

Tuesday, 25th March, 1930

THE
COUNCIL OF STATE DEBATES

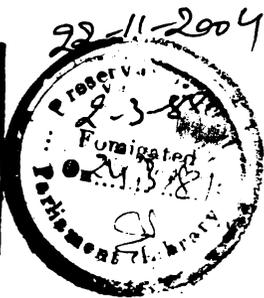
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(17th February to 3rd April, 1930.)

EIGHTH SESSION

OF THE

SECOND COUNCIL OF STATE, 1930



CALCUTTA: GOVERNMENT OF INDIA
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CONTENTS.

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

	Pages.
Friday, 28th February, 1930—	
Member Sworn	111
Questions and Answers	111-18
Bills passed by the Legislative Assembly laid on the Table ...	114
General Budget for 1930-31	114-22
Statement of Business	122
Tuesday, 4th March, 1930—	
Resolution <i>re</i> Road Development—Adopted	123-31
Transfer of Property (Amendment) Bill—Passed ...	132
Indian Sale of Goods Bill—Passed	132-38
Indian Contract (Amendment) Bill—Passed	138-39
Thursday, 6th March, 1930—	
Member Sworn	141
Questions and Answers	141-42
General Discussion of the General Budget	143-90
Statement of Business	190
Monday, 10th March, 1930—	
Question and Answer	191
Bills passed by the Legislative Assembly laid on the Table ...	191
Messages from the Legislative Assembly	191-92
Resolution <i>re</i> Recommendation of the International Labour Conference concerning the Prevention of Industrial Accidents—Adopted	192-94
Indian Income-tax (Amendment) Bill—(Amendment of Sections 2, 23, etc.)—Passed, as amended	195-98
Indian Income-tax (Amendment) Bill—(Amendment of Sections 14, 25A, etc.)—Passed, as amended	198-200
Transfer of Property (Amendment) Supplementary Bill— Introduced	200
Destructive Insects and Pests (Amendment) Bill—Introduced	200-01
Motion for Elections to the Standing Committee on Roads— Adopted	201
Tuesday, 11th March, 1930—	
Members Sworn	203
Resolution <i>re</i> Slump in Government Securities—Adopted, as amended	203-20
Wednesday, 12th March, 1930—	
Questions and Answers	221-28
Elections to the Standing Committee on Roads	226
Canotments (House-Accommodation Amendment) Bill— Passed	226-27
Insolvency Law (Amendment) Bill—Passed	227-28
Destructive Insects and Pests (Amendment) Bill—Passed ...	228-29
Transfer of Property (Amendment) Supplementary Bill— Passed	229-30
Elections to the Standing Committee on Roads	230
Statement of Business	231

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

COUNCIL OF STATE.

Tuesday, 25th March, 1930.

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

MEMBER SWORN.

The Honourable Mr. Satyendra Chandra Ghose Maulik (West Bengal : Non-Muhammadan).

QUESTIONS AND ANSWERS.

TOTAL EXPENDITURE INCURRED ON PRINTING EXECUTED OUTSIDE THE GOVERNMENT PRINTING PRESSES.

104. THE HONOURABLE MR. SURPUT SING : Will Government be pleased to state :

- (a) the total cost incurred during 1928-29 on the ordinary printing work of the Government of India executed outside the Government Printing Presses ;
- (b) the names of the Presses that executed those orders ;
- (c) the amount which each such Press received ?

THE HONOURABLE MR. J. A. SHILLIDY : The attention of the Honourable Member is invited to the reply given by me to a similar question (No. 52) asked by him on the 27th February, 1930.

EXPENDITURE INCURRED ON THE CONSTRUCTION OF BUILDINGS IN NEW DELHI, ETC.

105. THE HONOURABLE MR. SURPUT SING : Will Government be pleased to state :

- (i) the total amount that has been spent on the construction of the Imperial Secretariat Buildings, Council House and quarters for the European and Indian staffs and members of the Indian Legislature up to 1929 in New Delhi ;
- (ii) the amount that has been spent up to date on the construction of the Viceroy's House and the house of the Commander-in-Chief ;
- (iii) the amount that has been spent on the construction of houses for His Excellency the Viceroy's staff ;
- (iv) the annual expenditure that is being incurred for the upkeep of the officers and establishment of the Public Works Department for New Delhi ?

THE HONOURABLE MR. J. A. SHILLIDY :

	Rs.
(i) Imperial Secretariat Buildings	1,84,27,000
Council House	86,85,000
All residential buildings in New Delhi including accommodation for members of the Legislature	1,73,45,000
(ii) Viceroy's House, excluding cost of services	1,19,51,000
His Excellency the Commander-in-Chief's House	5,74,000
(iii) Houses for His Excellency the Viceroy's staff inclusive of the office establishments, etc., who are housed outside the Estates	19,28,000

This excludes the cost of services within the Estates.

- (iv) It is not possible to give the figures of establishment employed solely on New Delhi, as the Delhi Public Works Department is responsible for Central Civil Works in Old Delhi, Dehra Dun, and the United Provinces also.

The total Public Works Department establishment during the year 1928-29 cost Rs. 15,45,000.

EXPENDITURE ON STATIONERY IN THE GOVERNMENT OF INDIA OFFICES.

106. THE HONOURABLE MR. SURPUT SING: Will Government be pleased to state:

- (i) the total amount spent on the indent of stationery in the Government of India offices in 1928-29 showing specifically—
- (a) the amount that was spent on stationery from abroad ;
 - (b) the amount that was spent on stationery manufactured in India ;
- (ii) the names of the firms or individuals that supplied stationery manufactured in India and abroad, respectively ;
- (iii) the specific amounts which each firm or individual received ?

THE HONOURABLE MR. J. A. SHILLIDY : (i), (ii) and (iii). The value of stationery stores supplied to offices of the Central Government during 1928-29 is given in paragraph 3 and Statement I of the Report of the Central Stationery Office for that year, a copy of which will be found in the Library of the Legislature. The statement shows separate figures for Indian stores and for English stores. The Government of India regret that they cannot undertake to collect the other information desired by the Honourable Member as it would involve an amount of time and labour disproportionate to the result.

ANNUAL EXODUS OF THE GOVERNMENT OF INDIA.

107. THE HONOURABLE MR. SURPUT SING: Will Government be pleased to state:

- (i) the amount that is spent annually on the exodus of the Government of India offices from Delhi to Simla and *vice versa*;
- (ii) whether Government ever considered the question of abandoning the annual exodus on the completion of New Delhi Scheme?

THE HONOURABLE MR. H. G. HAIG: (i) The amount naturally varies somewhat from year to year, but looking at the years for which figures are available the expenditure may be taken to be round about 5 lakhs.

(ii) No.

RUNNING OF THE PUNJAB MAIL FROM HOWRAH *via* THE GRAND CHORD.

108. THE HONOURABLE RAJA BIJOY SING DUDHORIA: (a) Does the Bombay Mail start from Howrah at 19.6 hours and reach Moghalsarai *via* the Grand Chord at 5.36 hours the next morning, *i.e.*, in about ten and a half hours?

(b) Does the Punjab Mail start from Howrah at 21 hours and reach Moghalsarai, *via* the main line at 9.11 hours, *i.e.*, in about 12 hours and 11 minutes?

(c) If the answers to (a) and (b) are in the affirmative, are Government aware that the passengers travelling to Delhi and the Punjab by the Punjab Mail are put to great inconvenience owing to their performing the same journey in an hour and a half more than the time taken by the passengers travelling by the Bombay Mail?

(d) If so, do Government propose to run the Punjab Mail also *via* the Grand Chord instead of *via* the main line as at present? If not, why not?

THE HONOURABLE MR. J. A. WOODHEAD: (a) Yes.

(b) Yes.

(c) Passengers travelling by the Punjab Mail do not perform the same journey as those travelling by the Bombay Mail as the former train goes by the main line *via* Patna while the latter train goes by the Grand Chord *via* Gya.

(d) Government cannot take part in the preparation of time-tables but I understand that the East Indian Railway Administration consider that the Punjab Mail should run over the main line in order to serve Patna and certain other important places. I will have a copy of this question and answer sent to the Agent of the East Indian Railway.

THE HOWRAH-DEHRA DUN EXPRESS.

109. THE HONOURABLE RAJA BIJOY SING DUDHORIA: (a) Do Government propose to run the Howrah-Dehra Dun Express *via* the main line instead of by the Grand Chord as at present so that passengers from Bihar and Orissa for Delhi and the Punjab can use that train? If not, why not?

(b) Will Government be pleased to state if there is any reason why the present Dehra Dun Express cannot be called the Bihar-Dehra Dun Mail?

(c) Do Government propose so to time the Dehra Dun Express as to reach Moghalsarai at about half an hour earlier than the Punjab Mail will do by the proposed route ? If not, why not ?

THE HONOURABLE MR. J. A. WOODHEAD : The preparation of time-tables is not a matter in which Government can take part but I am having a copy of this question and answer sent to the Agent of the East Indian Railway.

TRANSFER OF TWO OR MORE COMPOSITE CARRIAGES OF THE PUNJAB MAIL TO THE DEHRA DUN EXPRESS AT MOGHALSARAI.

110. THE HONOURABLE RAJA BIJOY SING DUDHORIA : Do Government propose to transfer two or more composite carriages of the Punjab Mail to the Dehra Dun Express at Moghalsarai for the convenience of passengers travelling from stations on the Grand Chord to Dehra Dun ?

THE HONOURABLE MR. J. A. WOODHEAD : Arrangements as to the composition of particular trains are not matters in which Government can take part but a copy of this question and answer will be sent to the Agent of the East Indian Railway.

UTILISATION OF THE RAILWAY RESERVE FOR REDUCTION OF FARES FOR THIRD AND INTERMEDIATE CLASS PASSENGERS, ETC.

111. THE HONOURABLE RAJA BIJOY SING DUDHORIA : (a) Was the Reserve of the Railway Finance created to be used for the reduction of railway fares and for increased comforts of lower class passengers amongst other purposes ?

(b) If so, will Government be pleased to enumerate the sums spent annually since the separation of Railway Finance from General Finance for the following purposes :

- (i) reduction of railway fares for third and intermediate class passengers ;
- (ii) construction of raised platforms ; and
- (iii) other facilities for third class passengers ?

THE HONOURABLE MR. J. A. WOODHEAD : In accordance with the convention the railway reserve is to be used to secure the payment of the annual contribution to general revenues ; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital ; and to strengthen the financial position of the Railways, in order that the services rendered to the public may be improved and rates may be reduced.

Since the separation of railway finances reductions of third and intermediate class fares estimated to lead to a reduction of about Rs. 2½ crores in railway revenues, should no increased traffic result, have been introduced.

In the programmes for the years since 1924-25, when railway finances were separated from general finances, the following sums were included for

the construction of raised platforms and for other facilities for third class passengers :

Year.	Raised platforms.	Other facilities.
	Rs.	Rs.
1925-26	4,30,000	1,69,70,000
1926-27	5,01,000	1,74,39,000
1927-28	8,21,000	2,11,37,000
1928-29	6,02,000	2,14,02,000
1929-30	4,00,000	1,55,00,000
1930-31	7,37,000	1,26,33,000

THE HONOURABLE RAJA BIJOY SING DUDHORIA : What is the sum spent on other facilities ?

THE HONOURABLE THE PRESIDENT : The Honourable Member will find when he gets the answer that that part of the question has been answered by the Honourable Mr. Woodhead.

ELECTRIC FANS IN THIRD AND INTERMEDIATE CLASS CARRIAGES ON ALL RAILWAYS.

112. THE HONOURABLE RAJA BIJOY SING DUDHORIA : (a) Are there electric fans in the third and intermediate class carriages on all Railways in India ?

(b) If not, do Government propose to instal electric fans in the third and intermediate class carriages ? If not, why not ?

THE HONOURABLE MR. J. A. WOODHEAD : (a) No.

(b) No, because the cost at present, at any rate, would be prohibitive.

PROVISION OF SLEEPING ACCOMMODATION FOR THIRD AND INTERMEDIATE CLASS PASSENGERS ON RAILWAYS.

113. THE HONOURABLE RAJA BIJOY SING DUDHORIA : (a) Have Railways constructed certain types of third class carriages for sleeping accommodation for third class and intermediate class passengers ? If so, will Government be pleased to state whether sleeping accommodation is still provided for such passengers ? If not, why not ?

(b) Do Government propose to take steps to provide sleeping accommodation for lower class passengers ? If not, why not ?

THE HONOURABLE MR. J. A. WOODHEAD : (a) The Great Indian Peninsula Railway has a certain number of third class coaches, generally in use on long distance trains, which have been provided with a limited number of upper bunks capable of being used for sleeping purposes when not occupied by passengers' luggage, but they have no third class coaches with complete sleeping accommodation. Most of the broad gauge railways have, for some years, been installing bunks of somewhat similar design in third class coaches.

(b) No. The provision of sleeping accommodation would so reduce the carrying capacity of the vehicles that it would be necessary largely to enhance the fares.

PROVISION OF DRINKING WATER IN RAILWAY CARRIAGES FOR LOWER CLASS PASSENGERS.

114. THE HONOURABLE RAJA BIJOY SING DUDHORIA : Do Government propose to provide a supply of drinking water in railway carriages for lower class passengers ?

THE HONOURABLE MR. J. A. WOODHEAD : No. The experience of Railways has been that the carriage of drinking water in railway carriages does not meet the requirements of passengers owing to caste prejudices and to the impracticability of keeping the water cool during the hot weather.

PROVISION OF LATRINES IN SERVANTS' COMPARTMENTS OF RAILWAY CARRIAGES.

115. THE HONOURABLE RAJA BIJOY SING DUDHORIA : (a) Are latrines provided for the servants of first and second class passengers in the servants' compartments ?

(b) If not, do Government propose to provide latrines for the servants in servants' compartments ? If not, why not ?

THE HONOURABLE MR. J. A. WOODHEAD : (a) Until recently it has not been the practice for Railways to fit latrines in servants' compartments of railway carriages.

(b) Government have issued orders to State-managed Railways to fit lavatory accommodation in servants' compartments of all new carriages which are designed to run on services of over 50 miles between start and destination. Lavatories are also to be provided in the servants' compartments of existing upper class coaches employed on similar services. Instructions have been issued that the work on existing coaches should be completed within three years.

BILL PASSED BY THE LEGISLATIVE ASSEMBLY LAID ON THE TABLE.

SECRETARY OF THE COUNCIL : Sir, in accordance with rule 25 of the Indian Legislative Rules I lay on the table copies of the Bill further to amend the Sea Customs Act, 1878, to fix the duty on salt manufactured in, or imported by land into, certain parts of British India, to vary certain duties leviable under the Indian Tariff Act, 1894, to fix maximum rates of postage under the Indian Post Office Act, 1898, to fix rates of income-tax, to vary the excise duty on kerosene leviable under the Indian Finance Act, 1922, and further to amend the Indian Paper Currency Act, 1923, and the Indian Finance Act, 1926, which was passed by the Legislative Assembly at its meeting held on the 24th March, 1930.

THE HONOURABLE SIR ARTHUR McWATTERS (Finance Secretary) : Sir, I am putting in this morning a notice of my intention to move that the Finance Bill be taken into consideration. May I ask your orders, Sir, as to the date when the Bill is likely to be taken up.

THE HONOURABLE THE PRESIDENT : As the House knows, the Bill in the ordinary course would be taken up on Friday. In the present case there:

are one or two considerations which I have to bear in mind in deciding what period of notice the Council should have in this matter. One consideration is that there is a possibility of the Council making amendments in the Bill which will necessitate the Bill going back to another place. Another consideration is the convenience of Honourable Members and the future course of business. I have given the matter very careful consideration and I think that it will be best that the House should take up the consideration of the Finance Bill on Thursday. Possibly before the discussion on the Bill is finished on that day another Bill or other Bills may be received from the other place and be laid on the table, and we shall then be able to decide when our future meetings will take place. I therefore direct that the Honourable Sir Arthur McWatters' motion should be put on the list of business for Thursday next.

ELECTIONS TO THE STANDING COMMITTEE ON PILGRIMAGE TO THE HEDJAZ.

THE HONOURABLE THE PRESIDENT : The Council has to proceed now to the election of two Muslim Members to sit on the Standing Committee on Pilgrimage to the Hedjaz. There were five nominations for the two vacancies. The Honourable Mian Ali Baksh Muhammad Hussain has withdrawn from the election. That leaves as candidates for the vacancies :

The Honourable Nawab Sahibzada Sayad Mohamad Mehr Shah.

The Honourable Sir Ebrahim Haroon Jaffer.

The Honourable Khan Bahadur Shah Muhammad Yahya.

The Honourable Mr. Mahmood Suhrawardy.

The motion which the Council adopted gives me discretion to direct the form of the election. I think, as there are four candidates for two vacancies, the only fair way of holding the election is by eliminating ballots ; that is to say, Honourable Members will be handed their ballot papers ; they will vote for two candidates by placing a cross against the two whom they select ; they will not sign the papers or make any other marks on the papers ; the votes will then be counted and the candidate who comes at the bottom of the poll will be eliminated and a second ballot will be held among the remaining three. Then the natural result will be that among those three the member at the bottom of the poll would be excluded and the two at the top would be declared elected. Ballot papers will now be handed to Honourable Members.

(The ballot was then taken and scrutinised by the Honourable the President.)

THE HONOURABLE THE PRESIDENT : 32 Honourable Members voted. Three voting papers were spoiled and I have had to reject those votes. The valid votes have been cast as follows :

	Votes.
The Honourable Nawab Sahibzada Mohamad Mehr Shah .	9
The Honourable Khan Bahadur Sir Ebrahim Haroon Jaffer	4
The Honourable Khan Bahadur Shah Muhammad Yahya .	22
The Honourable Mr. Mahmood Suhrawardy	22

[Mr. President.]

Despite what I said in regard to eliminating ballots, I think it will be perfectly obvious to the House that it will be a waste of time, the result of the election being what it is, to hold a further ballot, because even if I now proceed to hold a further ballot excluding the Honourable Sir Ebrahim Jaffer, the result of the election, assuming that Honourable Members do not change their minds very suddenly, must inevitably be the same. I therefore declare the Honourable Khan Bahadur Shah Muhammad Yahya and the Honourable Mr. Mahmood Suhrawardy to be duly elected.

The Council then adjourned till Eleven of the Clock on Thursday, the 27th March, 1930.
