

Tuesday, 15th July, 1930

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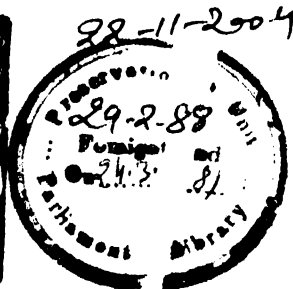
(9th July to 18th July, 1930)

NINTH SESSION

OF THE

SECOND COUNCIL OF STATE, 1930

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COUNCIL OF STATE.

Tuesday, 15th July, 1930.

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

QUESTIONS AND ANSWERS.

MURAL DECORATION OF GOVERNMENT BUILDINGS IN NEW DELHI.

102. THE HONOURABLE SIR PHIROZE SETHNA: Will Government state if they propose to issue a report on the work of mural decorations done by artists and students of the Schools of Art in the Secretariat Buildings at New Delhi and when?

THE HONOURABLE MR. J. A. SHILLIDY: The whole question of the further action to be taken in connexion with the mural decoration of Government buildings in New Delhi is under the consideration of Government.

LEAFLET ISSUED FROM THE GOVERNMENT CENTRAL PRESS, BOMBAY, ENTITLED "BOYCOTT OF BRITISH GOODS".

103. THE HONOURABLE SIR PHIROZE SETHNA: Are Government aware:

(a) of the publication of a leaflet issued from the Government Central Press, Bombay, entitled "Boycott of British Goods";

(b) was such leaflet issued in pursuance of any circular issued by the Government of India;

(c) had the leaflet the approval of the Government of India and if not are they prepared to make investigations and publish the results?

THE HONOURABLE MR. H. W. EMERSON: (a) I have no official information, but it appears from the newspapers that a leaflet under the title mentioned was issued by the Director of Information, Bombay, and subsequently withdrawn.

(b) The Government of India have addressed Local Governments from time to time in regard to the need of propaganda to counteract the political and economic fallacies involved in the civil disobedience movement and have made suggestions in regard to the general lines of such propaganda.

(c) In order to avoid any possible misunderstanding regarding their attitude towards legitimate movements in favour of Indian industries, which is one of encouragement and support, the Government of India have informed Local Governments that they desire them to avoid propaganda which may be interpreted as conveying any disparagement, however indirect, of Indian industrial and financial institutions and products.

TOTAL COST OF THE INDIAN STATUTORY COMMISSION.

104. THE HONOURABLE SIR PHIROZE SETHNA: Will Government please state:

(a) the total cost of the Indian Statutory Commission including the printing of the two volumes of the Report;

(b) if the total cost has been borne by the Government of India; and

(c) if not, what is the proportion of the cost borne by the Home Government?

THE HONOURABLE MR. H. W. EMERSON: (a) £146,000 or roughly Rs. 19½ lakhs.

(b) and (c). In August, 1928, the Home Government paid a subvention of £20,000 towards the cost of the Commission and this sum was credited to the Indian revenues. As announced in a press communiqué issued by the Home Department on the 28th February, 1930, His Majesty's Government subsequently reviewed the position, and decided to invite Parliament to provide an additional grant of £60,000 towards the cost of the Commission. This second subvention will be paid into the general revenues of India. Thus His Majesty's Government have agreed to contribute £80,000, and the balance of £66,000 has been shared by the Government of India and the Provincial Governments which met approximately Rs. 6½ lakhs of the total cost. It has been arranged that when the second subvention of £60,000 is received, one-third of their expenditure will be refunded to the Provincial Governments.

NUMBER OF PERSONS ARRESTED AND IMPRISONED FOR BREACHES OF THE EXISTING LAWS AND OF THE SIX ORDINANCES ISSUED SINCE APRIL LAST.

105. THE HONOURABLE SIR PHIROZE SETHNA: Will Government please give the numbers of the persons in each of the different provinces who have been arrested and sent to prison between 6th April and 30th June:

(a) for breach of the existing laws under the civil disobedience campaign; and

(b) for breach of each one of the six Ordinances issued since April last?

THE HONOURABLE MR. H. W. EMERSON: (a) The Honourable Member is referred to the answer given on the 10th July, 1930, to the Honourable Rai Bahadur Sukhraj Roy's question No. 63.

(b) The information required is being collected and will be furnished to the Honourable Member in due course.

TOTAL COST OF THE CONSTRUCTION OF THE KANGRA VALLEY RAILWAY.

106. THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS: Will Government kindly state:

(a) what has been the total cost of construction of the Kangra Valley Railway;

(b) what has been the total cost of its locomotives, rail motors and rolling stock?

THE HONOURABLE MR. J. A. WOODHEAD : (a) Up to 31st March, 1930 approximately Rs. 290·29 lakhs. A completion estimate amounting to Rs. 295·78 lakhs will shortly be submitted by the Agent, North Western Railway.

(b) Approximately Rs. 16·38 lakhs.

STANDARDISATION OF RAILWAY COACHING VEHICLES.

107. THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : Will Government kindly state with reference to the standardisation of railway coaching vehicles and particularly passenger coaches whether the views of the various Railway Advisory Committees have been taken ? If not, does Government intend to do so before adopting finally any standards ? If so, when ? If not, why not ?

THE HONOURABLE MR. J. A. WOODHEAD : Members of the Central Advisory Council for Railways inspected a number of the latest type of passenger coaches which were collected in Delhi in March, 1925. The recommendations and criticisms then received were taken into consideration by the Carriage and Wagon Standards Committee in preparing designs for the Indian Railway standard carriages.

Recommendations made, from time to time, by the various Railway Advisory Committees on the question of rolling stock design are considered by the Railway Board and, where necessary, are referred to the Carriage and Wagon Standards Committee.

EXPENDITURE BY STATE RAILWAYS ON NEW RAISED PLATFORMS AND SHELTERS FOR PASSENGERS AT ROADSIDE STATIONS.

108. THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : Will Government kindly state what amount each State Railway is to spend during the present financial year on new raised platforms and shelters for passengers at roadside stations ? What was the amount thus spent last year ?

THE HONOURABLE MR. J. A. WOODHEAD : I would refer the Honourable Member to paragraph 5 of Appendix I of the Explanatory Memorandum of the Railway Budget of the Government of India for 1930-31. The statement there shows the amount which it is proposed to spend in the current year on raised platforms and also on waiting rooms and halls.

The actuals for 1929-30 are not available, but the latest estimated figures for raised platforms and for waiting rooms and halls were Rs. 5,07,000 and Rs. 11,26,000 respectively. Separate figures are not available for shelters at roadside stations, the expenditure on which is included in that given for waiting rooms and halls.

QUANTITY OF FOREIGN SALT IMPORTED INTO INDIA DURING THE YEAR ENDING 31ST MARCH, 1930.

109. THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : Will Government kindly state what quantity of foreign salt was imported to India during the year ending 31st March, 1930 ?

THE HONOURABLE SIR ARTHUR MCWATTERS : The total amount of salt imported into British India from countries outside India proper including

Aden during the year ending March 31st, 1930, was 1,76,82,424 maunds. From Aden 58,95,961 maunds were imported into Calcutta and Chittagong during the same year, but I cannot give the quantities of Aden salt imported at other ports in British India in the same year.

MAXIMUM PRODUCTION OF SALT IN INDIA IN ONE YEAR.

110. **THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS :** Will Government kindly state what maximum quantity of salt can be produced in India in one year ?

THE HONOURABLE SIR ARTHUR MCWATTERS : I am afraid it is impossible to state a figure, but the question of increasing indigenous supplies of salt has been considered by the Tariff Board and is now being considered by the Government of India.

DECISIONS OF THE RAILWAY RATES TRIBUNAL ON CASES REFERRED TO THEM.

111. **THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS :** Will Government kindly lay on the table of this House a detailed statement of representations and cases so far referred to the Railway Rates Tribunal and the various decisions of the said Tribunal thereon ? How far have the Railways concerned abided by these decisions ?

THE HONOURABLE MR. J. A. WOODHEAD : I lay on the table a statement which gives the information required by the Honourable Member.

Statement showing cases referred to the Railway Rates Advisory Committee for investigation and report and the action taken on the Committee's recommendations.

Serial No.	Subject.	Railways concerned.	Committee's report or recommendation.	Action taken on Committee's report or recommendation.	Remarks.
1	Concession rate for food grains for the Bombay, Baroda and Central India Railway Indian Co-operative Association.	Bombay, Baroda and Central India.	That the concession rate be withdrawn.	Concession rate withdrawn.	
2	Rates for cotton full-pressed from stations in the Central Provinces to Calcutta.	Great Indian Peninsula and Bengal Nagpur.	That the rates over the Bengal Nagpur Railway portion be reduced.	Rates over Bengal Nagpur Railway portion reduced as recommended by the Committee.	
3	Rates for cotton full-pressed from the Punjab to Calcutta.	East Indian and North Western.	That the East Indian Railway should reduce the rate from <i>via</i> Saharanpur to Howrah from Rs. 2-11-8 to Rs. 2-2-3 per maund.	Rates on East Indian Railway portion reduced by introduction of special rates to Howrah (<i>via</i> Saharanpur) equal to those to Bombay from North Western Railway stations from which the rates to Howrah were higher than the rates to Bombay.	
4	Rates for Ayurvedic medicines and drugs.	Bombay, Baroda and Central India.	.....		Case withdrawn consequent on reduction of rates for certain articles, and for resubmission of the points at issue in a revised form, <i>vide</i> item 18 <i>infra</i> .

Serial No.	Subject.	Railways concerned.	Committee's report or recommendation.	Action taken on Committee's report or recommendation.	Remarks.
5	Terminal charge on coal carried over a siding.	Great Indian Peninsula.	That the terminal charge be withdrawn.	The Committee's recommendation was not accepted as the Government of India disagreed with the Committee's opinion on the point of law on which the case hinged.	
6	Rate for jagree to Amritsar	East Indian and North Western.	That the rate over the North Western Railway be reduced to a basis of 0.28 pie per maund per mile.	No action was called for as a general reduction in the rates subsequently made for jagree over the East Indian and North Western Railway made the through rate lower than the rate the Committee had in view.	Case withdrawn consequent on a general reduction having been made over State-managed Railways.
7	Rate for petrol	Bombay, Baroda and Central India, East Indian, Great Indian Peninsula, North Western, Bengal and North Western and Eastern Bengal.	.....	.....
8	Rates for raw materials for the manufacture of glass.	East Indian, Great Indian Peninsula and Bombay, Baroda and Central India.	(i) That the rates for sand and lime be reduced. (ii) That the rates for fire-clay and fire-bricks are reasonable.	(i) Rates for sand and lime reduced as recommended by the Committee. (ii) No action called for.	

9	Rates for myrabolams from stations in the Central Provinces to Calcutta.	Bengal Nagpur Railway.	That the rates be reduced.	The rates were reduced, the reduction effected being in excess of those recommended by the Committee.
10	Differentiation in the rate for lime quoted over the Jubbulpore-Nadri section of the Great Indian Peninsula Railway.	Great Indian Peninsula.	That the rates were not to the prejudice of the applicants.	No action called for.
11	Rates for sulphur from Karachi	North Western Railway.	The applicants having declined to appear before the Committee to represent their case, the Committee was not in a position to make any recommendations.	No action called for.
12	Rates for liquid fuel from Karachi to Delhi.	North Western Railway.	....	....
13	Terminal charge levied on coal over a private siding.	South Indian Railway.		Case withdrawn consequent on a general reduction having been made in the rates over State-managed railways.
14	Rates for piece-goods from stations in the Bombay Presidency to Delhi.	Great Indian Peninsula.	That the rates be reduced.	Case withdrawn as the applicants went into liquidation.
15	Do.	Do.	Do.	Case withdrawn, as the South Indian Railway had come to an understanding with the applicant.
16	(a) Rates for raw bone and bone manures ;	....	....
	(b) Legality of the terminal charge levied on all traffic.	South Indian Railway.	....

Serial No.	Subject.	Railways concerned.	Committee's report or recommendation.	Action taken on Committee's report or recommendation.	Remarks.
17	Rates for glass bangles . . .	Bombay, Baroda and Central India, Great Indian Peninsula, Nizam's State, Madras and Southern Mahratta, South Indian, North Western, Bengal Nagpur, Shahdars (Delhi) Saharanpur Light and East Indian.	That the rates be reduced.	The rates were reduced as recommended by the Committee.	
18	Rates for medicines manufactured in India, rectified spirits, country spirits and industrial alcohol.	East Indian, Great Indian Peninsula, North Western, Bombay, Baroda and Central India, Bengal Nagpur and Madras and Southern Mahratta.	(i) That the rates for medicines, rectified spirits and non-alcoholic medicated wines of Indian manufacture, be reduced. (ii) That rates for country spirits and industrial alcohol are not unreasonable.	(i) Committee's recommendation accepted and rates were reduced accordingly, except in the case of medicines the existing rate for which is not considered by Government unreasonable. (ii) No action called for.	
19	Rates for borax . . .	East Indian	....		Case withdrawn as the parties arrived at a compromise.
20	Terminal charge on loose jute	Assam Bengal	....		Case under investigation by the Committee.
21	Preferential rates for piece-goods from Bombay to Calcutta.	Great Indian Peninsula and Bengal Nagpur.	The rates were not to the prejudice of the applicants.	No action called for.	
22	Rates for biddy leaves . . .	Bengal Nagpur			The applicant's original ground for complaint having been proved to

be illusory, the case was withdrawn for reconsideration in connection with new issues raised, vide item 27 *infra*.

23	Rates for marble from Bombay to stations on the South Indian Railway.	Great Indian Peninsula, Madras and Southern Mahratta and South Indian.	Rates for polished marble tiles be reduced.	In view of certain observations of the Committee, the matter was referred to the Indian Railway Conference Association who, on re-examination have reclassified the commodity as a result of which polished marble tiles will now be charged at a rate lower than that recommended by the Rates Advisory Committee.
24	Rates for salt	East Indian	The applicant having given up his contention that the rate was excessive and having been unable to prove that the Railway would benefit by lowering the rate, the Committee had no recommendation to make.	No action called for.
25	Preferential rates for yarn from Madras to Calcutta.	South Indian, Madras and Southern Mahratta and Bengal Nagpur.	The Committee had no recommendation to make as action taken by Railways during the investigation of the case rendered untenable the original charge of undue preference.	Do.

Serial No.	Subject.	Railways concerned.	Committee's report or recommendation.	Action taken on Committee's report or recommendation.	Remarks.
26	Rates for rice and paddy .	Bengal Nagpur .	The applicant having given up his claim to relief <i>re</i> rates for rice and also having failed to prove his case in respect of rates for paddy, the Committee had no recommendation to make.	No action called for.	
27	Rates for biddy leaves from Birsinghpur to Jaunpur.	Great Indian Peninsula, Bengal Nagpur and East Indian.	The rate is not excessive.	Do.	
28	Rates for raw materials for the manufacture of manure.	Madras and Southern Mahratta.	The rates are not unreasonable.	Do.	
29	Unreasonableness of the rates for lime from Dehri-on-Sone to Calcutta and stations on the Bengal and North Western Railway causing undue preference in favour of certain lime manufacturing companies at stations on the Jubbulpur-Naini Section of the Great Indian Peninsula Railway.	East Indian .		....	Case under investigation by the Committee.
30	Preferential rates for jagree from Bengal and North Western Railway stations to <i>via</i> Barabanki.	Bengal and North Western.		....
31	Unreasonableness of the minimum weight condition applying to the rate for mangoes from <i>via</i> Mokameh Ghat to Howrah.	East Indian .			Case was withdrawn as the parties arrived at a compromise.

NUMBER OF FOREMEN EMPLOYED IN THE CARRIAGE AND MECHANICAL WORK - SHOPS OF THE VARIOUS STATE RAILWAYS.

112. THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS: Will Government kindly state the number of foremen that they employ in each of the Carriage and Mechanical Workshops of the various State Railways? How many of them on each Railway are Indians? What are the grades of salary of such employees?

THE HONOURABLE MR. J. A. WOODHEAD: The information is being called for from the various State-managed Railways, and will be communicated to the Honourable Member on receipt.

RECRUITMENT OF PERSONS TRAINED AT THE MACLAGAN ENGINEERING COLLEGE, LAHORE, TO THE MECHANICAL BRANCH OF THE RAILWAY AND OTHER SERVICES.

113. THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS: Will Government kindly state whether they recognise persons trained at the Maclagan Engineering College, Lahore, equally with persons trained at other Engineering Colleges in India for recruitment to the mechanical branch of the Railway and other services? If not, why not?

THE HONOURABLE MR. J. A. WOODHEAD: No; for the reason that the Diploma of the Maclagan Engineering College is not accepted as exempting its holder from the Associate Membership Examination of the Institution of Civil Engineers, the Institution of Mechanical Engineers or the Institution of Engineers (India).

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS: May I ask what has been the result of the inquiry by the Committee of Engineers which the Government of India recently appointed in this connection?

THE HONOURABLE MR. J. A. WOODHEAD: I am afraid, Sir, I cannot answer the question, but I will supply the information later on to the Honourable Member.

BILLS PASSED BY THE LEGISLATIVE ASSEMBLY LAID ON THE TABLE.

SECRETARY OF THE COUNCIL: Sir, in accordance with rule 25 of the Indian Legislative Rules, I lay on the table copies of the following Bills which were passed by the Legislative Assembly at its meeting held on the 14th July, 1930, namely:

A Bill to provide for the creation of a fund for the improvement and development of the cultivation, manufacture and marketing of Indian lac.

A Bill further to amend the Negotiable Instruments Act, 1881, for a certain purpose.

A Bill to amend the Indian Forest Act, 1927, for a certain purpose.

A Bill further to amend the Indian Telegraph Act, 1885, for a certain purpose.

[Secretary of the Council.]

A Bill further to amend the Bombay Civil Courts Act, 1869, for a certain purpose.

A Bill further to amend the Benares Hindu University Act, 1915, for certain purposes.

RESOLUTION RE PROTECTION AGAINST ACCIDENTS OF WORKERS EMPLOYED IN LOADING OR UNLOADING SHIPS.

THE HONOURABLE MR. J. A. WOODHEAD (Commerce Secretary): Sir, I beg to move :

“ That this Council having considered :

- (1) the Draft Convention concerning the protection against accidents of workers employed in loading or unloading ships ;
- (2) the Recommendation concerning reciprocity as regards the protection against accidents of workers employed in loading or unloading ships ;
- (3) the Recommendation concerning the consultation of workers' and employers' organisations in the drawing up of regulations dealing with the safety of workers employed in loading or unloading ships ;

adopted by the International Labour Conference at its Twelfth Session recommends to the Governor General in Council that he should examine the possibility of giving effect to the above Convention and the Recommendations and that the results of this examination should be placed before the Council within eighteen months from this date.”

Sir, in the first place I should like to explain why the Resolution has been brought in this form before the House. Under Article 405 of the Treaty of Versailles, which deals with the International Labour Organisation, member Governments have bound themselves to bring any Draft Convention or Recommendation adopted by the International Labour Conference before the competent authority which has power to take action within at the latest 18 months of the date when the Draft Convention or Recommendation was adopted. In this case the period of 18 months expires on the 21st December next and, as legislation will be necessary before the Government of India can ratify the Convention, it is necessary, in order to comply with the provisions of the Treaty, that the Draft Convention and the Recommendations should be brought before the Indian Legislature at this Session, because before the next Session begins the period of 18 months will have expired.

The Draft Convention provides an almost complete Code for the protection against accidents of workers engaged in the loading and unloading of ships. *Inter alia* it deals with the precautions to be taken on shore both as regards the fencing of dangerous places and the efficient lighting of approaches and docks ; and with the examination and regular inspection of all machinery, both ashore and on board the ship, used in connection with loading and unloading operations. Further it requires each contracting country to set up an efficient system of inspection in order to ensure that the provisions of the Convention are duly enforced. The recommendations are supplementary to the Convention. The first seeks to secure a reasonable uniformity in the regulations adopted by the several countries and the mutual recognition of certificates of inspection and examination. The second recommends that the authorities responsible for the making of regulations should either directly or through any joint machinery consult the workers' and employers' organisations in the drawing up of regulations under the Convention.

The object of the Resolution, Sir, is to seek the authority of the House to examine the provisions of the Convention and the Recommendations in order to see how far it is practicable for the Government of India to accept them. I think it is obvious that the Convention, covering as it does the whole field of protection of persons engaged in loading and unloading operations, could not be given effect to without previous consultation with Local Governments, Port Trusts, commercial bodies and other interests concerned. We have addressed Local Governments and through them the Port Trusts and other interests, but up to the present we have not received replies from all Local Governments and the Government of India are not therefore at present in a position to come to a final conclusion as regards whether the provisions of the Convention and the Recommendations should be adopted in India. This, Sir, is the reason why the Resolution has been brought forward in its present form.

Sir, I move.

The motion was adopted.

RESOLUTION *RE* MARKING OF THE WEIGHT ON HEAVY PACKAGES TRANSPORTED BY VESSELS.

THE HONOURABLE MR. J. A. WOODHEAD (Commerce Secretary) : Sir, I beg to move :

" That this Council recommends to the Governor General in Council that he should ratify the Draft Convention concerning the marking of the weight on heavy packages transported by vessels, adopted by the International Labour Conference at its Twelfth Session held at Geneva in May-June, 1929."

The Convention, Sir, is a simple one. It requires that any package or object weighing one metric ton or more sent for transportation by sea or inland waterway should have its gross weight plainly and durably marked upon it on the outside before it is loaded on a ship or vessel. The object of the Convention, Sir, is to protect workers employed in loading and unloading ships and in particular to protect them from the danger to which they may be subject if the machinery used in the loading and unloading processes is overloaded. If a crane is overloaded, it is apt to break, and the consequences are often serious to those employed in loading and unloading operations. Local Governments and Local Administrations, commercial bodies and shipping interests have been consulted and opinion is practically unanimous that the Convention should be ratified. In fact, there are only two exceptions to that. One was an objection taken by the Bombay Chamber of Commerce and another by a firm in Madras. The Government of India therefore consider that the Convention should be ratified. Legislation is not considered necessary at any rate at the present moment. The Port Trusts have by virtue of the various Port Trust Acts power to frame bye-laws for the safe and convenient use of wharves, jetties, piers, etc., and it is thought that for all practical purposes it will be possible for the provisions of the Convention to be enforced by bye-laws framed under these Acts. At Chittagong the position is somewhat exceptional in so far as the jetties belong to the Assam Bengal Railway, but it has been arranged that the Assam Bengal Railway should apply the provisions of the Convention by virtue of the powers they possess under the Indian Railways Act. As regards inland waterways, cranes are usually not used for the loading and unloading of ships, and so far as the

[Mr. J. A. Woodhead.]

Government of India are aware, packages one metric ton or more in weight are usually not dealt with. The Government of India are of opinion therefore that so far as inland waterways are concerned, no legislation is necessary at the present moment.

Sir, I move.

The motion was adopted.

STATEMENT OF BUSINESS.

THE HONOURABLE SIR BROJENDRA MITTER (Leader of the House): Sir, Government would like, if possible, to finish the work of the Session by Friday, the 18th of July. They are prepared to consent to the setting down on that day, which in the programme is reserved for Government business, of any non-official Bills which may be passed in the Legislative Assembly to-day. This would mean having an *ad hoc* sitting on Wednesday, the 16th, for the purpose of laying the non-official Bills on the table, unless you, Sir, would agree to their being laid on Thursday, the 17th, and taken up the next day, in which case there would be no need for any sitting on Wednesday, the 16th.

It follows that Government would wish to take up the Government Bills which were laid on the table to-day for consideration and passing on Thursday, the 17th. I understand that motions in this behalf are already in the hands of the Secretary. Rule 27 of the Indian Legislative Rules provides for an interval of three days between the receipt of the notice and the making of such a motion, but you, Sir, have a discretion to shorten that period. I would, therefore, request you in the exercise of that discretion to direct that these Bills be set down for disposal on Thursday, the 17th.

Sir, I may add with regard to the non-official Bills which may be passed by the Legislative Assembly to-day that if you decide not to sit to-morrow, then I can arrange to circulate those Bills amongst the Members as soon as they are available from the Press.

THE HONOURABLE THE PRESIDENT: Honourable Members are aware that, when these questions arise at the end of a Session of fixing dates and shortening notices, I always attempt to consult the convenience of the House. I think I may assume that as there is only a very small amount of business left to be brought before the Council in this Session, Honourable Members are not desirous that the Session should be unduly prolonged. So far as the Government Bills which were passed in another place yesterday and which have been laid on the table to-day are concerned, I think the procedure is simple. I am proposing that they should be taken into consideration on Thursday, which is in effect shortening the notice by one day. So far as the non-official Bills which may be passed in another place to-day are concerned, there seem to be two alternatives: (1) to have a meeting on Wednesday morning for a few minutes solely for the laying of these Bills—there will be no other business—and then shortening the notice by one day again and take them up on Friday, or (2) to let these Bills wait till Thursday morning, when we shall have a meeting in any case, to be then laid, and then to take them up with one day's notice only on Friday. The official Bills are all simple. Four out of the six are one

clause Bills. But in regard to non-official Bills, which may be passed in another place to-day, we have no information. The Honourable the Leader of the House has said that he will circulate these Bills with the greatest despatch, but I should like to have the views of the House. I think it is desirable that we should take the Bills up on Friday. I should like to have the views of the House whether they would like them to be laid on Wednesday morning and have two days' notice in which to give notice of amendments or whether they would like them to be laid on Thursday morning, which will only allow of one day's notice.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS : Will it not be convenient, Sir, to meet on Saturday in the case of non-official Bills? I imagine that one of these Bills is rather an important one, and perhaps there may be some amendments, and more time may be given for this. Perhaps, in that case, the Honourable the Leader of the House might arrange for a meeting on Saturday.

THE HONOURABLE THE PRESIDENT : I gather from the Honourable Member's remarks that he is desirous of having as much notice as possible of these Bills. The objection to having a meeting on Saturday is that Honourable Members will be delayed here an extra day because there will be no business to be dealt with on Friday. I think, therefore, that I should direct that there should be a meeting to-morrow morning in which the business will consist of the laying of any Bills which may be passed in another place to-day.

The Council will now adjourn till to-morrow morning at 11 o'clock.

The Council then adjourned till Eleven of the Clock on Wednesday, the 16th July, 1930.
