rendered by this company with that rendered by other companies because comparisons of that kind are generally infructuous.

Mr. Gaya Prasad Singh: Will the Government be pleased to make available to this House the report to which reference has been made in course of my friend's previous reply?

Mr. A. A. L. Parsons: I am afraid not; it is a purely departmental document, not written in terms which would make it suitable for me to lay it on the table.

Mr. M. S. Aney: May I know what the Honourable Member means when he says Government have instituted no comparison between the efficiency of the services rendered by this company and the efficiency of the services rendered by other companies, when at the same time the Government maintain that inquiries made show that its condition has improved?

Mr. A. A. L. Parsons: I am afraid I do not quite understand my Honourable friend's question. We have not instituted a comparison between the Bengal and North-Western Railway and other companies for the reason that we do not think a comparison of that kind would serve any useful purpose; but we have satisfied ourselves that the conveniences and so on offered to travellers and to consignees of goods on the Bengal and North-Western Railway are up to the mark.

DECISION OF THE PRIVY COUNCIL IN THE CASE OF GANESH LAL V. KHETRA MOHAN MAHAPATRA.

682. ***Sir Hari Singh Gour:** (a) Has the attention of Government been drawn to the decision of their Lordships of the Privy Council in *Ganesh Lal v. Khetra Mohan Mahapatra* reported in 31 C. W. N. 25 in which their Lordships are reported to have held that the mortgagor's liability on his personal covenant in a registered mortgage is subject to the limitation of 3 years as provided in Article 66 of the Limitation Act?

(b) Are Government aware of the stir this decision has caused in the country as noticed by 31 C. W. N. LXV in its editorial notes?

(c) Will the Government be pleased to state whether they propose to take any action to overrule the Privy Council?

The Honourable Sir Alexander Muddiman: (a) Government have seen the judgment to which the Honourable Member refers.

(b) They are not aware that it has caused any apprehension in the country.

(c) Government are considering what action, if any, should be taken.

Mr. B. Das: May I enquire if the Government of India have the statutory power to overrule the findings of the Privy Council as stated in this question?

The Honourable Sir Alexander Muddiman: My Honourable friend Sir Hari Singh Gour apparently thinks they have, and I do not think it is necessary to differ from him.

Sir Hari Singh Gour: May I beg to enquire whether the Honourable Member implies that the powers of the Central Legislature to overrule the Privy Council are doubted?

The Honourable Sir Alexander Muddiman: I venture for once to agree with my Honourable friend; he apparently did not hear my reply.

APPOINTMENT OF SIKHS AS ASSISTANT SECRETARIES AND SUPERINTENDENTS
IN THE GOVERNMENT OF INDIA SECRETARIAT.

683. ***Sardar Kartar Singh:** (a) What is the total number of Assistant Secretaries and Superintendents in the Government of India Secretariat Offices and their educational qualifications?

(b) Will Government kindly give the above information as below:

- (1) Number of Muhammadans,
- (2) Number of Gurkhas and other Hindus,
- (3) Number of Indian Christians,
- (4) Number of Sikhs?

(c) What is the proportion of each community?

(d) Do Government propose to take steps to employ Sikhs in future temporary and permanent vacancies for these posts at least for the next three years?

The Honourable Sir Alexander Muddiman: (a), (b) and (c). The information will be collected and supplied to the Honourable Member in due course.

(d) Government have already issued orders regarding the steps to be taken for the redress of communal inequalities in recruiting their clerical staff. Departmental promotions are however a different matter, and must continue to be regulated by merit.

INCLUSION OF THE HISTORY OF ENGLISH LITERATURE AS AN OPTIONAL
SUBJECT FOR THE INDIAN AUDIT AND ACCOUNTS SERVICE
EXAMINATION.

684. ***Pandit Nilakantha Das:** (a) Is it a fact that the History of English Literature is not one of the optional subjects for the Examination held to recruit men for the Indian Audit and Accounts Service?

(b) If so, are Government prepared to consider the advisability of including the same as one of the optional papers for the said Examination?

The Honourable Sir Basil Blackett: The question of the revision of the schedule of subjects for the Indian Audit and Accounts Service Examination is being considered by the Public Service Commission.

CONDITIONS OF SERVICE OF MEMBERS OF THE INDIA UNATTACHED LIST

685. ***Mr. Gaya Prasad Singh:** (a) Will the Government be pleased to state if they have sent, or propose to send a report to the Secretary of State, on the subject of the alleged grievances as regards conditions of service of members of the India Unattached List?

(b) If so, what are these grievances, and how do the Government propose to remedy them?

Mr. G. M. Young: (a) and (b). Government have been corresponding with the Secretary of State for some time regarding the conditions of service of the India Unattached List—that is to say, their pay, pension and promotion. Revised rates of pension have already been promulgated. The revision of pay and of the present system of promotion are still under consideration.

NUMBER OF SOUTH AFRICANS OR SOUTH AFRICAN FIRMS TRADING IN INDIA.

686. ***Lala Rang Behari Lal:** (a) Will Government be pleased to state how many South Africans or South African firms, if any, are trading in India?

(b) If so, will Government be pleased to state if they have been allowed any concessions by the Government?

Mr. A. A. L. Parsons: (a) The Government have no information.

(b) Does not arise.

GRANT OF MINERAL RIGHTS TO A SOUTH AFRICAN FIRM IN THE NORTH-WEST FRONTIER PROVINCE.

687. ***Lala Rang Behari Lal:** (a) Will Government be pleased to state if any mineral rights have been granted to any South African firm in the North-West Frontier Province?

(b) If so, will Government be pleased to state the period for which the grant has been made?

Mr. E. B. Howell: No, Sir. The Honourable Member probably alludes to the fact that in November, 1926, Government sanctioned the transfer from Messrs. Graham and Company to the African Construction Corporation of a prospecting license for mineral oil in the Sheranni country. The African Construction Corporation is however an English Company.

SHORT NOTICE QUESTIONS AND ANSWERS.

PUBLICATION OF THE REPORT OF THE SANDHURST COMMITTEE.

Mr. M. A. Jinnah: (a) Will the Government be pleased to inform the House when the Report of the Sandhurst Committee which concluded its work on the 4th November, 1926, is likely to be published?

(b) Will the Government state what action they propose to take regarding the recommendations made by the Sandhurst Committee in their Report which was signed on the 4th November, 1926?

(c) Do the Government propose to place their proposals in the light of the recommendations made in the Report before the House during this Session?

(d) Do Government propose to give the House an opportunity to discuss and deal with the recommendations made in the Report before the end of this Session?

(e) What step, if any, have Government taken regarding the Report and what steps do they propose to take?

Mr. G. M. Young: (a) As I have already indicated in my replies to previous questions on the subject, Government are unable to say at present when the Report will be published, but they hope to be able to give an indication shortly.

(b) Action upon the Committee's recommendations will be determined by His Majesty's Government and the Government of India in consultation.

(c) No, Sir, the Government of India's proposals are unlikely to be framed before the end of this Session.

(d) Full opportunity will be given for discussion when the Government of India after consultation with His Majesty's Government are in a position to inform the Assembly.

(e) Government have referred the Report to the military authorities concerned at Army Headquarters for their comments on the recommendations, and will, in due course, submit their proposals to the Secretary of State for India to whom they forwarded advance copies of the Report in January. It is not possible to say anything with regard to further action until the various authorities concerned in England and in India have been able to complete their examination of the Report.

Sir Hari Singh Gour: May I beg to enquire whether this House will be consulted before or after the final decision of the Government of India in consultation with the Secretary of State is reached?

Mr. G. M. Young: This House certainly will be consulted before a final decision by the Government of India is taken.

Mr. M. A. Jinnah: May I know what is the difficulty that the Government of India have in publishing this Report at once?

Mr. G. M. Young: Sir, I have explained that the Government of India are in correspondence with His Majesty's Secretary of State on the subject and until a decision has been reached I cannot tell my Honourable friend what the difficulty is, if any.

Mr. M. A. Jinnah: Do I understand, Sir, that the Secretary of State for India has not made up his mind whether the Report should be published or not although it was placed before him as far back as January?

Mr. G. M. Young: Sir, I have laid the facts before the House: the Honourable Member is at liberty to draw his own inferences.

Mr. A. Rangaswami Iyengar: May I know, Sir, whether it is the intention of the Government to publish the Report and allow the Assembly to discuss it after a decision has been taken by the Secretary of State in the matter under correspondence?

Mr. G. M. Young (and other Members): That question has already been answered.

Mr. M. A. Jinnah: I want to know what is the objection to publishing this Report at once and who is objecting to it and where is the difficulty?

Mr. G. M. Young: Sir, I cannot give my Honourable friend the information he is asking for.

Sir Hari Singh Gour: May I beg to enquire whether the Government of India have solicited the orders of the Secretary of State as regards its publication in this country and, if so, with what result?

Mr. G. M. Young: Sir, the Government of India are still in consultation with the Secretary of State on the subject and it is impossible for me to disclose any recommendations made by them or any other part of the consultation and discussion until they are complete.

Mr. K. C. Roy: Sir, do I understand that the final authority in this matter is the Secretary of State and His Majesty's Government?

Mr. President: In what matter?

Mr. K. C. Roy: Publication?

Mr. G. M. Young: My Honourable friend must be perfectly well aware of the constitution under which the final authority in all matters relating to India is determined.

Mr. M. A. Jinnah: Do I understand the Government of India cannot even publish a report without the sanction of the Secretary of State?

RESOLUTION RE RUPEE TENDERS FOR THE PURCHASE OF STORES.

Mr. M. A. Jinnah: Will Government be pleased to state what steps have been taken to give effect to the Resolution of the Assembly passed in the first Session of 1924 regarding the purchases of stores and all other requirements of the Government of India that in future the tenders for them should be called in India and in rupees?

The Honourable Sir Bhupendra Nath Mitra: Certain rules have been laid down by the Secretary of State in Council defining the classes of expenditure from central revenues which the Government of India may not sanction without the previous consent of the former authority; and one of these rules hitherto has prescribed that the previous consent of that authority was required to any expenditure on the purchase of imported stores otherwise than through the India Store Department in London except in certain specified cases. The Secretary of State has recently agreed to an amendment of the audit rule referred to, the effect of which has been to confer on the Government of India full powers in regard to central expenditure on imported stores other than military stores. The Departments of the Government of India concerned are now actively engaged in

working out the precise arrangements required for the adoption of a system of rupee purchase to the utmost possible extent, and it is hoped to introduce these arrangements in the near future.

I may add that Local Governments of Governors' provinces now possess full powers in regard to expenditure on purchase of imported stores and that it is open to them to adopt a system of rupee purchase wherever they consider this to be desirable.

TRAINING OF SELECTED MEN FROM THE INDIAN TERRITORIAL FORCE AND THE UNIVERSITY TRAINING CORPS, IN CIVIL AND MILITARY AVIATION.

Dr. B. S. Moonje: Will the Government be pleased to state:

- (a) what arrangements they have made or propose making for training selected men from the Indian Territorial Force and the University Training Corps, in the science and art of civil and military aviation; and
- (b) if no arrangements have so far been made, whether they propose to start a college in India on the lines of the Royal Air Force Cadet College, Cranwell?

Mr. G. M. Young: (a) Government have made no arrangements in the direction suggested, and do not propose to make any.

(b) Government do not propose to institute an Air Force Cadet College in India at present. They do not consider that the existing state of aviation in India would justify such a step.

CIVIL AVIATION SCHOOLS IN AUSTRALIA, CANADA AND JAPAN.

Dr. B. S. Moonje: Are Government aware that—

- (a) in countries like Australia and Canada within the British Empire and in Japan, military schools have already been established for teaching the science and art of aviation, such as the flying training school at Point Cook in Australia, and at Camp Booden and at Ottawa in Canada; and
- (b) that civilian students also are admitted in these schools; and
- (c) that several private light aeroplane clubs have been established in these countries; and
- (d) that the Government of the country assist these clubs in every way, such as by giving loans of De Havilland moth aeroplanes and bonuses for training of civilian pupils in these clubs, as for instance, Australia give the bonus of £20 per head; and
- (e) that the Imperial Government of Japan are enthusiastically encouraging their pupils to study the science and art of aviation both civil and military, in all its branches by granting subsidies, bonuses, prizes, scholarships, and by frequently arranging competitive flying; and
- (f) that there is an association in Japan called the Imperial Aviation Association which has been formally admitted into the International Aviation Association?

Mr. G. M. Young: (a) So far as Government are aware, the Honourable Member's information is correct.

(b) So far as Government are aware, this is the case in Canada and Australia, but the recent institution of civil aviation schools in Australia may make it unnecessary for civilians to be taught flying in military schools in future. I understand that in Japan most of the civilian pilots are trained in civil aviation schools.

(c) In Australia, yes; but not, so far as I know, in Canada or Japan.

(d) The Honourable Member's information is, I believe, substantially correct so far as Australia is concerned.

(e) The Government of Japan is believed to be doing a great deal to encourage aviation in that country.

(f) Government have no knowledge of such an association.

Mr. Gaya Prasad Singh: Have Government seen Captain Patwardhan's scheme with regard to light aeroplane clubs in India; and if so, what is the action that they propose to take?

Mr. G. M. Young: I understand that the Honourable Member is calling for an expression of opinion.

Mr. Gaya Prasad Singh: My question is what action they propose to take in connection with that scheme?

Dr. B. S. Moonje: Do Government propose to do all these things in India to introduce and assist civil aviation in this country?

The Honourable Sir Bhupendra Nath Mitra: I take it that when the Honourable Member is asking this supplementary question he is not at the present moment asking the question of which he has given me private notice, though it relates in fact to a similar subject. It is not possible for Government to take any definite action in the direction of promoting the education of air pilots until some decision has been arrived at in regard to the policy about civil aviation and until they have obtained an expert adviser to help them in connection with various matters connected with the question.

Dr. B. S. Moonje: Is the Honourable Member aware that in other countries these facilities were being given before a Civil Aviation Director was appointed?

The Honourable Sir Bhupendra Nath Mitra: I am not aware of that. My information, on the other hand, is to the contrary.

Sir Hari Singh Gour: May I beg to enquire what is the policy of the Government of India? These matters of detail can be worked out later. The question that Honourable Members are anxious to have a reply to is, what is the policy of the Government as regards the training of Indians in civil aviation, if they have any policy at all?

The Honourable Sir Bhupendra Nath Mitra: We are going to discuss this subject later on in the course of the day, and the Honourable Member is fully aware of what the policy of Government has been stated to be on the subject in the document already circulated to Members of this House.

TRAINING OF INDIANS IN AVIATION.

Dr. B. S. Moonje: Will Government be pleased to state:

- (a) if there are any facilities at present available in India for training Indians in the art of flying in connection with the Indian army aviation establishment subject to such conditions, if any, that the Government may think fit to impose regarding obligations of military service; and
- (b) if not, whether they propose to make such facilities?

Mr. G. M. Young: (a) There are no instructional facilities at present in India for training any person to fly. As my Honourable friend is aware, however, a scheme which includes the provision of such facilities is before the House.

(b) It would not be possible to arrange facilities for instruction in flying in any of the units of the Royal Air Force stationed in India. Such instruction is no part of their duties.

Dr. B. S. Moonje: A supplementary question, Sir. Is there any special difficulty in India that the military establishment would not be able to give instruction to civilians when such instruction is given in other countries?

Mr. G. M. Young: The units are small combatant units which do not include instruction as part of their duties. That is the difficulty.

Sir Hari Singh Gour: May I beg to enquire, in view of the fact that these units are paid for from the revenues of India, what objection is there to Government sending Indian cadets to England for instruction there?

Mr. G. M. Young: I would like to have notice of that question.

Dr. B. S. Moonje: Now that the Honourable Member knows that we require such facilities to be given, will he be prepared to make arrangements for the same?

Mr. G. M. Young: The Honourable Member is suggesting action.

Mr. B. Das: May I enquire if it is the definite military policy of the Government of India not to allow training for Indians in military aviation?

STARTING OF LIGHT AEROPLANE CLUBS IN INDIA, ETC.

Dr. B. S. Moonje: Will the Government be pleased to state:

- (a) if the Government will have any scheme for encouraging Indians to start such light aeroplane clubs in India; and
- (b) if the Government are prepared to take the lead in or to encourage starting an All-India association of aviation like the Imperial Aviation Association of Japan?

The Honourable Sir Bhupendra Nath Mitra: (a) The question will be examined as soon as a Director of Civil Aviation has been appointed.

(b) This also must await the appointment of a civil Director: but I may mention that one such association has already been formed at Karachi.

Sir Hari Singh Gour: May I enquire what assistance and encouragement Government are giving to that Association?

The Honourable Sir Bhupendra Nath Mitra: They have not yet asked for any assistance from us.

Sir Hari Singh Gour: Is it a European Association?

The Honourable Sir Bhupendra Nath Mitra: I have no detailed information about it other than what has appeared in the papers, but I thought that it was an association composed both of Europeans and Indians.

Dr. B. S. Moonje: Will it be one of the duties of the Director of Civil Aviation to institute schools and colleges for teaching aviation to Indians?

The Honourable Sir Bhupendra Nath Mitra: It will not be his duty to institute schools. It will be his duty undoubtedly to advise the Government of India in all matters connected with civil aviation, which will include the training of Indians as air pilots and fliers.

Dr. B. S. Moonje: Only pilots and fliers, or is there going to be any science and theory and practice of it?

The Honourable Sir Bhupendra Nath Mitra: I should ask the Honourable Member to be a little patient and he will hear a good deal on the subject when I make a statement to this House in connection with the debate which is about to start.

APPOINTMENT OF A CONCILIATION BOARD OR COMMITTEE OF ENQUIRY IN CONNECTION WITH THE STRIKE ON THE BENGAL NAGPUR RAILWAY.

Mr. V. V. Jogiah: Will the Government be pleased to state what steps have been taken to appoint a Conciliation Board or Committee of Enquiry with a view to meet the wishes of the workers on the Bengal Nagpur Railway and bring the strike to an early close?

The Honourable Sir Alexander Muddiman: I have been asked by my Honourable colleague, who is detained on an important business in another place, to reply to this question of which I understand he has received short notice. Government have considered the matter and have decided that they do not see sufficient reason to intervene in either of the directions suggested by the Honourable Member.

Mr. V. V. Jogiah: Has the Honourable Member received a wire from the merchants of Nagpur that the Bengal Nagpur Railway strike has been causing great hardship, that the trains are running without lights, that passengers are in danger, that the Mahadev pilgrims are stranded at stations and that business and industries are paralysed and requesting that the strike be settled amicably?

The Honourable Sir Alexander Muddiman: No, but there is a wire which has been placed in my hands by my Honourable colleague in regard to the strike and which the House may find interesting. It is dated the 26th, and runs as follows:

"No important changes to-day stop Traffic staff at Raipur reported struck but generally speaking on sections west of Jharsuguda the numbers returning to work are larger than those going out on strike and section Bilaspur to Jharsuguda working nearly normal stop Purulia Ranchi Lohardaga virtually normal stop Khargpur workshops forty-five matries and five hundred twenty-five men working to-day stop Twenty-one goods trains working to-day on sections adjacent to Khargpur stop Greenham arrives Khargpur Monday afternoon."

Mr. A. Rangaswami Iyengar: Are we to take it that the Government have decided not to take any steps to put an end to this strike?

The Honourable Sir Alexander Muddiman: My Honourable friend has heard the answer which I gave to the House on behalf of my Honourable colleague.

Mr. B. Das: May I enquire if the Honourable Member is aware of the fact that trade union officials are intimidated by the railway officials of the Bengal Nagpur Railway and are not allowed free movement on that railway?

The Honourable Sir Alexander Muddiman: No, I am not aware of that.

Mr. A. Rangaswami Iyengar: May I know, when the Honourable Member said that the Government have considered the proposal in regard to the constitution of an Arbitration Board and have decided not to constitute it, whether they have thought of any alternative suggestion in order to bring this strike to an end?

The Honourable Sir Alexander Muddiman: My Honourable friend has raised a question of policy which had better be raised when the Honourable Member in charge is here. I should have great hesitation in answering a question of that sort.

Pandit Nilakantha Das: Are the Government aware that at many important places on the Bengal Nagpur Railway the trade union office-bearers are prevented from mixing with labourers under section 144?

The Honourable Sir Alexander Muddiman: Under section 144? Does my Honourable friend mean prohibition of meetings under section 144?

Pandit Nilakantha Das: It is specially against officers of the Union?

The Honourable Sir Alexander Muddiman: I have a telegram on that 12 Noon. point, which the House might like to hear. It runs as follows:

"Your telegram Twenty-fourth February. Stop. Order under section 144 Criminal Procedure Code not served on leaders but generally. Stop. Order prohibits public meetings within limits of Kharagpur police station except on following conditions. First all meetings to be held between 7-30 and 11 A.M. Second twelve hours notice to be given to police authorities specifying hour, date and place of meeting. Third time date and place to be approved by police authorities. Fourth police officers to be present at meetings. Fifth responsible union official to be in charges of each meeting. Stop. Order remains in force one month from twenty second February."

Pandit Nilakantha Das: I was referring particularly to Jharsaguda, Adra, Chakradharpur and Mohuda.

The Honourable Sir Alexander Muddiman: I have no information.

Mr. V. V. Joglah: Has not the Secretary of the Railway Board received a telegram from the Indian Chamber of Merchants, Calcutta, stating that much loss has been resulting to commerce by reason of goods trains being held up and great inconvenience is felt and requesting that the strike should be settled?

The Honourable Sir Alexander Muddiman: I have not received anything, but I can well imagine that all authorities interested in commerce and also the Government are most anxious that the strike should be settled.

Mr. Amar Nath Dutt: Has any request been made to the Railway Board to have goods carried from Shalimar to Burdwan as the Bengal Nagpur Railway is not taking all these goods by ordinary goods trains?

The Honourable Sir Alexander Muddiman: That, Sir, is a question of which I should require notice.

UNSTARRED QUESTIONS AND ANSWERS.

IMPROVEMENT OF THE QUARTERS FOR THE INDIAN STAFF OF THE EASTERN BENGAL RAILWAY.

118. **Mr. Amar Nath Dutt:** (a) Will Government be pleased to state if it is a fact that the Eastern Bengal Railway Indian Employees' Association in response to the Agent's invitation submitted proposals for improving the type of quarters provided for the Indian staff in the Eastern Bengal Railway?

(b) If so, will Government be pleased to state what improvement has since been made in the type of quarters in the Eastern Bengal Railway?

Mr. A. A. L. Parsons: (a) Government have no information.

(b) The Agent, Eastern Bengal Railway, has not recently suggested to the Railway Board any alterations in the types of quarters.

UNSAFE CONDITION OF QUARTERS IN OCCUPATION OF THE MENIAL STAFF OF RAJABHATKHAHA, EASTERN BENGAL RAILWAY.

119. **Mr. Amar Nath Dutt:** (a) Is it a fact that quarter No. T.-7 at Rajabhatkhawa on the Eastern Bengal Railway is in a cracked condition?

(b) If so, will Government be pleased to state why the traffic menial staff are forced to occupy the same at the risk of their lives?

(c) Do the Government propose to take any steps against the officers responsible for issuing such order?

Mr. A. A. L. Parsons: (a) and (b). Government have no information.

(c) This is a matter for the local railway authorities to decide.

MEDICAL CERTIFICATES OF EMPLOYEES IN THE EASTERN BENGAL RAILWAY.

120. **Mr. Amar Nath Dutt:** (a) Will Government be pleased to state if it is a fact that medical certificates for unfitness either granted or countersigned by District Civil Surgeons are to be accepted as per circular No. 39 of 1925, paragraph 5 of the Agent's General Manual of the Eastern Bengal Railway?

(b) If so, will Government be pleased to state why the District Medical Officer, Saidpur, Eastern Bengal Railway, has refused to countersign such certificates in contravention of the rules mentioned above?

(c) Are Government aware that the District Medical Officer, Saidpur, also refuses to countersign medical certificates granted by registered medical practitioners of M.B. or L.M.S. degree?

(d) If so, why?

Mr. A. A. L. Parsons: Government have no information. They will, however, send a copy of the Honourable Member's question to the Agent, Eastern Bengal Railway.

SANCTION OF STREET LIGHTS FOR THE EUROPEAN COLONY OF PARBATIPUR, EASTERN BENGAL RAILWAY.

121. **Mr. Amar Nath Dutt:** (a) Will Government be pleased to state if street light has been sanctioned for the European colony of Parbatipur, Eastern Bengal Railway?

(b) If so, will Government be pleased to state if they are going to extend the same privileges to the Indian staff?

(c) If not, why not?

Mr. A. A. L. Parsons: (a) Government have no information.

(b) and (c). It is a matter for the local railway authorities to consider.

REAPPOINTMENT OF MESSRS. MATHEWS AND MACQUIRE, INSOLVENTS, BY THE EASTERN BENGAL RAILWAY.

122. Mr. Amar Nath Dutt: (a) Is it a fact that Mr. Mathews took insolvency in the Court and resigned the post of Head Travelling Ticket Inspector of the Eastern Bengal Railway?

(b) If so, will Government be pleased to state how he is again appointed as a Superintendent of Travelling Ticket Inspectors after a few months?

(c) Will Government also please state if a person taking insolvency or incurring private debt can as a rule be appointed in the Government service?

(d) If so, will Government be pleased to state why Mr. Macquire, fitter-in-charge of Lalmanirhat locomotive shed, Eastern Bengal Railway, was removed from service on the ground of incurring debt?

(e) If not, will Government be pleased to state how Mr. Mathews is again appointed in the Eastern Bengal Railway?

Mr. A. A. L. Parsons: Government have no information, but are making enquiries.

COMPLAINTS AGAINST TRAVELLING TICKET CHECKERS OF THE EASTERN BENGAL RAILWAY.

123. Mr. Amar Nath Dutt: Will Government be pleased to place on the table a statement showing the number of complaints lodged or recorded against the Travelling Ticket Checkers employed in the Eastern Bengal Railway for collecting fares from passengers and not granting receipts to them with dates of recording complaints and dates of holding enquiry and the steps taken in each case?

Mr. A. A. L. Parsons: The information asked for by the Honourable Member is not available as this is a matter within the competence of the local railway authorities to deal with.

EXPENDITURE ON THE HOUSING OF EUROPEAN, ANGLO-INDIAN AND INDIAN STAFF OF THE TRAFFIC DEPARTMENT, EASTERN BENGAL RAILWAY.

124. Mr. Amar Nath Dutt: (a) Will Government be pleased to place on the table a statement showing the number of Anglo-Indian and European and Indian staff employed in the Eastern Bengal Railway Traffic Department and showing separately Anglo-Indian, European and Indian staff provided with quarters?

(b) Will Government be pleased to state what amount is spent for housing in the year 1926-27 for each class of employee?

Mr. A. A. L. Parsons: (a) The information is not available in the detail required by the Honourable Member.

(b) Ordinarily quarters are not built specially for Europeans,* Anglo-Indians or Indians, but merely for classes of employees irrespective of race. A sum of Rs. 8,94,000 was provided in the Eastern Bengal Railway programme for 1926-27 for the construction of quarters.

RECRUITMENT OF EUROPEANS, ANGLO-INDIANS AND INDIANS IN THE TRAFFIC DEPARTMENT OF THE EASTERN BENGAL RAILWAY.

125. **Mr. Amar Nath Dutt:** (a) Are Government aware that the Eastern Bengal Railway Traffic Department has appointed a Selection Board?

(b) If so, will Government be pleased to state how many Indians, Anglo-Indians and Europeans have been recruited in the year 1926-27 above Rs. 100?

(c) Is the percentage of Anglo-Indians and Europeans much greater than Indians? If so, why?

Mr. A. A. L. Parsons: Government have no information.

LEAVE RULES OF THE GREAT INDIAN PENINSULA RAILWAY.

126. **Pandit Hirday Nath Kunru:** (a) Is it a fact that on the Great Indian Peninsula Railway the classification of employees for purposes of leave and other facilities is not according to the grade of salary, but according to their race, i.e., according as they are Indians, Anglo-Indians or Europeans?

(b) Is it true that an employee belonging to the last two sections mentioned above gets more leave and better facilities though drawing less salary, than an Indian employee though occupying a higher position?

(c) Does this system exist in any other Railway, whether State or Company-managed?

(d) What steps do Government propose to take to have this system discontinued?

Mr. A. A. L. Parsons: (a) and (b). It is a fact that in the leave rules of the Great Indian Peninsula Railway a distinction is made between European and non-European subordinates and that the leave rules for Europeans are more liberal than those for non-Europeans. These, however, apply to employees who were transferred from the late Great Indian Peninsula Railway Company. The leave of all those appointed after the railway was taken over by Government is regulated under the leave rules applicable to State Railway employees. The leave rules for officers, whether European, Anglo-Indian or Indian, are the same.

(c) There is such a distinction made on the East Indian Railway and on some Company-worked Railways.

(d) As regards the East Indian and Great Indian Peninsula Railways, the question of revising the leave rules applicable to all State railway servants is, at present, under consideration. The Bombay, Baroda and Central India and South Indian Railways have also taken up the question of revising their leave rules.

TOTAL AUTHORISED STOCK OF LOCOMOTIVES ON THE STATE RAILWAYS.

127. **Pandit Hirday Nath Kurnu:** (a) Will Government be pleased to state what is the total authorised stock of locomotives on the State Railways?

(b) What is the actual stock?

(c) What is the average life of a locomotive?

(d) On this basis how many new locomotives will have to be added every year?

(e) What is the total number of locomotives added during the last six years?

Mr. A. A. L. Parsons: I understand that the Honourable Member's question refers to the State-managed lines only.

(a) 4,675 and 212 for the broad and metre gauges, respectively.

(b) 4,687 and 285 for the broad and metre gauges respectively.

(c) The normal life of a locomotive as fixed by the Depreciation Committee is 35 years.

(d) The number due for renewal in each of the next ten years on the assumption that every locomotive is scrapped after exactly 35 years' life is:

	Broad Gauge.	Metre Gauge.
1927-28	<i>Nil.</i>	5
1928-29	15	<i>Nil.</i>
1929-30	13	<i>Nil.</i>
1930-31	33	2
1931-32	8	<i>Nil.</i>
1932-33	91	<i>Nil.</i>
1933-34	33	<i>Nil.</i>
1934-35	131	13
1935-36	Not available.	
1936-37	123	7

But the Honourable Member will recognise that 35 years is merely a figure of assumed normal life, and that it does not follow that every locomotive will either last so long, or not last longer. The replacement of each locomotive is considered separately with regard to its condition and suitability to deal economically with the traffic offering under varying conditions.

(e) 373 and 27 for the broad and metre gauges respectively.

NUMBER OF WAGONS ON STATE RAILWAYS.

128. **Pandit Hirday Nath Kurnu:** (a) Will Government be pleased to state how many wagons there are in all State Railways in terms of four-wheeled wagons and how many were added during each of the last six years?

(b) What is the average life of a wagon?

(c) On this basis what normal addition will have to be made to the stock annually?

Mr. A. A. L. Parsons: I would invite the Honourable Member's attention to the reply given to-day to Mr. B. Das's starred questions Nos. 670 to 673. I will also obtain and communicate to the Honourable Member the information for which he asks in this question.

NUMBER OF MEN EMPLOYED IN RAILWAY WORKSHOPS.

129. **Pandit Hirday Nath Kunru:** (a) Will Government be pleased to state whether they have seen the note by Sir Vincent Raven, which says "that the number of men employed and the size of the shops in India are very much in excess of those in England"?

(b) What steps have they taken to remedy this evil in so far as it increases the cost of repairs?

Mr. A. A. L. Parsons: (a) Yes.

(b) The Honourable Member is referred to paragraphs 38 and 39 of the Chief Commissioner's speech in presenting the Railway Budget for 1927-28 in the Council of State wherein is mentioned the steps that are being taken to reduce the cost of repairs to rolling stock.

BOOK VALUE AND PRESENT VALUE OF THE STATE RAILWAY WORKSHOPS.

130. **Pandit Hirday Nath Kunru:** Will Government be pleased to state:

(a) whether they accept the estimates of the book value and present value of the State Railway workshops mentioned in Chapter I, paragraphs 11 and 12 of the Raven Committee's Report, and

(b) whether the reserve fund will be used to write the capital down from 4 crores to 2 crores in view of the depreciation pointed out by the Committee?

Mr. A. A. L. Parsons: (a) Government have not attempted to verify the correctness of the detailed figures of book value referred to by the Honourable Member as they are presented in a form which differs from the published accounts. It is understood that the information was obtained from the books maintained by railway administrations and Government have no reason to believe that they are otherwise than correct.

(b) No; the estimated present value merely represents the difference between the original value and the depreciation calculated on a life basis, and the cost of replacement will, in the same manner as for all other wasting assets of the railway, be borne by the Depreciation Fund which has been established for the purpose.

APPOINTMENT OF A MECHANICAL ENGINEER-IN-CHIEF.

131. **Pandit Hirday Nath Kunru:** Will Government be pleased to state whether the Mechanical Engineer-in-Chief suggested by Sir Vincent Raven has been appointed or is intended to be appointed?

Mr. A. A. L. Parsons: Government consider it desirable that the mechanical workshops should remain under the control of the Agents of individual administrations and do not at present intend to appoint a Mechanical Engineer-in-Chief as suggested by Sir Vincent Raven.

OFFICERS IN THE INCOME-TAX DEPARTMENT IN THE BOMBAY PRESIDENCY.

182. **Mr. N. C. Kelkar:** Will Government lay on the table a statement in the following form relating to the officers in the Income-tax Department in the Bombay Presidency, according to seniority in pay in January, 1927?

No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.
Name.	Qualification.	Total length of service in the Dept.	Year of first recruitment in the Dept.	Starting pay when recruited.	Present pay and allowances, if any.

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

PAY OF THE COMMISSIONER AND ASSISTANT COMMISSIONER OF INCOME-TAX, BOMBAY.

183. **Mr. N. C. Kelkar:** (a) What is the pay of the Bombay Income-tax Commissioner and the first Assistant Income-tax Commissioner?

(b) Is it a fact that the Income-tax Commissioner has full power to make an appointment to the post of even the first Assistant Commissioner?

The Honourable Sir Basil Blackett: (a) The pay of the present Commissioner of Income-tax, Bombay, is Rs. 3,000. The sanctioned scale is Rs. 2,000—100—2,500. That of the Assistant Commissioner, Bombay, to whom the Honourable Member apparently refers, is at present Rs. 2,500. The sanctioned scale for this post is Rs. 1,500—100—2,000.

(b) The attention of the Honourable Member is invited to section 5 (4) of the Indian Income-tax Act (XI of 1922). The control therein referred to is exercised through the Local Government, whose approval is necessary, under an executive delegation of power, to the appointment of an Assistant Commissioner of Income-tax. In future the Public Services Commission will make recommendations in regard to such appointments in certain cases, in accordance with Rule 6 of the Public Services Commission Functions Rules, 1926. It is within the Commissioner's powers to promote an Assistant Commissioner to the post of Assistant Commissioner, Bombay.

THE SUBORDINATE ACCOUNTS SERVICE EXAMINATION.

184. **Mr. N. C. Kelkar:** With reference to the answer to unstarred question No. 24 on 18th August, 1926, will the Government of India please say whether the assurance given by the Honourable Sir Basil Blackett that shortage up to three months in the minimum period of service, *vis.*, 5 years for graduates and 7 years for others, required for eligibility for appearing for the Subordinate Accounts Service Examination, might be

allowed in deserving cases, has been communicated to the Military Accountant General and Controllers of Military Accounts? Who is the authority empowered to condone such shortage of service?

The Honourable Sir Basil Blackett: (a) The practice is well known in the Department and no special instructions in the matter are considered necessary.

(b) The Government is the sanctioning authority.

WITHDRAWAL OF THE PERSONAL (DEPUTATION) ALLOWANCE OF ACCOUNTANTS AND CLERKS OF THE OFFICE OF THE FIELD CONTROLLER OF MILITARY ACCOUNTS, POONA.

135. Mr. N. C. Kelkar: (a) Will the Government of India please state the specific reasons for stopping from 1st November, 1926, the personal (deputation) allowance which the accountants and clerks of the Office of the Field Controller of Military Accounts were in receipt of since 1st April, 1920, and the continuance of which until the men's transfer to their permanent offices, was definitely promised by Government?

(b) What is the total amount that was spent monthly prior to 1st November, 1925, in granting this personal (deputation) allowance?

(c) What is the total amount that would be required now if payment of the allowance be resumed?

(d) In what respects have the accountants and clerks of the Field Controller's Office attained greater pecuniary benefits owing to the introduction of the second time scale of pay, which, taken into consideration, have induced Government to withdraw the personal allowance?

The Honourable Sir Basil Blackett: (a) I would refer the Honourable Member to the answer already given to the late Dr. Lohokare's unstarred question No. 116 of February, 1926, on the same point.

(b) and (c). Rs. 441 per mensem.

(d) The deputation allowance in question was withdrawn not because the revised rates of pay conferred any greater benefits on the accountants and clerks of the Field Controller of Military Accounts Office, Poona, as compared with others, but because the Government of India considered it anomalous to view a particular class of men as on deputation to an office for several years and to allow them to draw for an indefinite period, a temporary allowance for which there was no longer justification.

WITHDRAWAL OF THE PERSONAL (DEPUTATION) ALLOWANCE OF ACCOUNTANTS AND CLERKS OF THE OFFICE OF THE FIELD CONTROLLER OF MILITARY ACCOUNTS, POONA.

136. Mr. N. C. Kelkar: Is it not a fact that:

(a) clerks and accountants withdrawn from Headquarters for duty in local Audit Offices, Arsenal, Supply Depôts, Regiments and other military formations get duty allowance?

(b) Accountants and clerks attached to the Field Controller's Office are away from their Headquarters for years together, and have to travel three to four miles daily to attend office, but have been deprived of any deputation or duty allowance even though their colleagues serving with various units in Poona draw duty allowance?

- (c) Is it a fact that the personal (deputation) allowance which the accountants and clerks of the Field Controller's Office were in receipt of on 31st October, 1925, was discontinued because the office was likely to be closed soon?
- (d) Is it a fact that the office still exists and that its closure has not yet been decided upon? If so, do Government propose to resume payment of the allowance?

The Honourable Sir Basil Blackett: (a) The reply is in the affirmative.

(b) The accountants and clerks of the Field Controller of Military Accounts Office have been serving at Poona, which is their Headquarters station, and their cases bear therefore no comparison with those of the accountants and clerks referred to in part (a) of the question. The position of the accountants and clerks of the Field Controller of Military Accounts Office, Poona, is identical with that of the corresponding classes of men employed in the Headquarters Office of the Controller of Military Accounts, Southern Command and Poona and Bombay Districts, who are not in receipt of any duty or other allowances.

(c) The reply is in the negative.

(d) The office of the Field Controller of Military Accounts, Poona, now practically forms part of the Controller of Military Accounts, Southern Command and Poona and Bombay Districts, and is expected to be closed down altogether in the near future. The Government of India see no justification for resuming payment of the allowance in question.

WITHDRAWAL OR STOPPAGE OF INCREMENTS OF CLERKS AND ACCOUNTANTS IN MILITARY ACCOUNTS OFFICES.

187. **Mr. N. C. Kelkar:** Will Government state:

- (a) the number of cases in each Military Accounts Office in which increments of pay already sanctioned and which the clerks and accountants were actually in receipt of, were withdrawn or suspended between 1st January and 31st December, 1926; and
- (b) the number of cases in each Military Accounts Office in which increments due to accountants and clerks were stopped or not granted during the year ended 31st December, 1926?

The Honourable Sir Basil Blackett: The information has been called for and will be furnished to the Honourable Member on receipt.

TRANSFERS OF CLERKS AND ACCOUNTANTS OF THE MILITARY ACCOUNTS DEPARTMENT.

188. **Mr. N. C. Kelkar:** Will Government state (1) the total number of applications submitted by clerks and accountants of the Military Accounts Department during the calendar year 1926 on expiry of their maximum term of service prescribed for different localities, (2) the number of applications suppressed by Controllers, (3) the number of cases which have been rejected and (4) the total number of applications favourably considered?

The Honourable Sir Basil Blackett: The information is not available, and to furnish it would involve the expenditure of much time and labour.

The general policy in the Military Accounts Department is that when a transfer is applied for it should be allowed whenever the interests of the service permit.

**REFUSAL OF PRIVILEGE LEAVE TO ACCOUNTANTS AND CLERKS IN THE
MILITARY ACCOUNTS DEPARTMENT.**

139. **Mr. N. O. Kelkar:** Will Government state the number of cases during the calendar year 1926, in which privilege leave to accountants and clerks in the Military Accounts Department was refused although the applicants concerned had submitted medical certificates from (1) registered medical practitioners, and (2) Government medical officers?

The Honourable Sir Basil Blackett: The information has been called for and will be furnished to the Honourable Member on receipt.

GRANT OF PRIVILEGE LEAVE TO DEPUTY ASSISTANT CONTROLLERS, ACCOUNTANTS AND CLERKS OF THE MILITARY ACCOUNTS DEPARTMENT.

140. **Mr. N. O. Kelkar:** Will the Government of India please state (1) the number of applications submitted during the calendar year 1926 by Deputy Assistant Controllers, accountants and clerks in each Military Accounts Office, for grant of privilege leave on private grounds, (2) the number of cases in which leave was refused and (3) the number of applications favourably considered?

The Honourable Sir Basil Blackett: The information has been called for and will be furnished to the Honourable Member on receipt.

FORMATION OF A CENTRAL MILITARY PENSION AUDIT OFFICE.

141. **Mr. N. O. Kelkar:** Will Government state whether the question of the formation of a Central Military Pension Audit Office has been finally decided? If so, where will the office be located?

The Honourable Sir Basil Blackett: The answer to the first part is in the negative. The question of making a start with the formation of a Central Military Pension Audit Office for the Northern and Eastern Commands in Lahore is at present under consideration.

**PURCHASE OF STEEL FROM THE TATA WORKS FOR THE ELECTRIFICATION
STRUCTURE WORK ON THE GREAT INDIAN PENINSULA AND BOMBAY,
BARODA AND CENTRAL INDIA RAILWAYS.**

142. **Mr. N. O. Kelkar:** Will Government state whether any steel from the Tata Works was purchased for the electrification structure work on the Great Indian Peninsula and Bombay, Baroda and Central India Railways? If so, to what extent?

Mr. A. A. L. Parsons: Not as far as Government are aware.

**SUPPLY BY THE TATA STEEL COMPANY OF ELECTRIC POWER FOR THE
ELECTRIFICATION OF PORTIONS OF THE GREAT INDIAN PENINSULA
AND BOMBAY, BARODA AND CENTRAL INDIA RAILWAYS.**

143. **Mr. N. O. Kelkar:** (a) Is it a fact that the Tata Steel Company were willing and prepared to supply the whole amount of electric power required for the electrification of portions of the Great Indian Peninsula

and Bombay, Baroda and Central India Railways? If the answer is in the affirmative, will Government state the reasons for not availing themselves of this ready supply of electricity?

(b) Will Government state whether they expect that the total annual cost of the Kalyan Electrical Power House will not exceed the total annual charges for the electric power supplied by the Tata Company?

(c) Is it not a fact that the electric power supply of the Tata Company is now or will shortly be derived from three different sources with generating stations a good many miles apart?

Mr. A. A. L. Parsons: (a) Yes. Offers for supply of electric energy for working certain sections of the Great Indian Peninsula and Bombay, Baroda and Central India Railways were received from Messrs. Tata Sons Limited and commitments were entered into with them in respect of energy for the Bombay suburban sections of the Great Indian Peninsula and Bombay, Baroda and Central India Railways and the main line of the former from Victoria Terminus to Kalyan. Government could not, however, accept Tata's offer to supply power for working the Great Indian Peninsula Railway main line from Kalyan to Igatpuri and Poona as they were not satisfied that it would be of any financial advantage or would afford the absolute security of supply or priority of supply in case of partial breakdown which is essential for these important sections.

(b) Government do not expect that the cost of power from the Kalyan Power House will exceed the cost of the same if supplied by the Tata Company.

(c) The reply is in the affirmative.

HOLIDAYS IN THE OFFICES UNDER THE CENTRAL GOVERNMENT IN THE PROVINCES.

144. **Mr. N. O. Kelkar:** Will Government please state the procedure in vogue, in offices under the Central Government, for grant of general, sectional or communal holidays? Are the heads of these offices empowered to declare any additional holidays which are not notified in the Local Government Gazettes? If so, to what extent?

The Honourable Sir Alexander Muddiman: The Honourable Member presumably refers to the offices under the administrative control of the Central Government which are situated away from their headquarters, namely, Simla and Delhi. These offices, except the Posts and Telegraph Offices which have a special list of holidays, follow the practice of the Local Government of the province in which they are situated. The heads of these offices are not empowered to grant additional holidays which are not notified by Local Governments.

APPOINTMENT OF MR. T. F. T. UPTON AS SOLICITOR TO THE GOVERNMENT OF INDIA.

145. **Mr. N. O. Kelkar:** Is it a fact Mr. T. E. T. Upton has been offered the post of Solicitor to the Government of India in place of Sir Robert Dunlop?

(b) If the reply is in affirmative, will Government please state the reasons for introducing an outsider? Were no suitable Indians available for the appointment?

(c) Were the claims of the two Assistant Solicitors taken into consideration for the Solicitorship?

(d) Is it a fact that the First Assistant Solicitor has been granted a solatium of Rs. 300 per mensem for being passed over for the post of Solicitor? If so, why was he passed over? If for unfitness, then will Government please explain the reasons for granting additional remuneration to an incompetent officer?

(e) Is it a fact that the services of the Second Assistant Solicitor have been dispensed with to provide the funds for the solatium of his immediate superior? If so, will Government please state the reason for doing away with the single Indian in the Solicitor's department?

Mr. L. Graham: (a) Yes.

(b) The Government of India decided in 1926, with the approval of the Secretary of State, that the selection of future incumbents of the post of Government Solicitor should be made from senior men with recent experience of actual practice of the profession in Bombay or Calcutta and that the tenure of the appointment should be limited to four years with a possibility of extension for one year only. This decision necessitated an appointment from outside the Solicitor's Branch. The field of selection was necessarily limited and the Government of India are satisfied that they have obtained in the person of Mr. Upton the services of the best man available. Mr. Upton retired from practice in India in 1924 at a comparatively early age when he was head of the firm of Messrs. Orr Dignam and Co., and undisputed leader of his profession in Calcutta.

(c) The decision referred to in the reply to (b) rendered the two Assistant Solicitors ineligible for the appointment.

(d) The First Assistant Solicitor, who was declared in his contract of service to be eligible for the appointment of Solicitor, has been offered a personal pay of Rs. 350 per mensem as compensation for the loss of prospects which the decision referred to in the reply to (b) involved.

(e) No. The appointment of the Second Assistant Solicitor was sanctioned on a temporary basis. The reduction of the appointment which was recommended by the Retrenchment Committee and had since been under continuous consideration had no connection whatever with the proposed award of compensation to the First Assistant Solicitor.

SALES OF LAND IN NEW DELHI.

146. **Mr. H. O. Kelkar:** (a) Has the attention of Government been drawn to the Notification in the newspapers issued by the Chief Commissioner, Delhi, advertising sales of land in New Delhi?

(b) Are Government prepared to encourage their servants to purchase land and build houses by granting them advances bearing the market rate of interest both in Delhi and Simla?

The Honourable Sir Bhupendra Nath Mitra: (a) Government are aware of the notification issued by the Chief Commissioner.

(b) Government are prepared to consider on their merits any applications from Government servants for advances for the purposes of purchasing land and building houses in New Delhi in accordance with the ordinary rules. The land, however, must be purchased in open competition.

ACQUISITION BY GOVERNMENT SERVANTS OF GOVERNMENT RESIDENTIAL BUILDINGS ON THE HIRE PURCHASE SYSTEM.

147. **Mr. N. O. Kelkar:** (a) What is the cost of the supervisory staff engaged to look after the Government official and residential buildings in Simla?

(b) Are Government prepared to consider the advisability of encouraging their Secretariat staff to acquire Government residential buildings on the hire purchase system and so effect a considerable saving in supervisory charges? If not, will Government be good enough to give reasons for its attitude?

The Honourable Sir Bhupendra Nath Mitra: (a) Rs. 1,78,000 has been provided in next year's Budget.

(b) It is not possible to accept the Honourable Member's suggestion. The main reasons are:

- (i) The Government-owned houses at Simla can accommodate only a portion of the staff at present employed under the Government of India.
- (ii) The sites on which suitable residences can be built are very limited.
- (iii) A large number of members of ministerial establishments have to be provided with rent-free Government quarters.
- (iv) If the suggestion contained in the question is adopted, the number of Government residences available will steadily be reduced, as the purchasers of the houses will retire from, or leave, Government service.

CHECKING OF CHARGES FOR TRUNK CALLS MADE BY GOVERNMENT DEPARTMENTS.

148. **Mr. N. O. Kelkar:** (a) What are the arrangements in force for checking the charges incurred for trunk calls made by Government Departments?

(b) Is it a fact that recently a number of messages obviously intended for private individuals were sent from Government Departments in December and early January and intended to be passed off as official messages?

Sir Ganen Roy: (a) Each trunk call is registered on a separate ticket. On this ticket are recorded the name of exchange and telephone number of both the calling and called subscriber. On completion of each call, the duration of the call is stamped on the ticket concerned. Each exchange submits its trunk tickets to the Telephone Revenue Accounting Officer concerned, who prepares and submits the necessary bills for the month to the individual or Department concerned.

(b) I have no information on the subject, but if the Honourable Member will let me have details of the cases, I shall have the matter looked into.

FUTURE LOCATION OF THE INDIAN STORES DEPARTMENT.

149. **Mr. N. O. Kelkar:** Have Government under consideration the question of the future location of the Indian Stores Department? If so,

are Government prepared to consider the claims of large commercial centres like Calcutta and Bombay over those of Delhi in fixing the headquarters?

The Honourable Sir Bhupendra Nath Mitra: The answer to the first part of the question is in the negative. The second part of the question does not therefore arise.

LOCATION OF THE RAILWAY BOARD IN DELHI, BOMBAY OR CALCUTTA.

150. **Mr. N. C. Kelkar:** (a) Is it a fact that Government at some time had under consideration the decentralisation of the Railway Board with the object of creating a number of railway centres to which the bulk of the present staff would be transferred? If the reply be in the affirmative, will Government state the progress made or reasons for postponement of the scheme?

(b) Have Government considered the possible location in Delhi, Bombay or Calcutta of the Railway Board with a camp touring staff for Simla and Delhi? What are their intentions in the matter?

The Honourable Sir Charles Innes: The reply to both parts of the question is in the negative.

MOVE OF THE GOVERNMENT OF INDIA BETWEEN SIMLA AND DELHI.

151. **Mr. N. C. Kelkar:** (a) What is the decision of the Government of India in the matter of the Simla-Delhi migration?

(b) Do Government intend to keep a large portion of the Government of India Secretariat and attached offices in Delhi all the year round, taking only camp offices to Simla?

The Honourable Sir Alexander Muddiman: (a) The Government of India have always held that they must continue to move between Simla and Delhi.

(b) No decision has yet been reached as to the arrangements which will be appropriate now that New Delhi has been occupied. The question will be taken up as soon as possible after the conclusion of the Session.

NEW PENSION RULES FOR THE SUBORDINATE SERVICES.

152. **Mr. N. C. Kelkar:** (a) When do Government expect to issue the new pension rules for the subordinate services?

(b) What are the reasons for holding up the matter for so long?

The Honourable Sir Basil Blackett: (a) and (b). A draft of the revised pension rules was submitted to the Secretary of State in 1923 but since then the position has been radically altered by the delegation to Provincial Governments of full power to frame their own pension rules for their provincial subordinate services. So far as these services are concerned, the question of revision is now a matter solely for the discretion of Local Governments. So far as establishments under the Government of India are concerned, the rules will require complete revision when the Secretary of State has delegated the necessary powers.

PROVIDENT FUND FOR GOVERNMENT EMPLOYEES.

153. **Mr. N. C. Kelkar:** Have Government dropped the idea of the institution of a General Provident Fund in lieu of pensions for its employees? If so, for what reasons?

The Honourable Sir Basil Blackett: I would refer the Honourable Member to the reply which I gave on the 3rd February to Mr. Duraiswamy Aiyangar's starred question No. 91.

SALE OF GOVERNMENT OF INDIA PUBLICATIONS AT PROVINCIAL BOOK DEPÔTS.

154. **Mr. N. C. Kelkar:** Are Government aware that Legislative Acts of the supreme Legislature and also the publications of the Government of India are not available for purchase at provincial centre Book depôts?

The Honourable Sir Bhupendra Nath Mitra: The answer is in the negative. Copies of important publications of the Government of India, as soon as they are issued, are sent regularly to the Book depôts of Provincial Governments for being placed on sale to the public. To keep a stock of all publications in provincial depôts would lead to waste. If provincial depôts find that there is demand for certain publications or Acts they obtain a stock of such publications from the Central Publication Branch.

THE BOMBAY-HOWRAH OVERLAND MAIL.

155. **Mr. N. C. Kelkar:** With reference to my starred question No. 7 of the 27th January, 1927, will Government state for how many weeks the Bombay-Howrah Overland Mail train has been running, and what have been the receipts during the period?

Mr. A. A. L. Parsons: The train has been running weekly since the 5th November 1926.

Government are not aware of the actual receipts from the trains in question, but if the Honourable Member desires this information to be obtained from the railways concerned this will be done.

ACCIDENTS ON RAILWAYS DUE TO THE COUPLING AND UNCOUPLING OF VEHICLES.

156. **Mr. N. C. Kelkar:** With reference to my starred question No. 12 of the 27th January, 1927, will Government state the number of accidents causing deaths or grave injuries reported as being due to the working of the present railway carrying coupling arrangements during the last five years?

Mr. A. A. L. Parsons: I have sent the Honourable Member a statement showing the number of persons killed or injured on all Railways during the years 1921-22 to 1925-26 by accidents which occurred in connection with the coupling and uncoupling of vehicles.

EXPENDITURE ON ARTICLES IN COMMON USE ON RAILWAYS.

157. **Mr. N. C. Kelkar:** Will Government give a list of those articles which they treat as being articles "in common use" of railways, and the average approximate amount spent on their purchase every year?

Mr. A. A. L. Parsons: Government have not got the information; and, if asked for from Administrations, its compilation would involve a considerable amount of labour and expenditure, incommensurate with the value of the information obtained.

**TRANSLATIONS OF ACTS OF THE SUPREME LEGISLATURE INTO THE
PRINCIPAL VERNACULARS.**

158. **Mr. N. C. Kelkar:** (a) With reference to my starred question No. 15, of the 27th January, 1927, will Government explain why the Government of India concerned themselves only with Urdu translations of important Acts and not with translations in other vernaculars?

(b) Are Government aware that Provincial Government Gazettes do not print either the translations or the original texts of many, or in some cases even of important Acts, of the supreme Legislature?

Mr. L. Graham: (a) The Government of India cannot be expected to keep a staff of translators capable of translating the Acts of this Legislature into all the Indian vernaculars. They publish Urdu translations because there is a larger demand for these than for translations in any other Indian vernacular.

(b) Government have no information to this effect, and they will be glad to receive details from the Honourable Member.

**NEW ALIGNMENT OF THE GREAT INDIAN PENINSULA RAILWAY
BETWEEN KHANDALA AND KARJAT.**

159. **Mr. N. C. Kelkar:** With reference to my starred question No. 18 of the 27th January, 1927, will Government state whether altogether a new survey is in contemplation for a new alignment of the Great Indian Peninsula Railway line, between Khandala and Karjat, not only to eliminate the Bhore Ghat reversing station, but the whole of the present Ghat line from Khandala to some other point than Karjat?

Mr. A. A. L. Parsons: No. The work now in progress comprises a realignment of the existing railway between mile 74½, just below the reversing station, and Khandala, at mile 77.

PROSCRIPTION OF BOOKS UNDER THE PRESS ACT, 1910.

160. **Mr. N. C. Kelkar:** (a) With reference to my starred question No. 37 of the 27th January, 1927, will Government give the number of books proscribed between 1911-1912, and also the number of books proscribed since 1922, under any other Imperial Act?

(b) Will Government state the number of books proscribed in these two years by the authority and initiation not of the Provincial Governments but of the Government of India themselves?

The Honourable Sir Alexander Muddiman: I am having the information collected and will communicate it to the Honourable Member.

REGULATION OF THE IMPORTATION OF FOREIGN LIQUOR.

161. **Mr. N. C. Kelkar:** (a) Has the attention of the Government been drawn to the observation on the report of the Liquor Prohibition Committee appointed by the Government of Bombay to the effect that the import of foreign liquor is one of the main causes of neutralising the effect of measures by the Local Government to reduce the consumption of liquor, including imposition of high duty on the same?

(b) Are Government prepared to take suitable action to meet this difficulty of Provincial Governments, and regulate more effectively the import of foreign liquor?

The Honourable Sir Basil Blackett: (a) The Government have not received the report to which the Honourable Member refers and understand that it has not yet been published.

(b) The policy to which the Government of India adhere in regard to alcoholic liquors is to check intemperance while making reasonable provision for moderate use and, so far as is consistent with those objects, to raise the maximum revenue from the minimum consumption. Their action in regard to the importation of foreign liquor will continue to be determined by that policy.

NUMBER OF INDIAN, EUROPEAN AND ANGLO-INDIAN GUARDS AND DRIVERS EMPLOYED ON THE BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, EAST INDIAN AND NORTH WESTERN RAILWAYS.

162. **Mr. N. C. Kelkar:** Will Government obtain and place on the table a statement showing the number of Indian guards and drivers, and European and Anglo-Indian drivers and guards now in the service of the Bombay, Baroda and Central India, Great Indian Peninsula, East Indian and North Western Railways?

Mr. A. A. L. Parsons: Government have no information and they do not consider that any useful purpose will be served in calling for it.

PUBLICATION OF CERTAIN CORRESPONDENCE BETWEEN THE GOVERNMENT OF INDIA AND THE TATA IRON AND STEEL COMPANY.

163. **Mr. N. C. Kelkar:** With reference to my starred question No. 29 of the 27th January, 1927, will Government place on the table the correspondence between them and the Tata Steel Company?

The Honourable Sir Charles Innes: The letters exchanged had reference to other matters besides the utilisation of the Tata Iron and Steel Company's profits and the bounties on steel and I regret that I am unable to lay the correspondence on the table.

DIRECT TELEGRAPH CONNECTION BETWEEN POONA CITY COMBINED POST AND TELEGRAPH OFFICE AND THE BOMBAY CENTRAL TELEGRAPH OFFICE.

164. **Mr. N. C. Kelkar:** (1) Are Government aware of the fact:

(a) that the direct Telegraph connection between Poona City Combined Post and Telegraph office and the Bombay Central Telegraph office has been cut off since July 1926, and

- (b) that the telegrams transmitted between those two offices are delayed in transit owing to their transmission through the Poona Central Telegraph Office, and
- (c) that owing to the introduction of this change the public are now required to pay an additional one rupee late fee for each telegram sent through the Poona City Post Office during the closed hours of the Poona Central Telegraph office?

(2) If the reply to 1 (a) is in the affirmative, will the Government be pleased to state whether this action has its effect in showing an increase in work and a consequent retention of the excess staff in the Poona Central Telegraph office?

The Honourable Sir Bhupendra Nath Mitra: 1. (a) Yes.

(b) There have been no complaints of delay to traffic on account of this change.

(c) This is the case only between midnight and six in the morning when very few telegrams are sent. Even then the extra payment could be avoided by tendering the message at the Central Telegraph Office.

2. The arrangement has slightly increased the work of the Poona Office, but it economises staff as a whole and has led to increased efficiency in so far as the signaller in the Poona City office has now to attend to only one important circuit instead of two.

GRANT OF A COMPENSATORY ALLOWANCE TO SELECTION GRADE POSTAL OFFICIALS AT POONA.

165. **Mr. N. C. Kelkar:** (a) Is it a fact that the Honourable Member in charge of Labour and Industries has stated to the Secretary, All-India Postal and Railway Mail Service Union, that compensatory allowance has been sanctioned to the selection grade officials at places where the scale of pay of time-scale has been revised?

(b) Are the Government aware that the time-scale of pay of postal clerks at Poona has been revised and yet the selection grade officials therein are not given compensatory allowance?

(c) If compensatory allowance to selection grade officials at Poona has not yet been granted, will the Government be pleased to state when those officials will get it?

The Honourable Sir Bhupendra Nath Mitra: (a) No.

(b) Yes.

(c) The Government do not propose to grant a compensatory allowance to selection grade officials in Poona.

APPOINTMENT OF ACCOUNTANTS IN HEAD POST OFFICES.

166. **Mr. N. C. Kelkar:** (a) Will the Government be pleased to state whether it is a fact that the Director-General of Posts and Telegraphs, Delhi, has decided that Assistant Accountants will only be henceforth sanctioned in respect of every selection grade appointment in the Accounts branch of a Post Office and that every Head Post Office will have an Accountant?

(b) Will the Government be pleased to state what differentiation it has made in determining the number of such appointments for very small Head Offices (like Karwar and Alibag) having less than ten sub-offices under them, and for very large and first class Head Offices like (Poona and Ahmedabad) which have more than 40 sub-offices under them and yet which have no selection grade officials as their Accountant? If not, why not?

(c) Is it a fact that owing to the large volume of accounts work in such First Class Head Offices there are three or four officials performing purely accounts work and that such officials require or are expected to possess knowledge of the complicated work of that branch?

Sir Ganen Roy: (a) The Director-General's orders referred to are that every head post office should have an Accountant and that in every head post office in which there is an Accountant in the selection grade there should be an Assistant Accountant and further that there should be an additional Assistant Accountant in respect of every additional selection grade appointment in the Accounts Branch.

(b) The requirements of each head post office are considered on its merits with reference to the volume of its accounts work, in which the accounts work in respect of its subordinate offices is necessarily comprised.

(c) Government are not aware that the case is as stated.

SORTING WORK AT POONA.

167. **Mr. H. C. Kelkar:** (a) Are the Government aware that the sorting work at Poona is done at three places and that this system has increased the work of running sections as a result of the discontinuance of several direct bags and labelled bundles?

(b) If yes, have the Government proportionately increased that staff of the running sections to cope with extra work? If not, why not?

Sir Ganen Roy: (a) Yes, but the increase in work in running sections is not appreciable.

(b) Does not arise. I would however add that arrangements for concentrating the sorting work at Poona in one Railway Mail Service office are in hand.

INCLUSION OF COMMERCIAL SUBJECTS IN THE INDIAN AUDIT AND ACCOUNTS SERVICE EXAMINATIONS.

168. **Mr. C. S. Ranga Iyer:** In pursuance of information supplied to Seth Govind Das in the Legislative Assembly to his question No. 191, dated the 27th February, 1925, regarding the inclusion of commercial subjects in certain public Examinations:

(a) Have Government taken any steps to include the Commercial Subjects such as Accounting and Auditing, Business Organisation, Advanced Banking and Currency, Public Finance and Administration in the Indian Audit and Accounts Service Examination?

(b) If not, have Government considered the question of including them?

INCLUSION OF COMMERCIAL SUBJECTS IN CERTAIN PUBLIC
EXAMINATIONS.

169. **Mr. O. S. Ranga Iyer:** (a) Has the attention of the Government been drawn to an article in the *Tribune*, dated the 8th January, 1927, under the heading "Commercial Subjects in I.C.S. and I.A.S. Examinations"?

(b) Have Government referred the question of the inclusion of the Commercial Subjects to the Public Services Commission as promised in reply to question No. 657 on the 3rd September, 1925? If not, why not?

The Honourable Sir Basil Blackett: I propose to reply to questions Nos. 168 and 169 together.

The question of the revision of the schedule of subjects for the Indian Civil Service and the Indian Audit and Accounts Service Examinations is being considered by the Public Service Commission.

INCLUSION OF RAILWAY ECONOMICS AND CERTAIN OTHER SUBJECTS
IN THE EXAMINATION FOR THE COMMERCIAL DEPARTMENTS OF
STATE RAILWAYS.

170. **Mr. O. S. Ranga Iyer:** (a) Is it a fact that the rules regarding the recruitment for the Transportation and Commercial Department of superior Railway Establishment have been published?

(b) Is it a fact that the candidates appearing in the examination must be graduates and hold a degree which includes one of the following subjects:

Applied Mathematics, Physics, Applied Mechanics, Prime Movers?

(c) Is it a fact that no commercial subject has been included for the above examination?

(d) Are Government aware that the persons holding the degree of B. Com. will thus be debarred from appearing in the Examination for Commercial Departments of State Railways?

(e) Has the attention of the Government been drawn to an article in the *Tribune*, dated the 21st August, 1926, under the heading "Recruitment to Railway Service" in this connection?

(f) Will the Government be pleased to state if they propose to include the following subjects for the above examination in order to give a chance to Commerce Graduates to appear in the examination:

Railway Economics, Railway Organisation, Railway Statistics, Accounting and Economics.

The Honourable Sir Charles Innes: (a), (b), (d) and (e). Yes.

(c) For 1926 and 1927 candidates who have had two years' railway traffic training in the United Kingdom have been allowed to take (1) Practical Railway Working and (2) Railway Economics.

(f) The Calcutta University has suggested that degrees with somewhat similar subjects to those referred to by the Honourable Member should be accepted as qualifying candidates for selection for the Transportation (Traffic) and Commercial Departments and this question is under the consideration of the Government.

DEMANDS FOR SUPPLEMENTARY GRANTS—*contd.*

AVIATION—*contd.*

Mr. President: The House will now resume consideration of the following motion moved by the Honourable Sir Basil Blackett on the 9th February 1927:

"That a supplementary sum not exceeding Rs. 9,96,000 be granted to the Governor General in Council to defray the expenses that will come in course of payment during the year ending the 31st day of March, 1927, in respect of 'Aviation'."

The Honourable Sir Bhupendra Nath Mitra (Member for Industries and Labour): My reason for rising to intervene in this debate at this early stage is to try to clear up certain misapprehensions which seem to have crept into the minds of some of my Honourable friends in regard to the subject now under discussion and also to supply to the best of my ability certain information which it seems they are anxious to obtain. I hope my Honourable friends have by now had an opportunity of giving to the subject now before us, and to the document circulated by Government in connection with it, that serious consideration which its importance demands. The speech which my Honourable friend Diwan Chaman Lall delivered on the floor of this House on the 21st February last made me feel doubtful whether he had attempted by then to study the subject at all seriously. I do not propose to waste the time of the House by simply traversing again the whole of the ground covered by the note which has already been supplied to Honourable Members. Even so, I am afraid I shall have to make a speech as long as that made by my friend from the Punjab on the floor of this House the other day or perhaps longer, though I cannot emulate his lucid eloquence. And I would ask the House to bear with me, if I tax their patience.

The precise motion before the House is that a supplementary sum not exceeding Rs. 9,96,000 be granted to the Governor General in Council to defray the expenses that will come in course of payment during the year ending the 31st day of March 1927, in respect of 'Aviation'. It would hardly have been necessary for me to mention but for certain statements made by my friend, Diwan Chaman Lall, in this House on the 21st February that the head 'Aviation' in our accounts and estimates is intended to record the expenditure on civil aviation and has nothing to do with military aviation. It will be seen from page 507 of the Proceedings of the Standing Finance Committee of the 4th February 1927 that the money which the House is now asked to vote is required wholly for the acquisition of land for what I may call our future air harbours, and that the Standing Finance Committee agreed to the expenditure subject to the question of policy involved being accepted by this House.

The essence of that policy is that the Government of India should take steps to foster the development of civil aviation in India. As has been stated in paragraph 4 of the Note, which has already been circulated to Members of this House, they consider it essential that India should obtain her proper share of the business of aerial transportation at this stage, in order to ensure that she shall have an effective voice in the conditions on which contracts are given for services touching her shores, and that opportunities are afforded for the investment of Indian capital and for the training and employment of Indian pilots and personnel.

I doubt whether there are many Members of this House who are inclined to question seriously the advantages of the development of aerial transportation to the world in general, or to India in particular. From the questions which I have answered in this House during the last

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month, it appears that many of my Honourable friends are taking a keen interest in the measures adopted in other countries for the development of civil air services, and are also interested in the adoption of similar measures in India; and the Legislative Assembly itself ever since it came into being in 1921 has been voting money year after year for expenditure on measures which have received the approval of its Standing Finance Committee where such approval was required, and which will facilitate the development of air transportation in India. Further, I find from recent issues of newspapers that public opinion of all shades are taking considerable interest in the development of air services in India. For example, the *Swarajya* of Madras, a paper which I believe is run by my Honourable friend Mr. Prakasam, had a leading article in its issue of the 14th February last, on the subject of Aviation in India which contained the following remarkable passage:

"The emergence of modern commercial aeronautics confers a certain economic value on air."

- The last few days have also seen the formation of the "Air League of India" with the following objects:

"To encourage (1) public interest in aviation in every possible way, (2) the fullest development of civil aviation in India, (3) the opening of air services, (a) between the chief towns and ports of India and (b) between India and other countries, (4) the provision of more aerodromes, airship stations, seaplane bases, and other necessary equipment and organization, (5) the development of the aircraft industry in India as far as possible by Indian capital (6) the training of Indian personnel in all branches of aircraft manufacture and operations, and (7) the provision of additional funds for the above objects and for experiment and research."

To Karachi belongs the credit of forming this association, but I have no doubt that the other principal cities of India will join hands with Karachi in the matter at no distant date. I have also seen a scheme put forward by Mr. Patwardhan, lately of the Afghan Air Force, for the formation of light aeroplane clubs in India to teach "air sense" to the public.

There are probably, however, a good many Members of this House whose predilections in other directions have made it impossible for them to study the advantages and developments of civil air services in other countries, and for their benefit I should like to give some of the main facts regarding the experience in the principal countries of the world. I confess, Sir, that my friend Diwan Chaman Lall was perfectly correct when he said that I am not an expert in civil aviation, nor do I happen to possess yet a single expert adviser on the subject, though the scheme before the House contemplates that I should get an expert very soon. When I have got that expert, it will be one of his functions to compile bulletins showing the progress of civil aviation in the principal countries of the world as well as in India, and I shall have these bulletins published in due course if I find there is a demand for them. All the same, it is part of my duty as the Member of Government in charge of the particular subject with which we are now dealing to keep myself informed as far as possible, from published reports and from other sources, of the recent developments of civil aviation in other countries; and I am in a position to place before the House certain important facts.

Aeroplane transport services were started in various parts of the world mostly in 1920. In the last six years they have multiplied rapidly and the total length of the regular air routes of the world at the end of 1925

was three times greater than in 1920. Europe had about 18,000 miles of air lines in place of 6,000 miles in 1920; America about 8,000 in place of 2,800; Africa 8,600 in place of 900; and Australia and Asia where there were no air lines in 1920 had 8,800 miles and 1,800 miles respectively. Even more significant than the increasing length of routes has been the rapid increase of the miles actually flown by aeroplanes in regular commercial services which have risen from 2½ million in 1920 to 12½ million in 1925. It is obvious that this remarkable development could only have been possible if aerial transport was supplying a real need for commercial and business purposes. This development is more striking when it is remembered that aerial transport is handicapped by the competition of surface transport, by land and sea, of which there are already excellent systems in various countries of the world as well as between different countries. In comparing the relative advantages of air transport and surface transport, it is necessary to distinguish between developed countries and undeveloped countries. In developed countries, as well as in regard to communications between countries where an efficient system of surface transport already exists, the governing advantage of aerial over surface transport must be speed. Passenger traffic moving for business will turn primarily on speed and reliability. To the business man time is money, and the economy of time is of great advantage to many business men who find absence from their regular place of work disadvantageous. In regard to goods traffic also, aerial transport has its advantages over surface transport where speed is an important consideration, for example in the case of business mails and express parcels. But apart from the mere speed of the aircraft, the carriage of goods by air has several important advantages particularly in the case of transit between different countries. All the *en transit* customs formalities involved at every point of transshipment in surface transport are eliminated. Customs clearance at the place of destination is effected immediately, and a rapid system of collection and delivery is available at the beginning and end of the journey. Further, and this is a consideration which applies also to traffic within a country, handling is reduced to a minimum and the goods are under no risk of pilferage during most of the period of transit. It is for this reason that in England the insurance rates for air-borne goods are actually less than for goods conveyed by surface transport. It is no wonder then that the number of passengers carried by air between Great Britain and the continent of Europe by British and foreign air services combined has increased from 6,400 in 1920 to 20,700 in 1925; that the cross-channel services carried in the year ending 31st March 1926 bullion and specie to the value of over 11 million sterling; and that the carriage of ordinary merchandise apart from bullion and specie has increased steadily from about 500 tons in 1922 to 900 tons in 1925. In the United States of America, Government have spent over 12 million dollars since 1918 for the development of the Air Mail; and there are now in operation over 8,000 miles of air route for this purpose, the through trans-continental air mail service covering the route of 2,665 miles in about 82 hours against 3 days by the fastest train.

In undeveloped countries the advantage lies with the means of transport best calculated to provide access to points previously inaccessible, and the absence of road or railway communications must add vastly to the commercial importance of the ubiquitous flightways of the air. In the case of countries in which surface facilities are liable to interruption both the factors above mentioned should operate to the advantage of

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aerial transport. In Australia where the surface communications with some of the outlying parts is difficult and undeveloped, the air services are now a useful and important feature of the regular transport system. There are three companies which receive regular subsidies from the State to the extent of about £77,000 a year and which provide aerial transport over about 3,500 miles. Japan too has taken up an elaborate programme of development of civil aviation which would take 20 years to complete and by the end of that time it would possess a comprehensive system of airways covering about 16,000 kilometres. In its Budget for 1926-27 provision has been made for about Rs. 5 lakhs for the grant of subsidies to three companies for developing five air services, and for fostering the development of civil aviation generally.

Apart from their use for commercial transportation purposes, aeroplanes have successfully been used in certain countries for various other administrative and beneficial purposes, for example the survey of tracts where the peculiar conditions of terrain to be dealt with, while opposing great difficulties to the ground surveyor have lent themselves very readily to treatment by air photography; forest fire protection in areas where population is sparse and ground forces cannot be fully organised; the protection of cotton and other crops from the attacks of destructive pests; anti-malarial operations; ambulance and medical duties in undeveloped tracts where methods of transport are elementary if they exist at all. Even in Siam, the Royal Aeronautical Service, in addition to operating two regular air transport services, maintains six ambulance machines for conveying invalids and doctors. The present position in most of the countries in regard to civil aviation is summed up very briefly in the following passage which appears in a recent English report:

"The discovery of a new method of increasing the speed of inter-communication has in the past generally indicated a fresh step in the march of civilisation. In aviation a means of transport has been obtained twice as fast as any other previously existing. The majority of countries which are imbued with the spirit of progress appear to realise that the future of aviation cannot be neglected and by various methods are striving to adapt aviation to commerce."

I have little doubt that this House will agree with me that it is undesirable that India should lag behind other countries imbued with the spirit of progress, in the matter of development of her internal air transport and of her air communications with foreign countries. Indeed, there are good reasons for anticipating that India will benefit even more largely than most other countries from the development of her air transport. India is practically a continent with enormous distances and with considerable areas where surface transport is still undeveloped and can never be developed properly owing to surface conditions and even where it is developed it is liable to interruptions from floods; and this is more particularly the case in Burma. As a matter of fact, the Local Government in Burma is already making use of the air service for the survey of 1,350 miles of forest and creek country in the Irrawadi delta and of 600 miles of forests in Tennaserim. The other day when I was being heckled in this House about complaints from a section of the public in India which is interested in foreign commerce, in regard to the delay in the receipt of foreign mails at Calcutta and in Eastern Bengal and Burma owing to certain accidents to the steamship service between Marseilles and Bombay and to the washaway of the Nerbudda Bridge, my Honourable and gallant friend, Sir Victor Sassoon, rightly

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suggested that the complete solution would be afforded by the establishment of air mail services, external and internal. When these air services are in operation, the transit between England and India will take 5 or 6 days, instead of 15, that between Bombay and Calcutta will take less than 12 hours instead of 44. With the development of our internal arial services, Peshawar and Karachi will be brought within six hours of Delhi; Calcutta and Bombay to within nine hours. Madras, on a straight route would be little more than a twelve hours' journey away. If night flying develops, as it is bound to do, Rangoon would be reached within the twenty-four hours. One of the chief difficulties to be surmounted in the achievement of Indian national unity is the great distance which separates one part of the country from another. (Hear, hear.) It is here that air transport, by tending to annihilate distance, will have a peculiar value to India, as it will reduce distance, if distance be measured in hours, almost to the dimensions of a single province.

I shali perhaps be accused by some of my Honourable friends of painting too vivid a picture. But I would ask them to go back in memory some 25 or 30 years to the time when we looked in astonishment upon those weird and novel contraptions, the first motor cars. How many of us ever considered the possibility that, within a very short space of time, not only should we own one ourselves but that we should regard life without one as quite intolerable? Had any one made such a suggestion and had he gone even further and predicted the flourishing village-to-village services by such cars, which exist to-day in many parts of India, would not he too have been accused of painting too vivid a picture? It is indeed a well known fact of history that the public are apt to look with suspicion upon all new inventions and to doubt their utility for the every day purposes of our life. In the case of air transportation also, history has repeated itself; and there have not been people wanting in other countries even like Australia, who have at the outset doubted the advantages to the community of the development of air services. As I have already stated, with greater experience this feeling has happily passed away.

There are probably also some others among my Honourable friends who will take up the attitude that no need for air transport exists in India at present, because no active demand has so far been demonstrated. Indeed, if I remember rightly, my friend, Diwan Chaman Lall, used this argument. Now, Sir, in regard to air transport we are in much the same position as our predecessors were when the first railways were mooted. There were not wanting critics who held that the world had got on very well up to that date without railways, and that the additional speed of transport which railways offered was quite unnecessary and uncalled for. Yet how many of us would to-day go back to the pre-rail era? We should regard with horror the prospect of a journey from Madras to Delhi by road and it is by no means impossible that our grandsons will find themselves regarding with almost equal horror the idea of a similar journey by rail. It is the provision of facilities of this nature which first evidences the need for them and it is dangerous in the extreme to assume that, because there is no open demand for such facilities, a latent demand for their provision cannot be shown to exist. It was not the demand for more rapid transport that produced the railways; it was the railways that brought to light the demand for more rapid transport.

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Some of my Honourable friends will probably also argue that India is too poor to incur any expenditure on the development of her aerial transport. But however poor India may be, she is not so poor compared with certain other countries which are already interesting themselves in the advancement of civil aviation that she must wholly overlook the need for the development of her aerial transport which, as I have already pointed out, is sure to result in considerable advantage to her. With the development of aerial transport, there is sure to be a considerable increase in business in the country with a consequential accession of wealth and prosperity. I hope that my Honourable friend, Mr. Birla, who is largely interested in the development of industries in India, will be one of the first to promote the formation of a subsidized company for running an air service between Karachi and Delhi, and that I shall live to see a Birlanagar springing up near Delhi with factories for the repair and manufacture of aeroplanes and airships which will provide employment for thousands of Indians. Truly has the *Swarajya* paper of Madras said that the emergence of modern commercial aeronautics confers a certain economic value on air which must be conserved and developed in the best interests of the country.

Now, Sir, it is that extreme importance of conserving and developing the economic value of our air in the best interests of India which forms the keynote of our policy. The Air Board has pointed out that India's geographical position marks her out as an all-important link in any air route between Great Britain and her Eastern dominions, and between Europe and far-eastern Australia. My friend, Diwan Chaman Lall, the other day attached a sinister meaning to this statement of the Air Board and he alleged on the strength of that interpretation that the real object underlying our civil aviation policy was to help England in what he considered to be her schemes of Imperial aggression in the Far East. I have no doubt that my more sober-minded friends, who take an interest in questions relating to the international commerce, have not failed to realize the correct meaning of the Air Board's statement. Places like Bombay and Karachi form some of the principal stations on the main highways of commerce between England and Europe and the Far East and Australia. It is, therefore, obvious that the routes of aerial transport for commercial purposes between the portions of the world to which I have referred must touch or cross India; and what the Air Board meant by paragraph 2 of their memorandum read with paragraph 4 (an extract from which was also quoted by Diwan Chaman Lall in his speech in this House on the 21st February) was that unless India now took active steps to develop her internal air transport, there was a real danger of this transport passing into the hands of foreign capitalists, to whom India cannot refuse the right of flight over her territory under the terms of an International Air Convention to which India is a signatory. The point is more fully brought out at the end of paragraph 15 of the Air Board's report where they say:

"It is because the Air Board fear that India will lose her chance of obtaining her proper share in the business of aerial transportation if she does not take part in the initial and experimental stage that the Air Board have thought right to bring the whole question before the Government of India; they do not conceive that India can obtain and retain her due share of the business of aerial transportation solely by granting subsidies to external companies at the expense of the Indian tax-payer, and without the interest and support which the employment of Indians and Indian capital in the business will provide; and for the development of civil aviation they therefore

think it most desirable to elicit that interest and support by securing opportunities for the investment of Indian capital in commercial air services and the training and employment of young Indian men in them."

The fact of the matter is that if we do not ourselves adopt a steady line of development of our internal air transport, however cautious and slow it may be, there is a distinct danger of our internal air routes being exploited by, and falling into the hands of, foreign capitalists. If my recollection is correct, my friend, Diwan Chaman Lall, the other day seemed to look upon the resultant state of affairs with a certain amount of equanimity. He said: "Foreign firms are wanting to connect India with Europe. Well, let them do so." He either did not realise that foreign firms will not stop with the external air services, but will also take up the development of our internal air services if we do not in the meanwhile step in with our policy; or else he saw no objection to this process. I doubt whether any considerable body of the Members of this House will be inclined to share his mentality in the matter. I know there are many among my friends opposite who are anxious that India should secure an interest in her coastal sea traffic and in her inland river traffic. I am sure that they will not agree to allow our inland air transport to pass into the hands of foreign capitalists. I am not even sure that Mr. Chaman Lall's mentality will be shared by many Members of his own party; for as I have already pointed out, one of the papers run by a member of his party has already given expression to sentiments which are in full accord with the Government of India's policy in the matter.

I hope, Sir, I have now succeeded in establishing my proposition that it is of the utmost advantage and importance to India that she should develop her internal air transport and should also co-operate towards the development of her external air communications; and that for this purpose the policy which the Government has proposed to adopt is in the best interest of India. I should like to disabuse the House once again of any feeling that may have been created by my friend Diwan Chaman Lall's speech the other day that the real object of that policy is to help England's supposed military adventures in the Far East. If there are such adventures, and the Government of India desire to co-operate in them, the consequential expenditure would be a charge on the military budget and will not come up for discussion in this House. The sole object of our policy in regard to civil aviation is that stated in paragraph 4 of the note already circulated, and, to place it prominently before the House, I shall again repeat the quotation which I have already given: The Government of India consider that "India should obtain her proper share of the business of aerial transportation at this stage in order to ensure that she shall have an effective voice in the conditions on which contracts are given for services touching her shores and that opportunities are afforded for the investment of Indian capital and for the training and employment of Indian pilots and personnel." The first part of the policy refers to external communications and the second part refers to internal communications.

At the same time, it is not the desire of the Government of India that in the pursuance of their policy for the development of India's aerial communications, external and internal, they should launch on grandiose schemes involving heavy financial commitments. In this connection, I should like to invite the attention of the House to the concluding portion of paragraph 14 of the Government note on our aviation policy, which has already been

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supplied to it. It is the intention of Government that the financial commitments involved in their civil aviation policy must take their place in due course with competing demands for expenditure in other directions. And as all expenditure which Government may desire to incur in pursuance of that policy must be subject to the vote of this House and to the approval of its Standing Finance Committee where such approval is required under standing arrangements, this House will have a continuous opportunity of correcting any inclination on the part of Government to depart from its declared intention.

I may mention for the information of the House that for some years we have been spending every year relatively small sums of money on civil aviation, the expenditure since 1921 being voted by the Legislative Assembly and also approved by its Standing Finance Committee where such approval is required under standing arrangements. Thus we have spent in 1921-22 Rs. 87,000; in 1922-23 Rs. 44,000; in 1923-24 Rs. 18,000, and in 1924-25 Rs. 19,000; and in 1925-26 Rs. 1,17,000; almost the whole of the expenditure being of a non-recurring character on the acquisition of sites for aerodromes and on the survey of air routes. In 1926-27 we propose to spend Rs. 15 lakhs, again mostly on non-recurring items of expenditure. This figure includes Rs. 10 lakhs for which the vote of the House is now being asked for, and of which only about Rs. 3 lakhs represents cash expenditure, the balance being book adjustments of the value of land. In the Budget of 1927-28 we have provided for an expenditure of about Rs. 4 lakhs, of which only about Rs. 70,000 is recurring and the balance non-recurring. I do not know what reasons my Honourable friend Sir Purshotamdas Thakurdas had for saying in his speech in this House on the 19th February last that the annual expenditure on civil aviation may come up to Rs. 25 or 30 lakhs in the course of a few years. I have no doubt that, as the advantages of the opening of air-routes are realised, our annual expenditure on civil aviation will steadily go up, but I shall be surprised if a standard of Rs. 25 or 30 lakhs is reached in the near future. In any case, as I have already said, the House and its Standing Finance Committee can always put a brake on the Government when the latter desires to embark on grandiose schemes.

I shall next proceed to deal with the various main items of expenditure which the Government of India propose to incur in accordance with their policy for the development of civil aviation. The first and foremost of these must obviously be that involved in the creation of an office of Director of Civil Aviation. The need for an expert adviser of this class, if we are to make any progress in the development of our air routes, however slow that progress may be, is self-evident. As a matter of fact, the need for the appointment was accepted by the Standing Finance Committee at its meeting on the 12th August 1926. The appointment has received the sanction of the Secretary of State for India in Council and negotiations are in progress to obtain the services of a suitable officer with practical experience. The proposals for the office establishment of the Director were accepted by the Standing Finance Committee at its meeting on the 4th February last subject to the discussion of policy by this House.

The second of the most important items of expenditure which must be incurred to give effect to our policy in regard to civil aviation is the provision for what may be called air harbours and air ports. It is essential that

we should have these harbours before aerial transport services can start in India. As I have already stated, the supplementary grant which the House is asked to approve is wanted for the purposes of land required for three air harbours at Bombay, Calcutta and Rangoon respectively. These harbours must be established before any internal air services can be started between the principal stations in India. My friend, Diwan Chaman Lall, was not quite correct in stating the other day that the expenditure is intended to assist companies operating the external air services of India. They are meant essentially for the internal services which we hope will spring up with the inauguration of the external service to Karachi, though they will be available for the reception of any aircraft operating external services which may touch Bombay, Calcutta or Rangoon, nor is it part of policy of the Government of India that foreign companies should be allowed to establish internal air services between these stations. It is obviously essential in India's interest that she should own her air harbours as she owns her sea harbours, and that these air harbours should not be the monopoly of any companies, internal or foreign. It was for this reason that as early as 1920 the Government of India adopted the policy that all aerodromes and necessary equipment, all hangars, quarters, godowns, lighting, telegraphic and meteorological apparatus, etc., should be the property of the Government of India; and expenditure in accordance with this policy has been incurred ever since and has received the approval of this House since it came into being. As has been pointed out by the Air Board, a departure from this policy has been permitted at Karachi where the British Government has been allowed to build an air harbour with the help of certain contributions made by the Government of India. The Government of India will later on take up the question of acquisition from the British Government of the equipment of the airship base at Karachi, though it is not proposed at present to incur any expenditure for this purpose either in the current or in the ensuing year.

I think it is necessary for me at this stage to say a few words in regard to the assistance which India has rendered to the British Government, and not to the Imperial Airways Company, in connection with the establishment of the air harbour at Karachi. The precise nature of this assistance is that the Government of India have acquired at their cost, about Rs. 1½ lakhs, the land required for the air harbour and have leased the land rent-free to the British Government. They have also made a grant-in-aid of Rs. 4 lakhs towards the scheme on the understanding that import duties at the ordinary rates will be paid on all materials imported into India for the works. The assistance was given on certain conditions which have not yet become operative as the service for which it was given has not yet started. It has been alleged in certain quarters that this assistance was rendered without the cognizance of this House; and I find it actually stated in the article in the *Swarajya*, to which I have already referred, that the Government of India have undertaken to give the assistance "of course without a word being said about it in the Legislative Assembly". As a matter of fact, the grant of the assistance was approved at a meeting of the Standing Finance Committee on the 2nd March 1925, the members present including my Honourable friends Messrs. Shanmukham Chetty, Gaya Prasad Singh, as well as Sir Purshotamdas Thakurdas; and the expenditure has been incurred only after the vote for it has been obtained from the Assembly either through the ordinary budget demand or through a supplementary demand. Later on, the Government of India have also agreed to provide

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a hangar and certain hutments at Karachi at a cost of Rs. 1 lakh, but here again the approval of the Standing Finance Committee and the vote of this House was obtained to the expenditure. As already stated, the true picture is that the air harbour at Karachi is being constructed with financial assistance from the British Government, and it is only proper that the Government of India should later on take over the harbour by paying back to the British Government the money they are spending on it.

Apart from the four main air harbours at Karachi, Bombay, Calcutta and Rangoon, it will be necessary gradually to provide a chain of aerodromes across the main air routes. With the approval of the Standing Finance Committee a sum of Rs. 1½ lakhs has been entered in the Budget for 1927-28 to meet expenditure on the acquisition of land for the intermediate aerodromes on the main route from Karachi to Calcutta and Rangoon. An additional reason for incurring this expenditure at an early date is to enable the Government of India to exercise some control on the route adopted by foreign aircraft in their flights across India. This foreign aircraft has nothing to do with the Imperial Airways Company, nor is it engaged on commercial flights, there being as yet no commercial air route traversing India. It is engaged on what is known as experimental world flights.

The third most important item of expenditure is on the grant of subsidies for external air services. I should at the outset like to make it clear that these subsidies are quite distinct from the obligations which are imposed on India as one of the signatories to the International Air Convention of October 1919 in the matter of co-operation in internal measures concerning the collection and dissemination of statistical current and special meteorological information and the establishment of extensive wireless stations to provide facilities for the use of wireless telegraphy in air navigation. If India is to take her proper place among the progressive nations of the world, she cannot ignore her international obligations; and steps have already been taken or will have to be taken with the approval of the Standing Finance Committee and the vote of this House for the gradual expansion of our meteorological and wireless services which will not only enable India to discharge her international obligations in these matters but will also be of immense benefit to her in other directions. Incidentally any developments of these two services means the provision of further avenues of employment for Indian youths, for both services have now been almost wholly Indianized. The expenditure on such development is, however, not chargeable to the Aviation grant, and we are not concerned with it for the present.

In regard to subsidies proper, their grant is fully justified by India's large interest in foreign commerce and in the interest of that important body of her tax-payers which is engaged in that commerce. It may interest the House to know, that as soon as the contingency of the grant of subsidies for external air services became apparent to me, on the 5th September 1925 I placed the subject before my Standing Finance Committee of the Indian Legislature, of which my Honourable friend Diwan Chaman Lal was then a member and at the particular meeting of which he was present. The Committee unanimously accepted the general idea of a subsidy provided that it were given subject to certain conditions which should include a share in the control of the service and a provision for the training of Indians as pilots, but they considered that the conditions could not be finally formulated until further details were available. It will be seen from

paragraph 5 of the Government note that the claim of India to be consulted at all stages on the terms of any contract for an air service touching her shores, and to participate as a principal in the contract with a right to insist on the inclusion of such provisions as may be necessary to promote India's interests, *e.g.*, the training and subsequent employment of Indian personnel, subject to acceptance of a share in the financial liabilities of the contract has been preferred by the Government of India to the British Government and is understood to have met with their approval.

As a matter of fact, no subsidies for external air services have yet been granted by the Government of India and there is no such proposal at present before the House. Any expenditure in this connection will of course require a vote of this House and the approval of the Standing Finance Committee, unless it is relatively so small that no reference to the latter body is required under standing arrangements, and it can be met by reappropriation from grants voted by the House.

The fourth and last main item of expenditure will be on the development of internal air routes and of internal air transportation services, apart from the provision of air harbours. So far, no expenditure in this connection has been incurred, or is proposed to be incurred in 1926-27 or 1927-28, with the exception of small sums spent on the survey of the main arterial air routes of India which, as stated in paragraph 10 of the Government note, we propose to continue in 1927-28. It is the present intention of the Government of India that the establishment of internal air services should, at any rate at the initial stage, be left to companies registered in India with rupee capital, which should be required to afford training and opportunities for employment for Indians in all branches of its work.

The first action which is proposed to take in this direction is in regard to the opening of an air service between Calcutta and Rangoon. I would refer the House in this connection to paragraph 8 of the Government note circulated. In adopting this line of action the Government of India have been guided by the experience of certain other countries, *e.g.*, England, Japan and Australia. The experience of these countries has demonstrated that the case of civil aerial transport is one which calls for special enterprise of a peculiarly open-minded character, and the exploration of the possibilities of civil aerial transport must be undertaken in a spirit untrammelled by those methods which are usually associated with Government management; firms or companies should without interference be allowed to undertake commercial service where they are willing to do so; firms or companies which undertake services desired by the State, but are likely to be unremunerative, should be assisted by the State to the extent calculated to provide a reasonable return on the capital invested. At the same time, it must be recognized that the whole thing is in an experimental stage, and it may be necessary for the Government in India in the near future to take over the establishment and management of air services within India. Meanwhile, the point raised by my Honourable friend Pandit Hriday Nath Kunzru about the desirability of inserting a provision in contracts with subsidised companies empowering Government to take over the undertaking after a reasonable period of time will not be overlooked.

I shall turn lastly to the question of teaching Indian youths in what is called the science and art of civil aviation in which apparently a considerable number of Members of this House appear to be interested.

An Honourable Member: Why only civil aviation?

The Honourable Sir Bhupendra Nath Mitra: That is all I am concerned with at present. I have already answered a number of questions on the subject in this House and I now find that 16 Members of this House have tabled a Resolution on the subject. There seems to be some impression in certain quarters that the Military Air Force in India should suffice for this training, and that no other agency is required for the purpose. If I remember rightly, my Honourable friend Diwan Chaman Lall gave expression to this opinion on the floor of this House the other day; but judging from the Resolution tabled apparently many of the Members of his own party do not subscribe to that view. I should, however, like to make it perfectly clear that it is not possible for the Royal Air Force Squadrons in India to undertake this work, as their whole time must be occupied in maintaining their efficiency for military operations. I should like also to state that the reports which I have so far studied make it clear that a school for the teaching of the science and art of civil aviation in all its details is not a practical proposition. So far as I can make out the conclusion which has been arrived at in some of the more important countries of the world on the basis of recent experience is that the training of the personnel required in connection with the air transport services can be best managed through subsidised companies; and this is precisely what the Government of India propose to do at present. This personnel may be divided into three classes. Firstly, artisans and mechanics, secondly, aeronautical engineers, and thirdly, fliers and pilots. The technical education of artisans and mechanics employed in connection with aerial transport cannot conveniently be treated as a special subject but must be divided between the engineering and the wood-workers' trades. The initial part of the education will have to be imparted at the ordinary technical schools and at the schools of engineering; and all that will be required in addition is the formation of special classes at schools situated in the neighbourhood of aerial works or aerodromes. Aeronautical engineers must in the first instance be fully qualified mechanical engineers with a sound practical and an advanced theoretical training. Engineering colleges will doubtless recognize that just as the education of engineers is incomplete without some knowledge of electrical engineering so in future all mechanical engineers should have at least a superficial knowledge of aeronautical engineering. In addition, arrangements will have to be made for the specialised training of the aeronautical engineer in aeronautics as a post-graduate course including practical training in works and aerodromes. For the training of fliers and pilots, arrangements will have to be made with companies for tuition at flying schools attached to the main aerodromes, and later on it may be necessary to start a school of aerial navigation where map-reading, the use of the compass, astronomy, signalling and wireless telegraphy and meteorology will be taught. Of course, all this assumes that it will be possible to start in India indigenous companies operating internal air services with or without the assistance of a subsidy from Government. Should, however, this become impossible and Government has to take over the establishment and management of the internal air services, Government will also have to make direct arrangement for the final training of Indian youths at aerodromes and air works.

There is another method of training which has been in vogue in both England and Australia. In those countries in order to encourage the practice of flying among the general public with freedom from any military liability and Government control, and with the object of the development

of "air sense", the formation of light aero-clubs which provide facilities for flying at a comparatively small cost has been facilitated by Government grants. As I have already said, a scheme for the formation of similar clubs in India has already been put forward and it will receive the consideration of Government as soon as we have got our expert in civil aviation.

It must be understood that the information which I am placing before the House is the best which I have been able to collect from a study of various reports. It is our intention to foster the training of Indians as pilots, etc., and as soon as we get our Director of Civil Aviation, one of his functions will be to prepare a paper showing the steps taken in the other principal countries of the world in regard to training in the various subjects connected with civil aviation, and the action to be taken in India in that direction. And if I get my grants and get that officer, I shall certainly have that matter fully examined and necessary information supplied to various members of this House.

I must apologise to the House for having taken a good deal of its time. I trust, however, that with the full explanation now furnished by me, there should be no hesitation on the part of this House in accepting the general outline of the policy and in passing the Demand before it. As I have already stated, there are certain items of that policy in regard to which there will be further opportunities for discussion in this House in connection with the Demands which Government may place before it.

Mr. B. S. Moonje (Nagpur Division: Non-Muhammadan): Sir, I rise to oppose this Demand. I have asked certain questions and very pertinent questions, to elicit certain information which would enable me not to be in a position to oppose this Demand, but unfortunately I have been very much disappointed. I could understand the Military Member coming out boldly and straight and telling me distinctly that Government is not going to make any such arrangement. I could not understand the reply that was given to me by the Honourable Member over there. I could not understand his saying that civil aviation is a subject which could not be suitably taught to boys in India. It seems we have not been able to understand the responsibility that attaches to persons taking up civil aviation or aviation of any kind. I shall quote for the information of the House the responsibilities that are supposed to attach to persons taking to aviation. I am reading from an English book. "Careers for our Sons":

"The ability required in an officer or a mechanic is of no mean order. They commence their service by assuming responsibilities far graver than normally fall to their contemporaries in the Army and Navy. Almost from the outset of his career the pilot carries in his hand the safety of himself, his crew and his craft. His every day responsibilities are almost as great in peace as in war. To be trained to fulfil them, he must first be grounded in those qualities which are essential to all officers of the fighting services—obedience, self-reliance and self-control. He must then be taught enough about the design and rigging of his aeroplane and the principles of engineering construction to be able to detect faults, and assure himself that his craft is in a serviceable condition. He will require to know something of meteorology, of wireless telegraphy and telephony, of aerial photography, which is almost a science in itself; of Army, Navy and Air Force organisation, and the many aspects of airmanship and practical flying. He will have to use a machine gun under the most difficult conditions; learning the use of elaborate sights, and the adjustment and changing of defective parts at lightning speed, maintaining at the same time control of his aeroplane and keeping watch on the manoeuvres of the opposing machine. Last of all, he must be trained in observation, learning the significance of objects on the ground, judging the qualities of the surface from colour and appearance, and preparing reconnaissance reports. When all this has been mastered he passes into the service as a pilot officer."

The Honourable Sir Bhupendra Nath Mitra: The Honourable Member is referring to military aviation.

Dr. B. S. Moonje: I am glad that I have been interrupted in this way. I am going to prove to you that in the foremost countries of the world, like England, civil and military aviation is so intermixed that one cannot be separated from the other. I am going to prove that. There are several methods by which students and boys of the age of 15, 16, 17 and 19 are recruited into the Air Service. They begin with military service and after finishing military service, according to a 3 years, 5 years or 7 years' course, whatever it may be, then all those boys are enlisted as trained Craftsmen. Unfortunately for the Honourable Member there is no such thing as civil aviation apart from military aviation in England and therefore I am not in a position to give him an example of a country where civil aviation is completely divorced from military aviation. He will not find such a thing in any country on the face of the earth to-day.

The Honourable Sir Bhupendra Nath Mitra: What about Japan?

Dr. B. S. Moonje: I am glad that I have been interrupted. Japan to-day has also not completely divorced military from civil aviation. They have now advanced to such an extent that they have found that it will be advantageous to have a civil department as separate from the military department, it is true; but the fact must be clearly understood that when aviation was introduced into Japan some 10 years ago

The Honourable Sir Bhupendra Nath Mitra: Civil aviation.

Dr. B. S. Moonje: I am just coming to that. This civil aviation has been introduced into Japan from the year 1920 and it has been introduced and fostered by the Military Department there. I am just going to prove it. In England arrangements are made for all kinds of students to be recruited. Students of universities have been recruited so have boy mechanics and I may say for the information of the Honourable Member over there that boy mechanics of the age of 15 or 16 are admitted. It is said—I am reading from this book—that “boy mechanics are enlisted by means of competitive examinations held twice a year. They must be between the ages of 15 and 16½. . . . The syllabus of the open competitive examination includes these subjects: Mathematics, Experimental Science, General Paper, English Composition. The Air Ministry are desirous of receiving entries from boys who have had a secondary or technical school education.” They are so anxious that boys should come and join; and yet we are told here that civil aviation is not a suitable subject to teach to boys.

Honourable Members: Who said that?

Dr. B. S. Moonje: That was the reply given to me. I asked the question:

“(a) In view of the fact as announced by H. E. the Viceroy in his address to the Members of the Legislative Assembly on 24th January 1927 that ‘this development of aviation marks the introduction into the country of a new form of civil transport’, will Government be pleased to state if Government is contemplating to make adequate arrangements for imparting education to Indian boys in all the branches of civil and military aviation, so as to enable India to take a due share in the matter both of civil air transport as well as in the defence of India in serial warfare.

(b) If so, when is it likely that schools for teaching aviation to Indian boys will be started in India?”

The reply given to me was:

"Government do not consider that aviation of any kind is a subject which can suitably be taught to boys in schools and do not therefore contemplate starting such schools."

Honourable Members: Schools, yes.

Dr. B. S. Moonje: Unfortunately this is India.

Sir Victor Sassoon (Bombay Millowners' Association: Indian Commerce): But it is not taught in England either in ordinary schools; only in cadet schools.

Dr. B. S. Moonje: I am just coming to that. "Boy mechanics are enlisted"

Sir Victor Sassoon and others: They do not fly.

Dr. B. S. Moonje: I will read to you what they say:

"The Air Ministry are desirous of receiving entries from boys who have had a secondary or technical school education. . . . The ultimate prospects open to these boys may be summed up as follows:

(a) Those who qualify at the end of the three years' course will be promoted forthwith to Leading Aircraftmen in one of the skilled trades"

Mr. Arthur Moore (Bengal: European): That is entirely groundwork.

Dr. B. S. Moonje: But they fly also, as appears from the words:

"Those who qualify at the end of the three years' course will be promoted forthwith to Leading Aircraftmen in one of the skilled trades."

and

"A certain number of boys of exceptional promise will be selected for an additional four months' course of higher instruction, and will be promoted forthwith to corporal.

From among those who qualify for this higher training some will be selected for commissions, and will pass on to the Cadet College for training as Flying Officers together with the cadets entered by open competition."

The Honourable Sir Bhupendra Nath Mitra: That is all military aviation.

Dr. B. S. Moonje: I have already told you that this is unfortunately India, which is the only country in the world where there is neither civil nor military aviation training, at present. In no other country in the world are the two things divorced from each other. Now I am going to tell you what Japan has done. Knowledge, it has been said, is like the origin of a river which begins with dribbles but there is no knowing where and how it will end. As an example of that I am going to give you the case of Japan. Japan began its aviation with only two officers:

"Two officers who were trained in France and returned home in 1911, were the first airmen in Japan."

Mr. N. M. Joshi (Nominated: Labour Interests): Were they Japanese or Englishmen?

Dr. B. S. Moonje: Japanese.

Lala Lajpat Rai (Jullundur Division: Non-Muhammedan): Japan is not a part of the British Empire.

Dr. B. S. Moonje:

"Two officers who were trained in France and returned home in 1911 were the first airmen in Japan, followed by two others in 1912 and three in 1913."

[Dr. B. S. Moonje.]

So, in all 7 persons trained outside their country have created what Japan is to-day, (*An Honourable Member*: "Question?")—a great military power. I have no authority except the book that has been given to me.

The Honourable Sir Bhupendra Nath Mitra: Does the Year Book say that those 7 officers created the military and civil air-services in Japan? There were undoubtedly those 7 officers, but is there anything in that book which states that it is those 7 officers alone who created the civil and military air services in Japan?

Dr. B. S. Moonje: That is exactly the case.

Lala Lajpat Rai: They were the pioneers.

Dr. B. S. Moonje: It is a very good question that has been asked. It clears the whole ground and I hope my Honourable friend, having got that ground cleared, will admit that in the near future schools and colleges on the lines of Japan should be created in India:

"In 1919, an aviation section was created in the War Office and the first military aviation school was opened at Tokorozawa, near Tokyo, in January 1920, to give training in the first year to about 100 students including both commissioned and non-commissioned officers, besides admitting a few civilians."

Sir Victor Sassoon: Trained by whom?

Dr. B. S. Moonje: By the military.

Sir Victor Sassoon: By the 7 aviators you mean?

Dr. B. S. Moonje: There is no mention here that any people were imported from outside except those 7 persons who came over there and taught the people there. I am not going to conceal one more fact, namely, what kind of help the British Government gave to Japan. The book says:

"The Navy aviation is indebted to the assistance of the party of British flight officers for the marked progress it has attained, just as the Army air service owes its development to the training it received from the party of the French flight officers."

If the English people could give such kind of help as to enable her to develop her navy and naval aviation, what have they done to us in spite of their having been here for the last 150 years, though we are prepared to take a due share in aviation?

I know that there is a certain opinion going round that though the railways have been in India we are not in a position to take our full share in their technical management, and it is said, "As you are paying for the railways, so you should be prepared to pay for the civil aviation." When the railways were started in India, we had just been conquered by the British and we were in a stupefied condition and we did not know what to do. But we do not want to be placed in that position now. If aviation is to be introduced in India to-day with our consent we must be in a position to be leading it from the very beginning. I know that Government have got all the power, they can get 18 lakhs, they can get 9 lakhs, they can get even 50 lakhs; they need not consult us at all.

I am told that no money has been spent without consulting the Assembly. I am surprised at the reply that has been given to me. The reply that was given is this. I asked the question:

"Will the Government please state if the policy regarding civil aviation, as enunciated in paragraph 10 of the Memorandum of the Indian Air Board to give effect to which certain amounts of money have already been spent despite financial stringency prevailing in these years as detailed in the said paragraph, was submitted to the Assembly for its approval previous to the Government having spent that money to give effect to the said policy and what amounts of money have been spent so far to give effect to that policy?"

The reply was:

"The bulk of the expenditure was incurred before the Assembly came into being and anything incurred thereafter has of course been submitted to its vote. The information is being collected and will be sent to the Honourable Member when available."

What amount of money has been spent, even to-day the office does not know, it wants time for collecting the information.

In short, the mentality of the Government in this respect, as it has been in respect of the military, the railway and other departments, is like this. For spending money in order to help outsiders, the British, to exploit India the British Government keeps its purse open (*An Honourable Member*: "Question?"). I have just quoted from the book. I am now quoting from the memorandum supplied to me by the Government, page 8, paragraph 6:

"The question of linking India. . . ."

I am saying that Government at the time of spending money in such matters does not even care to see whether the money will be spent on profitable business or not. To continue:

"The question of linking India with the outer world by a line of air communications was first raised in June 1919, when a scheme was put forward by the Air Ministry for the establishment of an air service between Cairo and Karachi. The objects of this scheme were mainly military, though the carriage of mails was also contemplated. The Government of India supported the proposals, and, on the understanding that a weekly service would be instituted, agreed to provide and maintain the necessary aerodromes and buildings from Karachi to Bushire, at an estimated cost of Rs. 13½ lakhs initial and Rs. 36,000 recurring. The British Government were to be responsible for providing the necessary machines, the pay and maintenance of the unit, the cost of flying and any other liabilities."

I have said that the Government does not care even to see whether the business is a sound business or not, and to prove that I shall proceed to quote:

"Before, however, any action was taken in the matter, the British Government decided to abandon the proposal for the carriage of mails by the suggested service. It would, they decided, be preferable to deal with the scheme as a military proposition, pure and simple, leaving the question of the inauguration of a civil mail service for separate consideration."

Without knowing anything as to whether it was going to be successful or not, whether it was going to be a civil or a military thing—without considering any of those things, the Government in a most generous spirit showed its readiness to give away Rs. 13 lakhs and said, "If you want more money we will be prepared to give it." That is the mentality of this Government in regard to spending money, so that outsiders, the British I mean, of course, may be able to exploit India. As regards their mentality in the matter of giving a little share to the Indians in that exploitation I

[Dr. B. S. Moonje.]

will just read to you from that same memorandum which has been supplied to us by Government. At page 2, paragraph 5, sub-paragraph 17(i) it is said:

"The claim of India to be consulted at all stages on the terms of any contract for an air service touching her shores, and to participate as a principal in the contract with a right to insist on the inclusion of such provision as may be necessary to promote India's interests, e.g., the training and subsequent employment of Indian personnel, subject to acceptance of a share in the financial liabilities of the contract has been preferred to the British Government and is understood to meet with their approval."

What are India's interests? The whole interest of India is to be concentrated in these three things, namely, "the training, and subsequently employment of Indian personnel subject of course to acceptance of a share in the financial liabilities of the contract". After all this money has been spent what we shall be allowed to do is that we can take advantage of the training only for "subsequent employment" in that company, and that too subject to one condition that we shall have to take our share in the losses of that company

Sir Victor Sassoon: And profits.

Dr. B. S. Moonje: The words are "financial liabilities". Well, if that is going to be considered the "interests" of India, I do not think that any elected Member here will be in a position to vote for this Grant. Let it be understood that in opposing this Grant I am not opposed to the introduction of civil aviation. I am not opposed to the introduction of military aviation. I am not one of those who feel benumbed by the dread of the Western civilisation in its aspect either of mechanical industrialism or mechanical militarism. I am one of those who think all the latest developments in knowledge in the world should be introduced into India. Poor as India is, she is paying crores and crores for maintaining this costly government. She will readily pay 18 lakhs, or even 50 lakhs; she will not mind it; but the whole benefit must accrue to the people of India. Let there be a clear understanding that we are not opposed to the introduction of civil aviation; but in the name of the introduction of civil aviation, let there not be fresh openings created for exploiting India by people who are foreigners.

The Honourable Sir Bhupendra Nath Mitra: That is precisely what we want to stop.

Dr. B. S. Moonje: Sir, the best way to stop it is to teach aviation so that Indians may be able immediately and from the very beginning to take advantage of whatever progress has been made. The first condition of test of your *bona fides* is for you to bring a Resolution instituting State scholarships for the training of Indians abroad so long as there are no facilities for teaching aviation in India.

The Honourable Sir Bhupendra Nath Mitra: On a point of explanation. It seems to me that the Honourable Member did not listen to my speech. I made it perfectly clear that it is the intention of the Government of India to foster the training of Indians. We do not at present know what precise action we will have to take. When we have got the Director of Civil Aviation we shall be able to work out schemes and we shall issue bulletins from which the Honourable Members will be able to know in what direction action can be taken. The Honourable Member read from certain books. Unfortunately he did not

Mr. President: The Honourable Member has no right of reply.

Dr. B. S. Moonje: I have carefully and cheerfully heard what the Honourable Member read from his written speech. I am glad Government has given us an assurance that they will take measures for providing education after the Director of Civil Aviation has been appointed.

Lala Lajpat Rai: They did not say they will take measures but that they will issue bulletins.

Dr. B. S. Moonje: I am not one of those who doubt the intentions of Government. I take their intention for what it is worth. I have stated just now a test of their *bona fides*. I know it is a protracted affair. It took six years in Japan. In India it might take 20 years. What I say is, until that protracted period comes to an end, institute State scholarships for Indians for training abroad. With great respect and humility, I say "Teach us, dear Sir, your civil aviation". If you do not want to teach us military aviation, teach us civil aviation. Send us to Japan or France. We do not mind going to Germany. What we mind is this. If you are prepared to introduce civil aviation, we must be prepared to take our full share from the very first in the developments. If that does not happen, then we will not vote you one pice.

I am told that there is not much to be taught about aviation. Japan takes a different view. I am quoting from the Year Book of Japan. I am reading from page 169. It says:

"This office (Bureau of Aviation) is in charge of all aviation matters exclusive of military and naval aviation. It undertakes, as provided in the Aviation Control Regulation, the examination of machines and applicants for the operators license, and had by October 1923 thirty-four young civilian aspirants trained at the military and naval aerodromes. Further it encourages in various ways this particular aerial activity, as by offering prizes in competitive contests, giving consolation money when a civil aviator is injured or killed."

What a kindly government! If a civil aviator carrying on a commercial line in his own interest happens to be injured, the Government gives consolation money. Then, Sir, the Government there has besides the Bureau, the Aviation Board of Council and Aviation Institute, both in charge of the Department of Education. The former carries out researches into the theoretical side of the art and the latter their practical application. I think we Indians are supposed to be quite different from human beings in Japan, and particularly from that point of view we may not be in a position to understand the mentality of our Government when they say that it is a protracted affair. They say that information has to be collected; bulletins will have to be issued; the Director of Civil Aviation appointed; experts should be brought in, staid round for them, and so on. 25 years will be spent in this way and after that they will introduce aviation. I do not think any elected Indian Member in this House will agree to that. I do not make any distinction between Indians and Statutory Indians. All those who regard India as their motherland are Indians whether Statutory or Non-Statutory. At the same time I want to warn my friends that we should not be caught in this British diplomacy. We were told that there was no British preference during the debate on steel protection. The biggest of our men boldly asserted there was no preference and eventually it was admitted that there was. It is a small sum of money now. We do not know what it will come to next year. I am a resident of this country. There is a big river known as Sonabhadra. There is a tradition about it. There are some parts in it, where if a man

[Dr. B. S. Moonje.]

puts his foot his foot goes in and in into the sand; the more he tries to extricate himself the more deeply he gets into the sand. Such is British diplomacy, Sir. They say that they are introducing civil aviation in the best economic interests of India. I will not be satisfied until a definite promise is given on the floor of this House as regards three points, namely, whether in the near future a college like the Cranwell College is to be established in India: whether in the near future schools are to be established: whether in the meantime State scholarships are to be immediately instituted for enabling Indians to learn aviation in outside countries. I am not to be satisfied now and India is not to be satisfied now merely with being motor drivers or engine drivers or ticket collectors in the Railway Department. This is a new Department being opened in India and I want to have from the very beginning, from the top to the bottom, a full share in it. Therefore, I am taking this precaution, and until those three things are promised to us on the floor of this House I do not think I can support this motion.

The Assembly then adjourned for Lunch till Twenty-Five Minutes to Three of the Clock.

The Assembly re-assembled after Lunch at Twenty-Five Minutes to Three of the Clock, Mr. President in the Chair.

Mr. K. O. Roy (Bengal: Nominated Non-Official): Sir, after the very eloquent speech which my esteemed friend, Dr. Moonje, delivered to this House it is important that the two issues which are now before the House should be separated. The first is the small grant which the Finance Member is seeking for civil aviation in India, and the second is the question of policy. (*An Honourable Member*: "Supplementary Grant.") Thank you, Sir, Supplementary Grant. Sir, as regards the first, as the House is aware from the proceedings of the Standing Finance Committee, the money required is mainly for the purposes of acquisition of land near Bombay, Calcutta and Rangoon, and the bulk of the money is merely a book transfer as the lands which the Department of Industries and Labour propose to acquire belong to the Army Department. I am quite sure, Sir, that as a result of this grant the Imperial Airways Company will not be benefited in any way. The Cairo-Karachi service will terminate at Karachi, and thereafter it is open to the Government of India to transport the mail and the passengers as best they like. I hope, therefore, Sir, that the House will not hesitate to make this small grant to my esteemed friend, Sir Bhupendra Nath Mitra. As regards the question of policy, I am more or less in agreement with my Honourable friend, Dr. Moonje. When Dr. Moonje told the House that military and civil aviation are two sister services, I am at one with him. Let us take the case of England. Although these are two sister services, they are two very different branches there. Under the Secretary of State for Air there is a directorate of Civil Aviation under the control of Sir Sefton Brancker, and there is the Department of Military Aviation under Sir Hugh Trenchard. These are two distinct branches of the service, administered separately by the Secretary of State with the aid of the Air Council. Our duty here, Sir, if we wish to secure control over the development of civil aviation in India, is

to Indianize what we know is the Indian Air Board. The Indian Air Board is a mere technical and all obsolete body. Let us have the experts by all means, but let us have sufficient representation on the Indian Air Board of the Central Legislature. (Hear, hear.) Thereby, Sir, you will obtain the initial control of policy. Then, Sir, there is the financial control of the Standing Finance Committee, and finally the control of this House. You will thus secure triple control. What then does the Legislature want more than what we can get under the present conditions?

Then, Sir, compare our difficulties with other countries. I am in entire agreement with Dr. Moonje there. Dr. Moonje, I am sorry to say, could not obtain a proper answer from Mr. Young because his question was not very correctly framed. Mr. Young cannot undertake to train Indians in the air force now stationed in India—because it is a purely British unit. (Mr. B. Das: "We pay for it.") (Another Honourable Member: "Who pays for it?") I am coming to that. Those of us who had opportunities of meeting Sir Samuel Hoare, the Secretary of State for Air—I had the privilege of being one—made no secret that we felt it a grievance that while all other Colonies are allowed entrance into the Royal Air Force, we are not. I know, Sir, that he is a far-sighted man, with a great deal of business and commercial experience and that he will not forget India's claim, and I have no doubt that he will place our views before His Majesty's Government. If His Majesty's Government see eye to eye with us, right and good. Otherwise it is open to this House to put down a motion to say that an Indian air unit should be created and attached to the Indian Army and so Indians will be eligible for service. That is the line on which we should proceed and not on the lines Dr. Moonje suggested. Dr. Moonje's suggestion is I venture to think one of obstruction, and mine is a suggestion of progress and advance. (Laughter.)

Now, Sir, what is the international verdict on India? During last year, Sir, we had visitors from all countries. We had a visit from a distinguished French aviator, an Italian aviator and also a Spanish aviator. Many British airmen visited this country. What is their verdict? Their verdict is that India is ideally suited for aviation, that Indians make good pilots, good Engineers and good mechanics, a corps of trained airmen will materially contribute to the self-development of India. Sir, I will give you a passage from a speech made by Sir Sefton Brancker, the Director of British Civil Aviation. He is an honest Englishman and stated our case frankly and bluntly:

"For the development of flying in India, he thought that an Indian Company should be formed with a large proportion of Indian capital."

Have we any objection? This is what my friend, Dr. Moonje, wants. Here he has the assurance of the highest authority. Then again, Sir, he says:

"There was no reason why aircraft should not be manufactured in India."

And he thought Karachi was an ideal place. Do I understand, Sir, that this House will prevent Karachi, the city of my friend, Mr. Harchandrai Vishindas, from manufacturing aircraft? Is it the intention of this House? Then, Sir, you hear what he says of the Indians:

"They could train up Indian mechanics and engineers and pilots. He himself had had experience of Indian pilots—one from Bengal, one from the south, and one from the Punjab. They had been with him in the War in France, and had done good work. They were quite successful in every way. (Loud Cheers.)"

[Mr. K. C. Roy.]

Are we going to deprive our countrymen of following these avocations of life? I trust Sir Sefton Brancker and I hope the House will trust him. Now, Sir, what is our position? Are we going to keep ourselves away from the progress that is being made elsewhere in these modern times? Are we going to isolate India from the airways of the world? Are we going to turn down the appeal made by my friend, the Honourable Sir Bhupendra Nath Mitra? Sir, I have known him for many years, and I know perfectly well that he would not have placed this motion before the House had he not been convinced that it is good for India, and I commend Sir Basil Blackett's motion for the acceptance of the House.

Mr. C. Duraiswamy Aiyangar (Madras ceded districts and Chittoor; Non-Muhammadan Rural): Sir, it is due to the Standing Finance Committee that this policy of aviation which has been taken up by the Indian Government has come before this Assembly for discussion. Although the convention was agreed to in the year 1919, till this day the policy which the Indian Government wanted to pursue in the matter has not been brought out on the floor of this House. Sir, it is stated that the air convention was agreed to by this Government and the British Government along with other Governments. But, I ask, who was responsible for the Indian signature to that Convention? Is it not but a duplicate signature of the British Government to that document? Secondly, I ask, Sir, whether this Convention was agreed to by the Indian Government with the consent of the then Council, with the consent of the people's representatives in the then Council. Has this Convention ever been brought before the people's Council for the purpose of ratification? Sir, very often we are involved in serious commitments by the Government entering into international conventions without the consent or ratification of the people's Council here. Sir, this is not an objection which comes from a Swarajist, this is not a contention which comes only from a Congressman, but by the most moderate of moderates this objection was once raised, namely, that whenever this Government enters into an agreement with other nations, it must first get the approval of this Assembly and it must be ratified before any commitments are made on behalf of this Government. Sir, when Sir Basil Blackett brought the Resolution with reference to the stoppage of exports of opium, there was a discussion on the floor of this House at a time when we had all walked out. Then, Diwan Bahadur Ramachandra Rao, a moderate of moderates, raised an objection, from which I will read a short passage:

"Then, I have one or two remarks to make. I would like to suggest to the Honourable Member that these international agreements should be brought up for ratification by this House. We, who represent the people of India, should have some voice in the policy which eventuates in these international agreements. Take the Locarno Pact. It is open to the Government of India, without any reference to the representatives of the people, to drag India into a European war. Here again is another International agreement entered into without any reference to the people of this country which ultimately led to a loss of revenue of nearly two crores of rupees."

That was the objection raised by Diwan Bahadur Ramachandra Rao. Another moderate of moderates, Sir Hari Singh Gour, echoed the same sentiment on that occasion, and to all that what was it that Sir Basil Blackett then said in reply?

"The same speaker spoke of this policy having been adopted without the Convention having been brought before the House for ratification. Now, the question of bringing International Conventions before this Legislature for ratification obviously raises a larger issue than the House would desire me to pursue at the present moment."

And, I want Sir Basil Blackett to say whether the moment has arrived when we can discuss that policy or whether he will say ditto even on this occasion. Sir, a note has no doubt been placed in our hands. I read through the note not once, but twice and even thrice. I read on the lines, I read between the lines, although it is so closely printed in small type that there is no space between the two lines, (laughter), and I also read behind the lines. Sir, reading it on the lines, no doubt we find it to be very sweet and exhilarating and I thought that ere now I would be enabled to go to Chittoor every evening and come back to the Assembly the next morning by the aid of aviation. But reading between the lines, we find ample proof that India must always serve as a servient tenement for the exploitation of the dominant tenement, the British Government. If there was any doubt in these matters, it has been considerably cleared up by Sir Bhupendra Nath Mitra's long dissertation to-day. It will do very well as a first prize essay upon the subject. But as a practical question, far from removing any doubt in the matter, it confirmed our position that this policy is not intended, at present at any rate, in the interests of India, but only in the interests of the British Government. Sir, evidently Sir Bhupendra Nath Mitra thought so much about aviation last evening that during his dream he built several castles in the air and to-day he has produced what he recollected in this dream, and therefore it was that he developed the benefits of aviation to such an extent that I was reminded of my school-days when we were asked to write an essay about the benefits of British rule and unless we made out a strong case about the benefits derived from the railways, post offices and telegraphs, we never used to get any marks. Sir, a similar essay has been produced this morning by my Honourable friend, Sir Bhupendra Nath Mitra. Sir, this Convention was practically given effect to in the year 1921 and till to-day we have spent nearly Rs. 20 lakhs over this scheme. Sir, I ask, what benefit have we derived or hope to derive after having spent so much without the assurance which was demanded of this Government before spending any such amount by the Standing Finance Committee reported in Volume IV, No. 4. Sir, very often the decision of the Standing Finance Committee in 1925 is quoted as the scripture here, without understanding the full implication of the terms in which they couched that agreement. Sir, at page 314 of Volume IV, No. 4 of the Proceedings of the Standing Finance Committee, the members of the Committee distinctly said this:

"The Committee agreed on the understanding that their view would require reconsideration if the cost of the acquisition of land exceeds Rs. 1½ lakhs. They also desired to make it clear (a) that their acceptance of the present proposals would not commit them to any further expenditure on the scheme, (b) that steps would be taken to ensure that in the event of the service being made over hereafter to a private company the expenditure now incurred by Government would be fully recouped, and (c) that the Government of India would retain a voice in the management of the service."

These are the three conditions which the members of the Standing Finance Committee expressly imposed or attached to the consent which they gave or which they are said to have given on that occasion. Sir, do you take it as an absolute consent given by them for all the expenditure that you incur, and can you go on quoting this as your scripture when so many conditions have been laid down without satisfying this House that those conditions have been satisfied?

The Honourable Sir Basil Blackett (Finance Member): Does the Honourable Member suggest that these conditions have in any way been violated?

Mr. C. Duraiswamy Aiyangar: Yes, that is my point. These . . .

The Honourable Sir Basil Blackett: They have been fully observed.

Mr. C. Duraiswamy Aiyangar: These three conditions, Sir, which I just now read ought to be satisfied before further expenditure is incurred.

The Honourable Sir Basil Blackett: They are satisfied.

Mr. C. Duraiswamy Aiyangar: And have you ascertained that you have got a voice in the management of the service? Did you enter into an agreement, Sir, when the expenditure . . .

Mr. President: Order, order. The Honourable Member will, please, address the Chair.

Mr. C. Duraiswamy Aiyangar: Sir, did the Honourable Sir Basil Blackett and his Government take an assurance that they will have a voice in the management of the service, that the amount spent from the Treasury of this Government will be recouped if a sufficient voice is not given to them; and if these conditions have not been agreed to till now, I say they have violated the terms laid down by the Committee. I shall presently read from the note which has been placed in our hands which deals with the benefits that are likely to be derived by Indians. At page 2 of the note, paragraph 17, they say this. It has been already read, but not to the fullest extent and the important portion has been quietly skipped over:

"The claim of India to be consulted at all stages on the terms of any contract for an air service touching her shores, and to participate as a principal in the contract with a right to insist on the inclusion of such provisions as may be necessary to promote India's interests, e.g., the training and subsequent employment of Indian personnel, subject to acceptance of a share in the financial liabilities of the contract, has been preferred to the British Government."

And what follows:

"and is understood to meet with their approval."

The Honourable Member of Government says that "it is understood" to meet with their approval. What does the Honourable Member mean, Sir, when he says it is understood to meet with their approval? Did he understand from any little bird whispering in his ears? Did he understand from Mr. K. C. Roy or from the Associated Press? (Laughter.) Or is he as a responsible member of the Government going to place before us that document by which the British Government has consented to these terms? Sir, to say that it is understood to meet with their approval will not satisfy this House unless a document is produced here to show that it has met with their approval. Sir, there is a temptation that is offered to us that Indians will be trained for higher services and expert services and unless we take this opportunity at the very first instance we are likely to lose all these opportunities. How often have we been promised like this and how often have we been deceived? And what is our past experience, Sir, in the way in which Indians are encouraged? It is needless for me to point out, what has so often been pointed out, the history of the Railways in this country. Eighty-seven years after the starting of these railways, to-day we are told that there is not one Indian competent to be a Member of the Railway Board, there is not one Indian who is competent to deal with the technical branches, and yet we are told, Sir, that the scheme of civil aviation will provide for the training of Indians. What have we been contributing to the League of Nations from the very beginning? India rushes in along with the British Government in every Convention and we

have been paying year after year £54,000, which is said to rank second in all the contributions that are made by so many nations. What is it that we have got from that, what after all has it done to India to place it in a position of equality or a position of prominence in the League of Nations? The first Indian representative on the League of Nations, Sir Ali Imam, complained at the League of Nations:

"I regret to find that in the whole long list of appointments made to the Secretariat I have failed to discover a single Indian."

At the next Conference Mr. Sastri was there and he analysed the appointments in the Secretariat. He says:

"Out of 351 appointments made there were 138 British, 73 French, 16 Swiss, 13 Americans, who had not yet joined the League of Nations, and one for India."

And in the last Conference, did matters improve? Sir C. P. Ramaswamy Aiyer raised the same cry, and we were told the other day by Mr. Graham that at present there were two Indians in the Secretariat and 2 in the Labour Office.

Colonel J. D. Crawford (Bengal: European): On a point of order, Sir, has this anything to do with civil aviation?

Mr. President: It has been suggested on behalf of Government that Indians will have opportunities for training in civil aviation as part of the proposed scheme while the Honourable Member points out that past experience in similar matters falsifies any such hope.

Mr. C. Duraiswamy Aiyangar: We are told that we will have some share in this scheme. In one place in the report they perhaps inadvertently said that there will be Indian shareholders, Indian capital, but they corrected themselves in another place and said it will be not actually Indian but a rupee capital and the company will be registered in India. Even if some foreign companies are registered in India that will satisfy the requirement.

One more important point, which affects directly the grant asked for, relates to the remission of 4 lakhs as an offset for import duties levied on articles imported on account of this scheme. At page 324 of the proceedings of the Standing Finance Committee a suggestion was made for the remission of customs duties.

The Honourable Sir Basil Blackett: May I point out that this money was voted last year and has been spent, and has nothing to do with the Supplementary Demand.

Mr. C. Duraiswamy Aiyangar: We are discussing the policy of the entire expenditure, and therefore it is perfectly in order to
S.P.M. speak of how much we have wasted already and how much we are yet going to waste, and, as the Honourable Sir Basil Blackett usually put it as Demand No. 60 in the Budget and it always came under the guillotine, it never came before this House for discussion.

The Honourable Sir Basil Blackett: The Honourable Member said that this money was to be voted, and I am pointing out to him that it has been voted and spent.

Mr. C. Duraiswamy Aiyangar: First there was a suggestion that the import duties need not be set off if the Indian steel were purchased, but there were objections to this course. It was given up within the twinkling of our eye on the ground that the British Government must have already given the contract to a steel manufacturing firm in England and therefore

[Mr. C. Duraiswamy Aiyangar.]

it was not possible to purchase in this country; yet the import duties which in equity India was entitled to get India was asked to forego although Indian industry was not encouraged in this scheme. What are we to expect from civil aviation if the past history of India is like this? What are we going to expect in the future? There will be no training of Indians for these services, or the forming of Indian companies. Therefore, Sir, I think that past history has considerably demonstrated to us that we cannot possibly expect any kind of advantage to Indians whatever may be the amount spent. At page 7 of this note, we are told by way of threats that unless we begin to pay the piper we cannot call for the tune. We have not had any tune from this Government at any rate, although for over one century we have been paying this piper. This scheme, therefore, will practically be of no use to this country. Indians can get nothing out of it.

The Honourable Sir Bhupendra Nath Mitra quoted the *Swarajya* as supporting this policy. He only quoted one sentence, whereas if he had read the rest it would be found that not one sentence supports this policy of the Government. It reminds me of a story of an atheist who went to a Bishop and quoted the Bible as an authority for the position that there is no God. The Bishop was shocked and asked him to show him the text. The text read: "He is an infidel who says that there is no God." So was the quotation made by my Honourable friend, Sir Bhupendra Nath Mitra. The long and the short of the story is that so long as this Government is as it is, so long as the Government and the administration of India is a deviation from the rest of the world, let us not have aviation.

Sir Victor Sassoon: Sir, I do not propose to make an essay on aviation, nor have I any books to quote from. My only excuse for getting up is that aviation has been my early love. She has treated me very badly; she dented my chin, twisted my arm, crippled me for life, but I love her still and it is for that reason and because I think that the future of India is bound up with aviation that I am intervening in this debate with an appeal to the House to treat this vote on its own merits whatever the delinquencies of the Government may have been in other matters. The House knows that I am just as much a critic as other critics of the Government in certain matters, but not in this matter, and I speak not from books but from my own experience, because probably if not the only Member of the House that has flown an aeroplane, probably I am the only Member who has flown as long ago as 1910. I have got some knowledge of how people learn to fly, and one of the things that has struck me in this debate is that nobody apparently seemed to think that anybody could learn flying unless the Government paid for it. We are to have schools subsidised by Government, or scholarships given by Government, otherwise India cannot learn to fly. I think that is an insult to India. Before the War the Government in the early days of flying did not pay anything to those who wanted to learn to fly. I know a number of regular officers, one of whom is not a hundred miles from me to-day, who learned to fly at their own expense and under assumed names, so that the Government should not know of it. That was the spirit in which aviation was developed in its early days in England. I should like to see India following in that spirit. I am quite sure that there are Indians here in India who, if they wish to fly will fly, irrespective of whether there are Government grants or not. Not that I am suggesting

that Government should not help. I want Government to help, but I do want the subject kept clear, quite clear, from military aviation, and with all due deference to Dr. Moonje and his books, let me tell him that all that he says about boys of 15 which is taking place in to-day in England, is for incipient soldiers. I for instance cannot go to the Government there and say, "Please may I learn to be a mechanic or an aviator." Quite apart from the question of my age, and my not being able to pass a medical examination, they will say, "We are training these boys up to be soldiers". With all due deference to Dr. Moonje, I can assure him that no civilian to-day can go to Cranwell and ask to be trained.

Dr. B. S. Moonje: Civilians do.

Sir Victor Sassoon: I have no books to prove it, but I am perfectly certain that, if the Honourable Member will put it on the question list, he will find I am right when the authoritative answer is given. You see I only know from practical experience and I only know from one other source:—I happened to ask a very senior British Air Force officer during the tiffin hour whether I was right or not, so I can only assure the Honourable Member that, if he is right, he knows something that even a senior officer of the Air Force is ignorant of to-day. Sir, this training is given only to those who are soldiers or who are to go on the military side of aviation, and to-day if a civilian wants to learn aviation, he cannot get a Government scholarship, he cannot go to a Government school. What does he do? He goes to a private school and the private schools are established because there are sufficient civilians who are prepared to pay the fees to get their tuition. The only other way is to join one of these light aeroplane clubs, and that is why I was pleased to see that the Honourable Member in charge was sympathetic towards these clubs, and it is here only, subject to correction by Dr. Moonje, that there are any subsidies in England. If I am right, a light aeroplane club is given something like £2,000 towards its equipment in the first case. It is given a thousand a year for the first year for helping to run itself, and I believe that if it turns out good pilots, and does good work, they give it another £1,000 for the second year. After that I understand they are supposed to be self-supporting. Now I should like to see that done in this country. I feel sure something of that kind which will give an opportunity to the young men of this country to learn aviation, will be taken advantage of. And if you get these young men learning aviation, then you are more likely to be able to find jobs for them in your civil aviation lines of transport, than if you throw out this grant, upset any possibility of light aeroplane clubs being formed, and even upset the possibility of having a Director of Civil Aviation. To my mind, Sir, that part of the vote is the most important part, that is the establishment of a Director of Civil Aviation. That Director is going to be under our control. We have a voice in the policy that will be laid down for him to follow, and therefore I do suggest that if this House does throw out part of this grant, that it will, at any rate, leave that item in. It is to the advantage of India and it will be to the advantage of this House in its future control of policy. One other point, and that is on the question of these air ports or air harbours. I consider that it would be inadvisable to allow a private company to pay for aerodromes at ports, and as far as I know there is no suggestion that the air line from abroad should go any further than

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Karachi. As I have understood the situation, the foreign line will fly from Egypt to Karachi and any service between Karachi and Calcutta will have to be carried out by a separate company and I understand it is hoped that the capital will be raised in this country to supply the necessary funds. Now, are we going to allow the Airways Company to own the air port of Karachi? Would this House like the Port of Calcutta or Bombay to be owned by the P. and O.? Does the House not think that rather a dangerous proposition? I think the House, if it gives a little thought to it, will realise that we must pay for and control the air ports of this country just as we do the maritime ports. We shall charge fees for the use of them. These ports must be open not only to one company but to any company, to any machine that flies to this country, and I hope that if we do, as I suggest we do, vote for this measure, we should add a rider that, in the event of an Indian company being formed to take on an external service, that company should be allowed to receive more favourable treatment at the ports than a foreign company. We have been asking for an Indian mercantile marine and now we have an opportunity of controlling ports of the aeronautical marine. Are we to turn away the right to give some form of advantage to our own companies when they are formed? Now Members of this House may say, why do we not form a company now? I am afraid the reason why we do not form one is because the capitalists of this country are either too cautious or too foolish to put their money into a scheme of this kind before they know what is going to happen. I for one would be prepared, after I had seen that the scheme was a feasible one, to put capital into such a company, but I would much rather wait and see what the Imperial Airways does and see what their balance sheet looks like at somebody else's expense, before I put up my own money. And there is more in it than that. I want this House to realise that the Imperial Airways does not only come to India to bring passengers from Europe—and I would have the House observe that it is not only from England, but from Europe; there is nothing to prevent a Frenchman, an Italian or anybody else from booking his seat and coming to this country by aeroplane—but it also allows Indians to go from Karachi to Europe. It is improving the service for India; it is saving time for Indians just as much as it is for the English coming here. That is a point which I do not think has been appreciated and that is why I feel that if we only take this question on its own merits and divorce it from the ill-deeds of Government on other matters, it is worthy of our support. I do not suggest the Government should be asked to form schools to train mechanics or pilots at once because it will be very expensive and because there will not be employment for these pilots at once after they have been trained. It is no use training hundreds of mechanics and pilots if there is no work for them to do. At the present moment an Indian pilot has been coming to me at the hotel; one Indian pilot, and he says he cannot find a job in India. What is the good of training these pilots if there are no jobs for them to fill? Let us start civil aviation, I do not care whether it is with an English line or even a Russian line, but let us first start aviation services in this country for passengers and freight. Let us put in a clause to say that that company, at its own expense, must allow so many apprentices to be trained, that is a good clause which does not cost us anything. Let us, if we like, add on to a technical school an aeronautical branch. That is sound. If we can find people generous

enough to found an aeronautical chair at a university, that is also sound. That will enable my friends the professors to give lectures on the subject. I have no objection to that, for these are all questions that concern civil aviation. They are entirely different from the military problem. I am not saying I have not got a great deal of sympathy with India in its desire to have an Indian Air Force, but if we want an Indian Air Force, it has got to be a purely military force which has got to be established as such. It is no good saying—why can we not put our Indian youths into the existing Royal Air Force as we pay for it? That is perfectly true, but if you hire a motor car you pay for the motor car, but it does not mean that they will let you drive it. If you want to drive a motor car, you have to have your own motor car. There is a solution, have an auxiliary Air Force, and attach it to the Air Force as an auxiliary. But I think the best way of making a start is by forming light aeroplane clubs first because that is the way you are going to give early training to the adventurous young men of the country who will be prepared afterwards to join your Air Force. I do hope, Sir, therefore, that the House will not support the rejection of this Demand or if it must that it will be in the form of an amendment which will leave at any rate the item of Director of Civil Aviation intact.

Sir Purnhotamdas Thakurdas (Indian Merchants' Chamber: Indian Commerce): Sir, I did not expect to take part in this debate but the way in which the Honourable Member in charge has referred to me in one or two respects compels me to take a little time of the House. I am prepared, Sir, to confess that the figure of 30 lakhs of rupees for Aviation which I remember to have mentioned on the motion the other day on this same subject was picked up by me from a newspaper here, and I told the Honourable Member so a few days back. Despite my assurance as to the source of the figure, my Honourable friend thought it worth his while to mention this to-day as, I suppose he wanted the House to be free from any effect that might be produced on any Honourable Member's mind by my statement that Rs. 30 lakhs will be spent next year. I am prepared to say that I had not seen this figure in any official paper submitted to the Standing Finance Committee.

Next, Sir, regarding the Standing Finance Committee meeting of 2nd March 1925 where my Honourable friend did me and my other two colleagues, Mr. Shanmukham Chetty and Mr. Gaya Prasad Singh, the honour of mentioning our consent to a part of this grant in 1925, I wish the Honourable Member had included in his very elaborate speech a little more of the proceedings of that Finance Committee meeting. The only two other members who were present at that meeting—Sir Walter Willson and Sir Darcy Lindsay—who are not in the House at the moment may perhaps remember that I was one of those—the Honourable Member in charge himself was not present then but his colleague the Finance Member may remember—that I was one of those who opposed that grant and it was at my instance, if I may say so—and I speak subject to correction by my two other colleagues—that the grant was passed on three conditions. I will now read to the House—I am reading from page 214 of the proceedings—those conditions. One was that the grant “involves no additional expenditure, being merely in the nature of a set off on materials imported for the works.” To begin with therefore the Finance Committee, including my two colleagues and myself, did not agree to a single pie being spent out of Indian revenues for this purpose. These conditions contain the main

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point of agreement. The Committee agreed to this on the understanding—and this is the essential part of our consent which the Honourable Member might have brought out in fairness to us—the Committee agreed on the understanding that their view would require reconsideration if the cost of the acquisition of land exceeds 1½ lakhs. They also desired to make it clear:

- (a) that their acceptance of the present proposals would not commit them to any further expenditure on the scheme:

which hardly gives my Honourable friend any opportunity to rely upon this consent of ours for the scheme to-day:

- (b) that steps should be taken to ensure that in the event of the service being made over to a private company the expenditure now incurred by the Government will be fully recouped:

a rather important stipulation if the Honourable Sir Bhupendra Nath Mitra had only cared to read this—and

- (c) to see that the Government of India will retain a voice in the management of the Service.

I still, Sir, to-day stand by the acceptance of this our agreement to the grant of 1½ lakhs on these three conditions. The Honourable Sir Bhupendra Nath Mitra will see that what he has proposed to-day is something quite different, and if I may say so it does not bear any relation to the consent that we gave.

The question to-day, Sir, is one of deciding the policy; and in this also perhaps I am the culprit for bringing this matter before the Assembly. It was I who suggested at the Standing Finance Committee this year that no more money should be spent on Civil Aviation which is a votable item, until the Assembly decide the policy to be pursued. I therefore wish to-day, Sir, to put before the House a few of the view points on this question which I submit they must bear in mind before they finally decide upon going ahead with this or stopping short at the present position, namely, after having carried out our commitments in accordance with what we are told is an International Convention to which India has the honour of being a party. I believe, Sir, that the base at Karachi—and I speak again subject to correction—we were told was necessary to enable us to carry out our agreement to the International Convention. (*Honourable Members on the Government Benches*: "It is not".) If you say it is not, it may not be; but I understood, I had a recollection, that it was. Now to-day we are told, Sir, that the air service is likely to be a very necessary means of transport in India. I wish to ask, Sir, whether this House is justified in advancing this rather big step in our methods of transport when we know that for the bulk, the masses of our people, the old country cart still continues to be the means of transport. I know of a few Honourable Members of this House who are very keen to have a scheme for better roadways in order that the villager may be able to transport himself and his crops in a more comfortable or in a cheaper and faster manner than at present. From the ordinary country cart to the railway, from the railway to the motor car, and now from the motor car to aircraft appears to me, Sir, to cause a still wider gulf from what the masses of the country still unfortunately are not able to improve upon, namely, the old cart. It is for this

House to decide whether they will go in for civil aviation; but I feel that in that case the House is entitled and must insist upon knowing what it is that the House is being led into. It is said somewhere in this Memorandum that in order to start civil aviation it will be necessary to give subsidies to private companies. Have we any idea of what the amount of the subsidy required will be and, if we have not, is it not necessary to find out what it is going to cost the State before we are asked to start upon what I am afraid is only the first instalment of expenditure, namely, an expenditure of 10 lakhs of rupees?

I feel that one need not be so cautious and conservative as to say that rupees 10 lakhs should be spent on aerodromes. But the question is are we in a position to utilise these aerodromes and if so who is going to use them? Is it private companies and if so what will private companies demand by way of subsidies if they are to start? Or is it going to be done by the State as a department and in that case what is the State going to lose on it? I cannot forget, nor do I think the House can forget how in the earlier days railway companies were asked to come in after being guaranteed dividends even in years of loss and we know how after having earned interest at the expense of the tax-payer for a period of 20 or 30 years, later on they shared handsomely in profits. The whole question therefore to my mind is this. It is up to the department to tell us what expenditure would be incurred in the first five or seven years either by way of subsidy to a company or by way of loss if the State ran the air service. I feel that we have in view of our commitment to the International Air Convention to provide the necessary facilities and I understand that those facilities are before now fully provided. The next question therefore arises, are we going to supply what after all compared with what the masses are able to enjoy will be a luxury for what I think the Honourable Member called "the important foreign commercial interests" at the expense of the tax-payer? In that case we are entitled to know whether it is going to be Rupees 10 lakhs for subsidy or 20 or 2 or whatever the amount may be. If some idea could be had of that perhaps some Members on this side of the House may even be able to see clearly as to what is going to be done after we have provided the aerodromes.

I have heard with very great attention my Honourable friend Sir Victor Sassoon's very strong recommendation and I can fully understand the whole-hearted support which he is prepared to give to the scheme, but I ask even Sir Victor Sassoon whether as a business man he would first go in for an outlay of Rupees 10 lakhs on aerodromes and then inquire as to what subsidy would be required if those aerodromes have to be used by any body. Supposing we were told next year or 18 months hence that a subsidy of Rupees 20 lakhs a year is absolutely necessary before the aerodromes can be used, I know what the Honourable Member will say. Will he not advance the plea that we were a party to spending 10 lakhs on aerodromes and they are now lying idle? Therefore I feel that it is putting the cart before the horse. Let us have the whole scheme before us, at least some approximate idea of the cost involved. I do not say that any tenders need be called for now. Give us an approximate idea as to what it will mean if we are to make a beginning. If any very huge amount is required for starting the air service and if the Assembly feel that it is not an amount which they could lightly spare at the moment, I suppose there will be no objection to putting the scheme off for a few years more. I have

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particularly in mind what was said about the air service abroad. I read from paragraph 15:

"Apart from the grant in aid of four lakhs to the air ship scheme, which will be recouped by extra customs duties, India will, if she complies with the demands so far made of her be contributing about £15,000 to the two commercial air services to be inaugurated shortly; the contribution of the British Government will not be less than £2,000,000. . . . So comparatively small a contribution will obviously not entitle India to a voice in the conditions on which the contracts for these services are given out and the Air Board consider that the time has come for Government definitely to accept the principle of subsidising commercial air services from Indian revenues subject to the conditions that Indian capital should be invited", etc.

Sir, £2,000,000 a year may be a fleabite to Great Britain but £15,000 a year is a considerable sum to India and if such a sum as that is not enough to entitle India to a voice in the conditions on which contracts are to be given out, has the Honourable Member any idea as to what amount will be considered adequate in order to get that privilege? I wish, Sir, that instead of telling us of all the great glories which await us in civil aviation in the near future the Honourable Member had given us a few more hard facts and figures on which we can decide this question. I am afraid until he is prepared to tell us what this will lead to, it will be difficult for many on this side of the House to support the grant that is now before the House.

Mr. Arthur Moore: Sir, I find it a little difficult to follow the argument of Sir Purshotamdas Thakurdas. It is surely quite plain from the memorandum on the Air Force that the policy is to subsidise to some extent a private company. There is no question of the State undertaking civil aviation at the present juncture.

Sir Purshotamdas Thakurdas: Why not?

Mr. Arthur Moore: The declared policy of the Air Board is to subsidise private companies.

Sir Purshotamdas Thakurdas: I do not want to interrupt the Honourable Member, but I would like to tell him that there is the alternative of State management and ownership.

Mr. Arthur Moore: I did not quite hear the Honourable Member.

Mr. President: The Honourable Member will hear him if he resumes his seat.

Sir Purshotamdas Thakurdas: I said the alternative to a private company and a subsidy is State ownership and State management. Surely that is the alternative.

Mr. Arthur Moore: The alternative has not been accepted by the Air Board.

Sir Purshotamdas Thakurdas: Do I understand the Honourable Member to say that the Air Board considered and rejected it. It is not in the Memorandum. The Finance Member says "No" if I understand him rightly.

Mr. Arthur Moore: To my mind the Memorandum is unambiguous.

Sir Purshotamdas Thakurdas: Perhaps the Honourable Member in charge might inform us.

The Honourable Sir Bhupendra Nath Mitra: The Honourable Member was probably not listening when I made my speech early in the morning. I made it clear why the Government have for the present accepted the idea of the Air Board about a subsidised company.

Mr. Arthur Moore: Then that point is settled. I understand that Sir Purshotamdas Thakurdas really says we cannot vote 10 lakhs for the provision of landing grounds because we do not know how much at some future date we may have to give by way of subsidy. But surely you would never get tenders from companies unless you first provide some proper facilities for companies. The first thing is to provide aerodromes, and then to call for tenders; and when the Government have got the tenders then I suppose Government will come to this House. Surely to say that we should not provide aerodromes at all because we cannot tell what the size of the subsidy will be is simply a form of obstruction, and of placing an embargo on civil aviation.

Sir, I listened last week to the speech of Mr. Chaman Lall and to some of the speeches on the Benches opposite to-day with a good deal of depression. We have before us what seems to me one of the most inspiring of issues, and we have had it treated with a mixture of suspicion and national shortsightedness. One of the arguments seems to be that civil aviation is in some way disguised military aviation. Well, Sir, military aviation will surely take care of itself. We may be quite sure that Great Britain is not going to allow the standard of air defence in this country to fall below the margin of safety. If landing grounds are necessary for military purposes, landing grounds will be found. If money is required for military aviation, money will be found. Therefore military aviation has nothing to fear. There is absolutely no reason to bring forward military aviation in a disguised form as civil aviation. We have heard of the link between civil aviation and military aviation. There is a link, Sir. There is a link in this sense, that I do not see how a country in future is to have a great military aviation unless it has a civil aviation. It is on the basis of the mercantile marine that the navy has been built up. But to say that civil aviation is based on military aviation seems to me to put the cart before the horse. Therefore, I think we ought to be allowed to-day to treat this subject of civil aviation entirely by itself as what it is, a separate issue. And on that a good deal of attack seems to have come through misinformation and misapprehension. Diwan Chaman Lall, who, I am sorry is not here, seemed to think that the whole object was to assist out of the funds of the Indian tax-payer the Imperial Airways Co. (*An Honourable Member:* "There is no doubt about that.") "There is no doubt about that" says an Honourable Member. Well, Sir, Sir Victor Sassoon has given us an explanation on that point, and I can add a little to it because I take a great interest in this question of civil aviation. Last June when I was at home I went to the civil side of the Air Ministry and saw Sir Sefton Brancker several times on this very subject, and I can tell Members that so distinct is the civil side from the military side that it is housed not only in a separate building but in a separate part of London. And Sir Sefton Brancker and the Air Ministry satisfied me that not only is it not proposed that the internal Indian services should be operated by the Imperial Airways Co., but that it is not desired or desirable. The Imperial Airways Co. is a subsidised combine, subsidised by the Imperial Government largely in order that it may provide overseas links between different parts of the Empire. But every part of the Empire is expected to provide, or not

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to provide, its own internal services, and the Air Ministry would prefer that new companies should come into being. They do not wish to be accused of stifling private enterprise by subsidising one company; nor do they wish to be left in with one combine. And actually as we know the internal services of Australia and elsewhere are not being undertaken by the Imperial Airways Co. I think that if Honourable Members had read Sir Setton Brancker's speech at Karachi a month ago some of them could not have made the speeches they have made in this House. Sir Setton Brancker expressly said that he wished to see an Indian company formed with Indian capital, and that he would like to see it not only operating the air services but training pilots and, further more, engaged in manufacturing aircraft. He wants to see, not only air services but a manufacturing industry established in India. And when we have before us the prospect of a new and fine career for Indian youths, is it possible to treat it properly in this atmosphere of suspicion? Sir, what I would like to see is more of the atmosphere of self-help. If Members are in earnest, let us have this Indian company. If Members are in earnest about light aeroplane clubs, let us have the light aeroplane clubs. The Government cannot form a company; Government cannot form light aeroplane clubs. Let us follow the ordinary procedure. This is private enterprise. Let us form this company and these clubs, and when we have formed them, then let us go to Government for help. I would like, Sir, to examine the nationalism of the Honourable Members who oppose this grant. We were told, if we do not vote this money, if we do not have civil aviation, the Home Government will be forced to do it; so let us force them to do it. Sir, is it possible for us to imagine a more fatal surrender than this for people who look forward to becoming a self-governing country with Dominion status? Are we to go to the Home Government, fold our hands on our breasts and say, "We are poor and weak; you are rich and strong, will you do it for us? Will you run and operate these services over our heads?" That is a fatal surrender to make, and it is a surrender which I find it very hard to imagine the people of Australia or the people of Canada making. Therefore, I would strongly ask Members on the other side not to follow that fatal and disastrous course. There was another point on which Dr. Moonje did not disappoint me but on which Diwan Chaman Lall did, and that was his imagination. He threw scorn upon the idea of flying. He threw scorn on the idea of Pandits in aeroplanes. He asked, "who cares two straws?" Well, Sir, we are in the presence, in our own time, of the greatest historical event that has ever happened. I do not think that if you went back to the time when man first put a boat upon the water or struck fire from stone, you would find anything comparable to the power of flight. We are at the beginning of a new era. We live in a country which has every opportunity of forging ahead. We have a fine flying climate. We have ground transport by rail and inland water very little developed. We have enormous distances between the great centres, enormous opportunities of saving time. Therefore, we have every advantage over the West. Are we to throw that advantage away because Members lack imagination? Sir, I wish I could say how much I feel upon this point. The first time I saw an aeroplane in the air I murmured the modern equivalent of a *Te Deum* or a *Magnificat*. I look forward to the time when we shall all fly as naturally as we walk; and when Members will leave their wings in the cloak room before they take their seats in this House: that is, Sir, unless you rule that wings are in order, in which case we shall bring them into the

House. When the Honourable Member poured scorn upon Pandits on aeroplanes I was reminded of a recent reference in Bengal to Pandits and elephants. Well, a Pandit upon an elephant is no doubt a very fine sight. But finer far is a Pandit upon an aeroplane. One is never too old to fly. I look forward to seeing Members flying. I remember, Sir, that as regards myself, when the war came the War Office looked down its nose at me and told me I was far too old to fly. It offered me instead, rent-free a bit of trench. Well, Sir, three years later when I had become three years younger, I was enabled, entirely through the good offices of our present Air Vice-Marshal, to acquire a pair of wings: and therefore I feel sure that I shall yet see Dr. Moonje and Mr. Duraiswamy Aiyangar flying:

“ With the pride and ample pinion
That the Theban eagle bear,
Sailing with supreme dominion,
Through the azure deep of air.”

Several Honourable Members: I move that the question be now put.

Mr. Ram Narayan Singh (Chota Nagpur Division: Non-Muhammadan): Sir, I oppose the grant, and I hopefully trust that all the Indian Members of this Assembly will most deeply and seriously think of this new department and join hands in voting down the grant. The motion for the grant was first submitted to us, the Members of the Standing Finance Committee, on the 27th January and 4th February. But as the grant involves almost a new item of expenditure and the creation of a new department and also contains policies and principles of great significance and of a controversial nature, we, without committing ourselves in any way, unanimously agreed to refer the matter to the consideration of the whole House. Since then, Sir, I kept on regularly thinking of all the *pros* and *cons* of the subject. In the meantime I visited and carefully watched the great display of the Royal Air Force which was so magnificently and diplomatically arranged by the military authorities on the 21st February and also enjoyed the Vickers Victoria aeroplane pleasant flights which were so kindly and cleverly offered to us only a day later. Sir, after all this consideration, experience and enjoyment, my doubts against this system of a so-called Government and all their doings of the past naturally grew stronger and the decision I have arrived at, I am afraid, will not please my Honourable friend, Sir Bhupendra Nath Mitra, and his other colleagues on the opposite Benches. The Government Members have got the happy knack of generally complaining against a presumed want of experience and technical knowledge on the part of the Members on this side of the House in the actual administration of old departments and sometimes laughing away our considered remarks, howsoever true, definite and accurate they may be. In this matter of aviation, I trust their claim of monopoly of all that is good and wise will not be repeated, for this is entirely a new department dealing with an entirely new subject of which they too have got no experience. And we, the Indian Members of this House, ought to consider this vital question in the light of the sad experience we have gained of the past actions and policies of this Government and their British masters. Through the memorandum, note and speeches, the policies to be adopted by the Government, the responsibility of India to other countries in matters of aviation, the innumerable advantages the proposed civil aviation will

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shower on our countrymen and also the danger of India's lagging behind other countries in this sphere of the world progress have been most emphatically described. But I do not see my way to agree with any of these. I do not find a tinge of truth, good-will and sincerity in the whole affair.

The Imperial Air Service is going to be extended to India. The service between Egypt and India and between England and India will so commence. The Government of India, with the customary pretension of protecting Indian interests, is anxious to have an effective voice in its administration. For this, meteorological facilities costing the country sums of Rs. 12,000 (initial) and Rs. 28,000 (recurring) have to be provided for the present and this has already been sanctioned. The House must know that they will have to spend much more in future on this account. Besides landing grounds, an airship base and aerodromes and also all necessary equipments for them at Karachi at an approximate cost of Rs. 5,50,000 have to be provided and this too has already been sanctioned. For a sum of Rs. 10,66,000, of which Rs. 70,000 will be met by reappropriation, your sanction is invited and this will be spent on the selection of sites at Bombay, Rangoon and Calcutta. A lakh or more you will have to provide in the Budget for the next year. This is only the beginning of a grand project. Moreover, you are going to accept a share in the financial responsibilities of the Imperial Airways, Limited, for service between Egypt and India and between India and England. Besides, a subsidy is to be given to the Company for service between Calcutta and Rangoon. What the actual amount of these liabilities and the said subsidies will be nobody can predict now. Sir, I utterly fail to understand these policies. If it be admitted that this Government is only a joint-tenancy of joint British zamindars and masters and as such they have to obey the orders of these masters, everything is intelligible and there is no help. But if the Government claims even a shadow of sovereign rights over the Indian territories and if this House is the Central Legislature of the country in any sense, why shall we spend so much money on this account? What do the Government mean when they say that the landing grounds and aerodromes and their equipments should be the property of Government? Is not the Government the supreme owner of all that is contained in and belongs to this territory? (Mr. K. Ahmed: "What about the Bengal landlords, the Bengal Tenancy Act?") How can any foreign company use any portion thereof without the Government's orders and consent? Without spending a pie over it, the Company shall have to run the service on our own terms and subject to our control. And then the questions of liabilities and subsidies do not arise. Besides, the Government have to explain the reasons why this amount is not included in the Budget for the next year. Is it not a fact that they have spent the money first and come to ask for sanction afterwards? The House should make it a point to discourage this method. It is no argument to say that, as we have already spent a large sum of money over this affair, we should spend still more now in the pursuit of it. We know it as a fact that much of the country's money spent by the Government is a mere waste. The amount already spent in this matter will be put in the same category. It is no good arguing that this Assembly has already in previous years accepted some of the principles and sanctioned a large sum of money for expenditure over it. We take it as one of our mistakes which we were led to commit through the bureaucratic deception and intrigue. We are not going to repeat the same.

Next came India's obligation to other countries in matters of aviation—which obligation, it is alleged, has been imposed on India by the International Air Convention of October 1919, to which, it is further alleged, India is also a signatory. We have long been deceived by such camouflage and catch phrases. So long as either the Indian National Congress or at least the elected Members of the Indian Legislature have not sent a delegate of their own to represent India in this or any other International Conferences, and so long as the decision arrived at there has not been ratified by the Congress or the Assembly of the elected Members, it is a downright lie to say that India was represented on the said International Conference or that she is a signatory to this decision. The word "India" cannot mean the few representatives of British bureaucracy who come in turn and temporarily stay here only to exploit the country's resources to the utter ruin of her legitimate sons. India means the 33 crores of the people of this country, who, what to speak of being represented in the League of Nations, have not got a voice in the affairs of their own country here. In the circumstances, I repeat my remarks again—that it is a rotten lie to say . .

The Honourable Sir Basil Blackett: On a point of order, Sir. . .

Mr. President: Order, order. The Honourable Member must be more discreet in the use of adjectives in his speech. He ought to have some regard for the dignity of the House of which he is a Member.

Mr. Ram Narayan Singh: I withdraw my remarks, Sir, but this is my feeling. I refuse to believe that India was represented in the International Conference. It is therefore that India has nothing to do with, and is not bound by, any decision of the said Convention.

Next comes the question of advantages to the people of India. Besides ordinary advantages, opportunities will be afforded for the investment of Indian capital and training and employment of Indian pilots and personnel. Is it not only a theory never to be practised? From the days of Queen Victoria to the day of this our discussion in this House, have the British *maliks* done anything to fulfil any of the promises contained in the Queen's Proclamation? What about the training and employment of Indians in so many departments of the Government that are already in existence? Has the Indianisation of services been effected in any appreciable measure in any department yet? Any honest man, even the Government Members on the opposite Benches, will say "No." Is it not a pity that after centuries of British occupation and management of this country, millions and millions of poor men's money is every year sent to a foreign land as the price of articles and stores . .

Mr. President: Order, order. Is the Honourable Member talking on civil aviation?

Mr. Ram Narayan Singh: Sir, I am. We have got sad experience in the past.

Mr. President: I am afraid the Honourable Member must be relevant to the question before the House. I have allowed him sufficient indulgence in this matter. If he has no better arguments to adduce, he had better resume his seat.

Mr. Ram Narayan Singh: I am talking relevant things. Of course it may not be agreeable to others.

Absolutely no attempts have been made to produce such things here. Will an Indian be appointed as the first Director of Civil Aviation? "The

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answer will be "No." Will the Honourable Indian Members of the Assembly allow the creation of a new department to-day only to cry in the wilderness for its Indianisation to-morrow? Have we not already been deceived too much? Are we not aware of the fact that whatever the British people have been doing since the days of their advent in this country, they have been doing only to destroy our manhood and to enjoy our wealth? Do we not understand that by the introduction of civil aviation and the establishment of a net-work of airship stations throughout the country, the hold of the British people over the country, which is already too much, is going to be finally and permanently strengthened and established? Why only this? During a slight anti-Government agitation, constitutional or otherwise, all these airships will be mobilised and even peaceful meetings of citizens will be made impossible.

If my opinion is regarded as dreadfully sentimental and hopelessly imaginary and my statements are only baseless imputations, I sincerely wish that they may be proved to be so. But if the department to be created is to be meant for the good of the country and to be finally manned and managed by Indians, I suggest this. Please establish a large number of State scholarships and the sum of Rs. 9,95,000 will be sufficient for the present. Grant these to deserving Indians and send them to foreign countries for qualifying themselves as technical experts in every branch of airship concern. Next open colleges with some of the said experts as professors for training Indians in the art of aviation and also open factories in this country for the construction of all sorts of air-ships. Then begin the service throughout

4 P.M. the country with these Indian-made airships and wholly manned and managed by Indians under the control of Indian Ministers responsible to the elected Members of this Assembly. This will take time and require a large capital, but I believe that an honest Government can easily manage all this.

Lastly, let us examine the Air Board's note of warning that if India lags behind in this sphere of world progress, foreigners will occupy the field and Indians will be nowhere. I have already pointed out that this is a wrong hypothesis. Besides, if the air service is managed by the British people, as it is proposed to be done, or by the Germans, in case it is left alone, for us they both are equally foreigners. Moreover, it is a fact that the British people have proved themselves to be the worst enemies of the country.

The Honourable Sir Basil Blackett: I rise to a point of order, Sir. What has this got to do with civil aviation?

Mr. President: Will the Honourable Member conclude his observations now?

Mr. Ram Narayan Singh: Only two minutes, Sir.

Mr. President: I must observe that the Honourable Member is very irrelevant.

Mr. Ram Narayan Singh: I accept your ruling, Sir, but I do not agree that I am irrelevant.

Mr. President: Order, order. Then I must ask the Honourable Member to resume his seat.

(The Honourable Member then resumed his seat.)

Mr. M. A. Jinnah (Bombay City: Muhammadan Urban): I must say, Sir, that there is a great deal of misapprehension in regard to this matter. The question really, as far as I can see, is this, whether the scheme which is now placed before us with regard to internal aviation should be approved. It raises so many questions. Sir Purshotamdas Thakurdas raised a point and he said that what is contemplated is a company which will be subsidised by Government and he thought that the House had not before it the exact terms upon which a private company will be subsidised. Now, he looked for the passage but he was not able to find the passage. For the moment I will read to the House a few lines. This is what the Air Board say in their recommendations:

"The Air Board are naturally not in a position to put a definite figure on the amount of the subsidy that will be required, or a definite term to its duration, the amount and duration can only be ascertained when tenders for the service have been received and negotiations with a prospective company are in actual progress. But no firm or company would undertake the trouble and expense of making the investigation necessary before it could tender for the service, if the principle of a subsidy had not been accepted by the Government of India, and there was a possibility of their refusing thereafter to consider the grant of a subsidy at all."

If the principle of granting a subsidy to a company operating between Calcutta and Rangoon is accepted by the Government of India, the next main stage will be to call for tenders for the service on stated conditions. The Air Board recommend that this be done as quickly as possible, but not before the Government of India have the advice of the expert officer whose services, it is subsequently recommended, should be obtained from the Air Ministry."

Now, Sir, it is said that once we accept this policy, a company may be formed, and that company will no doubt make a tender and it is contemplated here that there may be more than one company; and if there is more than one company they will all tender, and the Government will accept the best possible terms that they may be advised to accept and subsidise that company. That, I understand, is the recommendation, but it is said that the Government do not tell us, they do not give us any idea, as to how much that subsidy will cost us. That is really the point which Sir Purshotamdas made. Now, Sir, may I ask the Government what is their position? I understand that they have not decided yet whether they will accept the tender with a subsidy or whether they may run it as a State Department, but this House very naturally says, "If you expect us to accept this policy, once we do so, then having taken this power, having got our sanction to this policy, what will you do, what control have we over you?" (*An Honourable Member*: "Next year's Budget!") I am only placing before the House a point of view. I am in favour of civil aviation being started in India. I realise the great potentialities of the proposed scheme. I do not agree with my friend Dr. Moonje who has got on his brains "British diplomacy" of late having left his Nagpore diplomacy behind. He says first of all, throw open Cranwell to us. Then next he says, give scholarships. Then he says, start schools and colleges for training Indians before we vote this grant. He wants to fly too soon. He knows perfectly well that if that sort of argument was advanced, it would never do to deal with any scheme from a practical point of view. I may say I will throw out the Military Budget because you have not given us Sandhurst. I will not pass it. I might say to Government, "You have not met us with regard to the constitutional issue. I will throw out everything." If you start on that line, then every thing is wrong, and whatever you say is right. But that is not the way in which I can deal with this question on the floor of this

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House. Here is a proposal which involves what? It involves acquiring aerodromes in three places, Bombay, Calcutta and Rangoon. The scheme is that we start internal aviation between Rangoon and Calcutta, and Government say, "Before we can put this idea into execution we must acquire these aerodromes and the cost will be so much and hence this demand. Whose property will it be? The property of the Government of this country. But I quite agree here that we must have definite assurances, and I suggest that the Honourable Member should tell us as to what extent they will be consulting this House, when we accept this policy, with regard to the question of accepting tenders from the company or companies, and what will be the character of the company, the extent of subsidising those companies or company, and whether, if they decide to run this service as a State Department, they will follow or be under the control of anybody, and if so, who will be responsible for this Department? The Air Board recommend that there should be a Director of Civil Aviation. I do not understand yet whether when that officer is appointed the Board will come to an end. I should like to know whether the Board will come to an end. They say that the Director will take over the functions of the present Air Board. The Air Board is at present constituted as an advisory body to the Government of India in the Department of Industries and Labour. The members of the Board are all engaged in other onerous duties which entail in many cases frequent absences from headquarters; consequently meetings of the Board are not easy to arrange, especially in the cold weather, and delay must naturally occur in the transaction of business. The Department of Industries and Labour must necessarily require competent advice in dealing with the novel and frequently difficult questions which arise in connection with the development of civil aviation, but the Air Board consider that that advice can be most expeditiously obtained through the medium of a single officer, who would of course be in the closest touch with the Royal Air Force and other authorities, and that on the appointment of such an officer, the Air Board itself might cease to exist. If the Air Board ceases to exist, we shall have the Director of Civil Aviation and the Executive Government, and if we adopt this policy what is the position of this House in regard to it? Where do we stand? (*An Honourable Member*: "Give bounties!") If we look at it from a purely economic practical point of view, and accept the policy, I want Government to give us an assurance, so that we may have a definite hold both over the Honourable Sir Basil Blackett and Sir Bhupendra Nath Mitra. The Government are very reasonable when they want us to vote a grant. Government are very mild and meek when they want to obtain the sanction of this House to a policy, but when it comes to execution, then we are nobodies and we are nowhere. Therefore I want a very definite and very clear statement on behalf of Government, whether Sir Basil Blackett will have the honour of making it or Sir Bhupendra Nath Mitra will have the honour of making it. I leave it to them. I want a clear statement as to what will happen to your Board. Is it to cease? I say the Board should not cease. I say we should have a Board and that Board should consist at least of 50 per cent. of the representatives of this House. I say, have your Director of Civil Aviation. I entirely agree that the Board cannot always be advising the Government on technical matters constantly arising. You want a Director of Civil Aviation, an expert officer by the side of the Honourable Member in Charge. Have

him by all means. I think you should have him. Then the next question is, what assurances are you going to give to this House that if any company or companies make tenders, and if you fix a subsidy, in what way will you decide that? Will you take us into consultation with you or not? Will you consult this House and what do you propose to do with regard to that? The next thing I want assurances that, if you have this officer, the Director of Civil Aviation, whose salary will be a very handsome one at any rate as far as I can see, will he or will he not be directed by the Government immediately to prepare a scheme for giving training to Indians in the matter of civil aviation? These are the matters upon which I wish to be assured by the Government, and if the Government will give us those assurances I am willing to consider and support the Government and am ready to be captured on my terms.

Mr. B. K. Shanmukham Chetty (Salem and Coimbatore *cum* North Arcot : Non-Muhammadan Rural): Sir, when my Honourable friend, Dr. Moonje, said that he was not to be understood to be opposed to the policy of encouraging civil aviation in India, he was expressing not merely his individual sentiments but what I believe is the feeling of almost every Member of this House. Far be it from me to suggest even for a moment that India should lag behind other civilised countries of the world in the development of her aerial transport. Government have come forward with a demand for a supplementary grant to inaugurate civil aviation, and this House would naturally be inclined to examine the scheme put forward by Government and satisfy itself whether the policy to be inaugurated would be in the best interests of this country. The issue before the House, in my opinion, has to some extent been complicated by reference to the subsidy that we made to the British Government and the purchase of the aerodrome at Karachi for the Cairo-Karachi service. I was a member of the Standing Finance Committee which approved of this scheme, and like my Honourable friend Sir Purshotamdas Thakurdas, I stand by that scheme and I do not repent having given my acceptance to that. But that is past history and we are unnecessarily complicating the issue by bringing in the question of the subsidy to the British Government and the purchase of the aerodrome at Karachi. Government have now come forward with a demand for a grant of Rs. 9,96,000 for certain purposes which are supposed to be a first step in the direction of developing civil aviation in this country. Sir, my objection to the grant is that Government have not given in the Memorandum that has been supplied to us any clear indication as to the policy that they propose to pursue in the future with regard to the development of civil aviation. They have just placed before us a scheme for the purchase of three aerodromes at Bombay, Calcutta and Rangoon. Though the purchase of aerodromes is a very essential step in beginning civil aviation, I maintain it is not necessarily the first step in that direction. Sir, the mere purchase of aerodromes throughout the country and the establishment of an air route all along will not by itself help us in developing civil aviation. In my opinion Government must take certain other definite steps before proceeding to acquire these aerodromes. Government have very wisely decided on making a provision for appointing a Director of Civil Aviation. That is certainly a first step in the right direction, but the provision for the establishment of this office is included in the Budget for 1927-28 and is not therefore before us now. It is not therefore necessary for me to say

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anything about this proposal except to say that it is a step in the right direction.

Having made provision for the appointment of a Director of Civil Aviation, Government must then take steps for establishing or subsidising companies for the purpose of internal flying and also to provide suitable facilities for training Indians as air pilots. I would first deal very briefly with the question of training Indians as air pilots. My Honourable friend Sir Victor Sassoon told this House that it is not the function of the Government to provide either schools or training facilities for the training of civilian air pilots

Sir Victor Sassoon: I said it was not so in England.

Mr. R. K. Shanmukham Chetty: I do not know whether it is so in England or not, but in Australia it is so. It was in the year 1920 that in Australia they passed the Civil Aviation Act, and what was the first thing that they did? Four additional civil aviation cadets completed their training in January 1924. These cadets are nominated in the first instance by the Controller of Civil Aviation and receive pay whilst undergoing training for a period of about 12 months. Their uniform, cost of training, etc., is borne from Royal Australian Air Force funds. That was the first step Australia took in the direction of developing her civil aviation. It was in 1920 that they passed that Act, and in 1923 four civilian cadets had graduated as pilots as a result of their training at No. 1 station in the Royal Air Force

Sir Victor Sassoon: Four in three years? English civilian schools turn out more than that.

Mr. R. K. Shanmukham Chetty: Sir, Australia got four civilian pilots in three years, but the Government of India will not help in getting that number even in 800 years.

Sir Victor Sassoon: I have a better opinion of India.

Sir Hari Singh Gour (Central Provinces Hindi Divisions: Non-Muhammadan): That is an exaggeration I think.

Mr. R. K. Shanmukham Chetty: Even when the Royal Australian Air Force was started as a part of the Australian Defence scheme the first step the Australian Government took was this: In 1912 approval was given for the establishment as a part of the Army organisation of a central flying school for the training of aeroplane pilots. That was the first step that they took, even when the Royal Air Force was started. Sir, we were told that the Air Force in India is a British unit. Though we pay for it, we have no control over it and no provision is made in the Royal Air Force here in India to give any suitable training facilities to Indians as air pilots. I would therefore expect that, as one of the first steps in the direction of encouraging civil aviation in India, Government would make arrangements for providing training facilities for Indian youths. In the scheme that has been placed before us, we get no indication at all of any steps in this direction. My Honourable friend Dr. Moonje points out that there are 60 civilian air pilots in Japan

An Honourable Member: What is the authority.

Mr. R. K. Shanmukham Chetty: A book. (Laughter.) Sir, the other important step in the direction of encouraging civil aviation would be the

promotion of an indigenous company and Government coming forward to subsidize the concern. It has been the experience of almost every country in the world that no private company for civil aviation could be formed without a substantial subsidy from the Government of the country. There is no use our getting away from the fact that if we want to develop aviation in our country, it can only be done by Government undertaking to give a substantial subsidy to a private company, unless it be that Government is prepared to run the service as a State concern, State-managed. (*An Honourable Member*: "It would cost more.") I would therefore have expected Government to give some indication in the memorandum as to what they propose to do in this direction. (*An Honourable Member*: "It is there.") Is it there? I leave it for my Honourable friend to show where it is because I have not been able to find it.

As I began by saying, our objection to the Demand now put forward is this, that the mere purchase of three aerodromes would not take us very far towards the establishment of civil aviation in India. My Honourable friend Mr. Jinnah said, "After all whose property will these aerodromes be? They will be our property." Yes, but I suggest, Sir, that the object of purchasing these aerodromes just now is not so much for the purpose of developing internal air transport in India, but to provide landing grounds for the air service to be established between London and Australia. The service from London to Australia must pass through Karachi, Calcutta and Rangoon, and provision has been made in the Demand only for this purpose. My suspicion in this matter had been justified when I examined the provision that has been made in the Budget for 1927-28. Do we find in the Budget for the coming year any proposal for giving a subsidy to a private company or any other activity in that direction? No. But what is it we find? The establishment of a civil air route across India, at a cost of 1½ lakhs of rupees. You want to get the four main aerodromes at Karachi, Bombay, Calcutta and Rangoon, and you want to establish the civil air route across the country to facilitate the passage of the service from England to Australia. Sir, when I draw attention to this let me not be misunderstood. I am not against India taking her legitimate share in the development of international aviation. Certainly it would be our duty to provide facilities for the air service between London and Australia. But is it unreasonable to expect that before launching upon a programme of international flying we should develop internal aviation? My objection to the whole scheme is that there is no indication to show that Government is going to take any steps in this direction. Whereas in other countries the opening up of railways or air routes offer new avenues for their own youth, for their own citizens, the experience of this unfortunate country in the past has been that the opening of any new enterprise in any direction has only been the means for further exploitation by foreigners. Sir, in this instance, we have no reason to think that history will not repeat itself; and this suspicion is one of my grounds for opposing the grant.

Pandit Madan Mohan Malaviya (Allahabad and Jhansi Divisions: Non-Muhammadian Rural): Sir, the question before us is of such great importance to the country that I wish that a clear understanding were arrived at even at this stage between the Government and this side of the House. Many Members have made it clear that we are not opposed to Civil Aviation as such, but we are very anxious that if the Government desire that public

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money should be spent in subsidising companies or affording facilities to them to start an Air Service or to use India for that purpose there should be a new policy inaugurated at this stage. When railways were introduced into this country India was unfortunately regarded as very backward in certain respects, and large subsidies were given to English railway companies, and we all know what enormous sums India lost over the contracts given to such companies in the early stages of British Indian administration. To-day, in the year of grace 1927, the same cannot be said of India. We command, the Government of India command, all the up-to-date scientific arrangements and inventions that are in vogue in this country. You have got a Royal Air Force and you are introducing civil aviation. Is there any reason why the Government should not start with a determined, definite policy of encouraging Indians to take their proper share in civil aviation? There are a few points only which I wish the Government to make clear, and I think if these points are made clear the differences which exist between the two sides of the House at this moment will probably be reduced to a great extent. The first is this. You want to subsidise a company. The very thought of paying a subsidy to a company which is not Indian is very unpleasant to many of us. We do not like to pay subsidies to foreign companies. If you want to start a company to carry out this policy, let the Government clearly declare that they are entirely in favour of an Indian company.

The Honourable Sir Basil Blackett: They have.

Pandit Madan Mohan Malaviya: I am glad to hear the Honourable the Finance Member say "They have". I hope he will make it clearer still because it is not so clear to many Members of this House. By an Indian company I take it the Finance Member means a company with rupee capital and with a majority of Indian directors on its Board. I hope I am right. I see the Finance Member nods his head.

The Honourable Sir Basil Blackett: I do not propose to speak by means of question and answer.

Pandit Madan Mohan Malaviya: I hope the Honourable the Finance Member will make it clear in his own speech. That is the first thing which concerns many of us on this side of the House. We wish to be quite clear that if a company is to receive a subsidy in the matter of civil aviation it will be an Indian company with a rupee capital, registered in this country and having at least a majority of Indian directors on the Board. If the people of this country are so backward that they will not avail themselves of the opportunity offered to form such a company, with the definite prospect of a subsidy from Government, then I say the Government should decide to take up civil aviation as a State concern. The Government has taken up the huge business of Indian railways under its own management, and even Sir Charles Innes, who was at one time strongly in favour of company management, told us the other day what great advantages have resulted from State-management of railways. If therefore public money is to be spent on promoting civil aviation, I say either there should be an Indian company to receive a subsidy from the Indian Government or the Indian Government should itself take up the concern as a State business and manage it as such. I know there is a danger of extravagance in a State-managed concern. We see it in many directions; even in the management

of railways. As things are going on there is much room for complaint in that direction; but I hope that the Assembly will be able to reduce that extravagance or to bring it under sufficient control. That is the first point I wish to lay before the House. If this is settled then much of the difficulty in the way of a subsidy for promoting civil aviation will be reduced, if it will not disappear.

The second point of importance is the training of Indians. Many of our English fellow-subjects have spoken from time to time of a new era having come into existence. Well, I wish my friends on the other side of the House would co-operate with us in starting a new era in the education of Indian youths. Let us get it laid down that in this matter the first duty of the Government will be to train Indians to take their proper share as pilots in civil aviation. I do not want to go into the details into which some of my friends have gone regarding education in aeronautics; I think that enough has been said to show that if the Government will only make up their minds to do it they will be able to provide for the instruction of Indian youths with as much ease as the Government of England have been able to do, or the Government of Japan have been able to do, or as Governments in all civilised countries have been able to do. Indian youths have not been found to be wanting in capacity in acquiring a knowledge of mechanical or electrical engineering, nor will they be found to be wanting either in capacity or daring if they are offered the opportunity to receive instruction in civil aviation. I therefore request the Government to make it clear that when the Director of Civil Aviation has taken up his work under the proposals before us, the first thing the Government will ask him to do is to prepare a scheme for promoting instruction in civil aviation in this country. I have had something to do with the training of young men, and I can assure this House that English professors who have taught our youth in professional colleges have assured me from their own personal experience that the Indian youth is not wanting either in capacity or courage when he is given proper facilities for education, and I expect Hindu and Muhammadan youth, and youths of all communities inhabiting India—Anglo-Indian, Parsi, Sikh and all—will be able to supply a sufficient number of men of daring and intellect who will take advantage of the provision which Government will make. I therefore request the Government to make it clear that it will be the definite policy of the Government to provide all the necessary instruction for civil aviation to the youth of this country. And the third point is this. We know that we cannot complete our arrangements for instruction in civil aviation in a day in India. Therefore it is not unreasonable to suggest that Government should accept the proposal that certain scholarships should be given to Indian youths to go out and learn aviation and compete in it with the youth of other countries. They will have an advantage in competing with the youths of foreign countries, which cannot be derived at present in our own country. I should like my Indian young men to go to Europe, to Japan and America and win laurels by competing with their fellow-youths of those countries, come back and give training to our Indian youths even as the Japanese gave training to the Japanese in their own country.

Mr. K. Ahmed (Rajshahi Division: Muhammadan Rural): Start it in the Benares University.

Pandit Madan Mohan Malaviya: If the Government will give the necessary grant, I will gladly start it there. I may be able to do something even without a grant, if no obstruction is thrown in the way of my doing it. But the point I am making at present is, that a few scholarships given to a few Indians for a few years will be very helpful. It was said by my Honourable friend Sir Victor Sassoon that he met an Indian pilot in the last few days who complained that there was no employment found for him in India. It is a matter of reproach to the Government of India that this Indian pilot, who has done successful work in the service of His Majesty the Amir of Afghanistan for several years, should not be able to find employment after his return to India. I hope this is only temporary, and that the Government will be able to see that that gentleman and other Indians who may have received education abroad, are able to get suitable employment in training Indians here in the line which we are discussing. I wish also that Government should express its approval of the desire to start aeroplane clubs in this country. I think that His Excellency the Viceroy might be approached to become the Patron of a central institution for this purpose, and that every Member of the Government and Members on this side of the House should join in starting it. If my friends on the opposite side are willing to put their share in it, I assure the House that so far as Indians are concerned subscriptions will not be wanting from them for this purpose. The last thing I wish to say is that what is wanted on the whole is that the Government should make it clear that it has a genuine desire to do what is right in this matter and that it intends to follow the policy of developing aviation in India through Indians, for the benefit of Indians and for the honour of India.

Several Honourable Members: I move that the question be now put.

Mr. President: The question is that the question be now put.

The motion was adopted.

Mr. T. Prakasam: May I have one word of explanation? I want. . . .

Mr. President: I was watching the Honourable Member for some time but found that there was no inclination on his part to rise to take part in the debate.

The Honourable Sir Basil Blackett: This debate will, I hope, be looked back to as the great air day of India, the date on which India's future in the air was definitely started. We have, I am afraid, wandered over a good many subjects and the debate has at times, as you, Sir, have had to admit sorrowfully, been a little irrelevant. That perhaps is due to the nature of the debate. I should like to point out to the House that what we are discussing to-day is a supplementary grant of just under 10 lakhs for the purchase of certain sites for aerodromes. We are not officially discussing the future policy, nor are we discussing even the appointment of a Director of Civil Aviation; but the opportunity has been taken, I think very usefully taken, for a general debate on the question of civil aviation in India. I do not propose to touch on the relation between civil aviation and military aviation. We are dealing to-day with civil aviation and we are asking the House to vote a sum of Rs. 9,96,000 for the purpose of purchasing sites for three aerodromes. The simple object of that proposal for the purchase of those sites is to prevent vested interests from getting created against India. We want those sites, the

main aerodromes stations, to be under the control of the Indian Government and we do not want to risk vested interests being created against us in the future. That is the first object of these aerodromes. They are, however, for more than one purpose. One purpose is as has been rightly stated by Mr. Chetty, in connection with trans-India routes. We want those sites for that purpose. Secondly, we want them for the purpose of developing civil aviation in India, and thirdly, we want them as the beginning of a policy of training Indians in aviation. Then as regards next year we propose the establishment of a civil air route across India and the appointment of a Director of Civil Aviation. This is not strictly speaking under discussion to-day, though very germane to the general debate. I think a great deal of the difficulty which we have had to-day is due partly to some of us, like Mr. Duraiswamy Aiyangar, being so busy reading between the lines, turning them upside down, as to forget what was actually stated in the Memorandum. Others have complained that we are only asking for sites and are not asking for much larger sums than we are asking for and that we have not definite figures of what amounts we are going to ask for or the amounts to which the House will be committed though it will not really be committed because it is not asked to-day to commit itself to a policy. Our difficulty in this matter is this. The first thing we have to do before we ourselves know even what our policy is going to be and what it is going to cost, is that we must have a Director of Civil Aviation and must have his advice. We want him to give advice before we can commit ourselves or ask the House to commit itself finally to any policy. At the same time we have the Air Board's Memorandum which lays down certain definite lines on which the Air Board thinks the advance should be made. That advice will no doubt be vetted by the Director of Civil Aviation and reconsidered before it is finally adopted but the Government's view at present is that the Air Board's proposals are on the right lines.

Mr. T. Prakasam: May I say one word.

Mr. President: The Honourable Member does not give way.

The Honourable Sir Basil Blackett: The Air Board's proposal is that the direction in which civil aviation should be developed in India should be by the creation, if we can do it, of a company which would receive a subsidy from the Government. On that I have been asked several definite questions. My answer is that the Government's definite intention is that, if it is possible, that company should be an Indian company with rupee capital and a majority of Indian directors. The second question is what is the size of the subsidy we propose to give. We do not know. Until the tenders are out, we cannot say how much it will be, but the Air Board's proposal is that we should definitely commit ourselves to the view that without a subsidy we shall not be able to develop these routes at all. We are in agreement with them and I am glad that the House is in agreement with the view that a subsidy will probably be necessary and ought to be given if we are to develop civil aviation routes in India. The question what the subsidy should be is one which will have to be decided when we know how much we can get in return. But the House is not asked to-day to commit itself to the payment of any subsidy. When the Government have reached the point when they have a definite proposal for a subsidy before them, the matter will be referred first to the Standing Finance Committee and then to this House in the usual course for the voting of that

[Sir Basil Blackett.]

sum. The House will in no way commit itself in advance. The Government think it desirable that before they approach a company in this matter they should commit themselves to the general principle that a subsidy will probably be necessary. But if they find that that subsidy is larger than seems reasonable, the Government will clearly have to fall back—and this answers another question—on the possibility of direct Government action of running the thing themselves. It will be a question of cost and of convenience. I may express my own view that I think the Government have already enough to do without undertaking the job of running an aviation company for themselves in India. But that matter must be decided on the question of the employment of the subsidy and the relative advantages of acting otherwise.

The next question is, what will be the duties of the Director of Aviation? The intention of Government is that his first duty, the first thing he should be set to on arrival here, is to make recommendations with a view to the training of Indians in aviation. He will be asked at once to set himself to draw up a comprehensive plan for that purpose. Of course one of the conditions on which the company will be subsidised will be that opportunities, both for training and for service, will be given to Indians. But in addition the Director of Civil Aviation will be asked forthwith to set to work to examine the very intricate and difficult questions that arise in the matter of training Indians for aviation. The question of scholarships for training abroad will be included in that study. We cannot commit ourselves in advance to saying that there will be scholarships or that there will not. I think it is a suggestion that is very likely to prove an admirable one. But there are obvious difficulties before you can decide what sort of boys are suitable for sending abroad and where you can send them. That will be one of the jobs of the Director of Civil Aviation. Mr. Jinnah asked in addition about the future of the Air Board. The Air Board is an advisory body and it has advised the Government that on the arrival of the Director of Civil Aviation it should be disbanded. The Government, I think, are not in a position to express a definite view as to the future of the Air Board to-day. They must first of all, again, have consultations with the Director of Civil Aviation as to the desirability of its retention in some form as an advisory body or of the substitution of some other body for it. Again, until we have the Director of Civil Aviation, it is difficult for us to commit ourselves to views on the question of the future of the Air Board. As regards a committee representing this House to the extent of 50 per cent. which was I think Mr. Jinnah's suggestion, there is of course the Advisory Committee of the Industries Department.

Mr. A. Rangaswamy Iyengar: Has this Committee ever been summoned for this purpose?

The Honourable Sir Basil Blackett: I would suggest to the Honourable Member that this would be an extraordinarily good opportunity to summon it. The question of civil aviation as a matter of fact was, I believe, actually referred to the Advisory Committee of the Department of Industries some two years ago. So that my answer is that it has been summoned and will no doubt be summoned again.

There is one more point I think and that is the question of aeroplane clubs. My Honourable friend Sir Bhupendra Nath Mitra in speaking earlier in the day made it perfectly clear that the question of the creation of aeroplane clubs and the use of them for the purpose

of encouraging aviation and extending training in aviation in India was a question on which the Government were inclined to look with sympathy. If my Honourable friend, Pandit Madan Mohan Malaviya, will busy himself in the next week or two in creating the aeroplane club of Delhi I am sure that Sir Bhupendra Nath Mitra will be very anxious indeed to support him in securing results.

I think I have now answered all the main points that were put to me in the form of questions. Our object and the object of the whole House is to encourage civil aviation, and I would put it to the House that in the circumstances which I have explained the best way to encourage civil aviation is to follow up this very useful debate demanding that we should encourage it by giving us a little of the money necessary for beginning to do so.

Mr. President: The question is :

"That a supplementary sum not exceeding Rs. 9,96,000 be granted to the Governor General in Council to defray the expenses that will come in course of payment during the year ending the 31st day of March, 1927, in respect of Aviation."

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Thursday, the 8th March, 1927.