

# LEGISLATIVE ASSEMBLY DEBATES

TUESDAY, 19th FEBRUARY, 1929

Vol. I—No. 14

## OFFICIAL REPORT



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# LEGISLATIVE ASSEMBLY.

Tuesday, 19th February, 1929.

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

## QUESTIONS AND ANSWERS.

### ACCOMMODATION RESERVED SPECIALLY FOR EUROPEANS IN THE NEW PROVINCIAL HOSPITAL AT PESHAWAR.

583. \***Mr. Muhammad Ismail Khan:** (a) With reference to question No. 729, asked by Doctor B. S. Moonje, on the 20th September, 1928, page 1075, Volume III, No. 13, will Government be pleased to state if it is a fact that, in the new Provincial Hospital at Peshawar, certain sets of accommodation have been reserved specially for the use of Europeans which will not be allowed to be occupied by Indian gentlemen, even if they pay the prescribed fee fixed for these rooms?

(b) If the answer to part (a) is in the affirmative, will Government be pleased to state:

- (i) the special reasons which necessitated this racial discrimination in providing accommodation for the treatment of patients, and
- (ii) if similar racial difference exists in other provincial hospitals such as the Mayo and Ripon hospitals?

**Sir Denys Bray:** (a) No, Sir.

(b) Does not arise.

### STATEMENT BEFORE THE STATUTORY COMMISSION THAT EVERY TWENTIETH PERSON IN THE NORTH WEST FRONTIER PROVINCE IS A MURDERER.

584. \***Mr. Muhammad Ismail Khan:** (a) Is it a fact that before the Statutory Commission, certain British Officers of the North-West Frontier Province, who gave evidence on behalf of the Government of that Province at Peshawar, stated that every twentieth person in the Province was a murderer?

(b) If the answer to the above question is in the affirmative, will Government be pleased to say whether this is an accurate statement?

**Sir Denys Bray:** (a) The Government of India are not in possession of any official record of the oral evidence. According to a newspaper report, however, a statement was made by an official that one out of twenty inhabitants in the rural districts is a potential murderer.

(b) The word "potential" reduces the statement to something obviously hypothetical. But even in this form, I should not myself accept it, save as a highly coloured way of putting the notorious fact that the blood-feud is prevalent amongst Pathans.

**INCLUSION OF THE INDIAN ARMY BENEVOLENT FUND IN THE BENEFIT OF FETES ORGANISED FOR SUPPORT OF THE EX-SERVICE ASSOCIATION.**

585. **\*Mr. Muhammad Ismail Khan:** (a) Is it a fact that money is collected from time to time by military and civil officials of the Government for contributing to the funds of the Ex-service Association, which looks after the interests of the British ex-soldiers in England, by organising fetes and military tournaments in which Indian troops also take part?

(b) Do any proceeds derived from such functions go to the Indian Army Benevolent Fund? If not, why not?

(c) Are Government prepared to issue instructions to Government officials to support such functions only when they are held in aid of the Ex-service Association and the Indian Army Benevolent Fund jointly?

**Mr. G. M. Young:** (a) and (b). The answer is in the affirmative.

(c) Does not therefore arise.

**ARMY EDUCATIONAL CORPS.**

586. **\*Mr. Muhammad Ismail Khan:** (a) Is there in England an Army Educational Corps, and if so, how is it recruited?

(b) Is there a similar corps in this country? If so, how many Indian officers are attached to it?

**Mr. G. M. Young:** (a) Yes, Sir. At present the majority of the corps is recruited from the regular Army and a few of the officers only are recruited from civil sources. In future it is hoped to recruit University Graduates with Honours Degrees.

(b) No, Sir. A proportion of the Army Educational Corps serve in India and the remaining needs are supplied by officers from the Indian Army, or the British Army serving in India, who possess special aptitude for educational work. The total number of Indian officers employed in Educational Training appointments is 89. These men are selected from regiments and trained in the Indian Wing of the Army School of Education at Belgaum before holding these appointments.

**FREER GRANT OF COMMISSIONS IN THE ROYAL ARMY VETERINARY CORPS TO INDIANS.**

587. **\*Mr. Muhammad Ismail Khan:** (a) Is it a fact that only boys from the Dehra Dun Military College are eligible for commissions in the Royal Army Veterinary Corps?

(b) Have any boys from the Dehra Dun Military College joined this corps as officers?

(c) Is it not a fact that only those boys join the Dehra Dun College who intend to proceed to Sandhurst?

(d) Do Government propose to withdraw this restriction so as to attract more young men?

**Mr. G. M. Young:** (a) The Honourable Member is referred to the answer I gave on the 25th August 1927, to starred question No. 418. The present position is practically as stated by the Honourable Member, so far as recruitment in India is concerned.

(b) Not yet, Sir. But a cadet from the Dehra Dun College, who qualified at the Sandhurst Entrance Examination of May, 1928, has been selected for a King's Commission in the Indian Army Veterinary Corps. He is at present studying for the M. R. C. V. S. at the Royal Veterinary College in London.

(c) No, Sir: a boy who intended to become an Army Veterinary officer would be eligible for admission to the College.

(d) Not at present. Government consider that the existing system produces the best type of candidate.

**GRANT TO INDIAN OFFICERS HOLDING VICEROY'S COMMISSIONS OF POSTS  
IN THE GRASS FARM DEPARTMENT.**

588. **\*Mr. Muhammad Ismail Khan:** (a) Are Viceroy's Commissioned officers eligible for posts in the Grass Farm Department?

(b) Is it not a fact that at present sergeants of the British Army are usually given these responsible posts?

(c) Is this so because they are considered more suitable for these appointments than the Indian officers holding Viceroy's Commissions?

**Mr. G. M. Young:** (a) No, Sir.

(b) The executive charge of the larger grass farms is held by British staff sergeants, warrant and departmental officers, with Indian overseers as assistants. Indian overseers are in independent charge of some of the smaller farms.

(c) Yes, because their dealings are largely with British units, and Viceroy's Commissioned officers do not, as a rule, possess the educational qualifications required.

**CAST-IRON AND STEEL SLEEPERS ON INDIAN RAILWAYS.**

589. **\*Pandit Nilakantha Das:** 1. Regarding cast-iron and steel sleepers used in our railways:

(a) What is their respective estimated durability?

(b) What were their prices according to the tenders accepted last year and the current year?

(c) What are their prices according to the tenders accepted for the coming year? Or, if the tenders have not yet been accepted, what are the various quotations in the tenders?

(d) What is the percentage and amount of actual supply and orders given in (i) value, and (ii) weight, in each case, i.e., in case of cast-iron sleepers and of steel sleepers from (1) India, (2) England, and (3) other countries?

(e) Is it a fact that cast-iron sleepers will be cheaper than steel sleepers in the coming year?

2. (a) Have the Railway Board any control over the orders given for sleepers by company-managed railways?

(b) If they have, will Government please state the tenders they received, (i) last, (ii) current, and (iii) coming years and also the quantity and price of their purchase in percentage and amount from India, England and other countries?

3. (a) Is it a fact that the three Companies, *viz.*, Bengal Iron and Steel Company, Limited (sterling capital, managed by Europeans), Eurn and Company (rupee capital, managed by Europeans), and Tatanagar Foundry Company, a subsidiary concern of Tata Iron and Steel Company, (owned and managed by Indians), mainly manufacture cast-iron sleepers? •

(b) Are the Government aware that they are not getting adequate orders to utilise their full capacity?

4. (a) Is it a fact that English and foreign tie-bars, which are subject to duties of Rs. 26 and Rs. 87 per ton, respectively, are being imported as parts of sleepers, or as ordinary bars, and are thus charged a duty of 10 per cent. *ad valorem*?

(b) If so, what steps are Government taking to prevent it?

**Mr. A. A. L. Parsons:** 1. (a) Approximately 50 years for cast-iron sleepers, except for the steel tie bar and fastenings. Approximately 35 years for steel sleepers.

(b) A statement showing particulars is being forwarded to the Honourable Member.

(c) Contracts have not yet been placed for 1929-30 requirements. I regret that the accepted tender prices cannot be divulged until a decision has been reached.

(d) The statement which I am sending to the Honourable Member shows the weight of steel and cast-iron sleepers ordered, and the percentage value of the contracts placed in India, the United Kingdom and other countries.

(e) Until the tenders for next year's requirements have been examined, it is impossible to state whether it will be cheaper to buy cast-iron sleepers than steel sleepers or *vice versa*. The tenders are in fact now being examined from this standpoint.

2. (a) Under their contracts, the decision rests with the management of Company-managed railways.

(b) Does not arise.

3. (a) The three companies mentioned by the Honourable Member are those which have supplied cast-iron sleepers to the State-managed railways. I am not aware that we have obtained supplies from any other companies.

(b) Government are unable to express an opinion on this point.

4. (a) Tie bars for rails are liable to duty, at the specific rates of Rs. 26 per ton and Rs. 87 per ton, according as they are of British or non-British manufacture, under item 150 of the statutory Import Tariff. The only tie bars which are assessable at 10 per cent. *ad valorem* are tie bars for cast-iron universal sleepers which cannot be used as tie-bars for rails. Such tie-bars are dutiable as parts of sleepers under item 61 of the Tariff.

(b) As the actual practice at the ports is in accordance with the law, the question does not arise.

**Diwan Chaman Lal:** May I ask the Honourable Member if the Railway Board can override the decisions arrived at by Company-managed railways?

**Mr. A. A. L. Parsons:** In regard to the purchase of sleepers?

**Diwan Chaman Lal:** In regard to the acceptance of tenders.

**Mr. A. A. L. Parsons:** I do not think so, Sir.

**Pandit Wilakantha Das:** As to part 3 (b) of my question, Sir, will the Government kindly inquire and give the information?

**Mr. A. A. L. Parsons:** I think the Honourable Member will be able to derive the information he wants from the statement which I am forwarding to him.

**NUMBER OF ANGLO-INDIANS AND INDIANS APPOINTED AS TEMPORARY ENGINEERS ON STATE RAILWAYS.**

590. **\*Mr. M. S. Aney:** (a) Will Government be pleased to state the number of persons appointed as temporary engineers on State Railways from January to August, 1928, and from September, 1928, to end of January, 1929, showing separately the number of Anglo-Indians and Indians, as well as the number employed from the register of approved candidates?

(b) Will Government be pleased to give the total number of persons on the list of approved candidates for the posts of temporary engineers till the end of December, 1928?

**Mr. A. A. L. Parsons:** (a) One Indian between January and August 1928, and one European between September, 1928, and the end of January, 1929. The former was on the register of approved candidates and the latter was specially recommended by the Agent, Great Indian Peninsula Railway, in view of his construction experience; he had previously been employed by the Tata Construction Company.

(b) 45.

**APPOINTMENT OF AN ELECTRICAL ENGINEER TO THE CHOLA POWER STATION ON THE GREAT INDIAN PENINSULA RAILWAY.**

591. **\*Mr. M. S. Aney:** (a) Is it a fact that the Railway Board invited applications by advertising in the English dailies for the appointment of an engineer for Chola Power Station of the Great Indian Peninsula Railway?

(b) Will Government state how many applications were received and how many of them were from Indians, Anglo-Indians and Europeans?

(c) Is it a fact that one Mr. S. A. Gadkary, B.E., A.M.I.E.F. (Lond.), Chartered Electrical Engineer, was called for a personal interview by the Public Service Commission and selected by the Commission as a proper candidate for the post?

(d) Is it a fact that the Railway Board, on the recommendation of the Public Service Commission, offered him "a post in the junior scale of the Transportation (Power) Department of the Superior Establishment of State Railways under the Agent, Great Indian Peninsula Railway"?

(e) Is it a fact that he was asked to appear before the Medical Board at Calcutta, which declared him unfit, after testing his eye-sight in accordance with standard prescribed in the rules as Class "A"?

(f) Will Government be pleased to state whether the Medical Board before whom Mr. Gadkary was asked to appear was duly informed by the Railway Board of the particular post which was offered to him, and was the attention of that Board drawn to the Railway Board Circular No. 3137-E., dated 31st January, 1928, which prescribes different classes of test for different grades of the subordinate and superior services?

(g) Is it a fact that Mr. Gadkary applied to the Railway Board to give him a fresh opportunity to appear before the Medical Board and requested the Railway Board to issue proper instructions to the Medical Board in the matter of his examination?

(h) Will Government be pleased to state whether they have received any letter from the Agent of the Great Indian Peninsula Railway regarding the decision of the Medical Board in the case of Mr. Gadkary, and if so, will they be pleased to place the correspondence on the table?

(i) Will Government be pleased to state whether the post for which Mr. Gadkary was recommended is still vacant or filled and if filled, by whom?

**Mr. A. A. L. Parsons:** (a) The advertisement was issued by the Public Service Commission.

(b) 23 applications were received for one post of Assistant Power Station Superintendent, of which 16 were from Indians, 8 from Anglo-Indians and 4 from Europeans, and 52 applications for two posts of Shift Engineers, of which 43 were from Indians, 4 from Anglo-Indians and 5 from Europeans.

(c) Yes.

(d) Yes.

(e) He was declared to be medically unfit.

(f) The arrangements for the Medical Board were made by the Agent of the Great Indian Peninsula Railway, and Mr. Gadkary was examined in accordance with the usual regulations laid down for candidates for appointment to the Transportation (Power) Department of State Railways. The Medical Board's attention was not drawn to the Railway Board's letter mentioned by the Honourable Member, as this letter applies only to subordinate and inferior staff.

(g) Mr. Gadkary did apply for another examination.

(h) The Agent of the Great Indian Peninsula Railway reported that Mr. Gadkary had been declared unfit for Government service by the Medical Board, and stated that he had advised him accordingly. There are no other papers to lay on the table.

(i) The post is still vacant.

#### OPENING OF A PHYSICS SECTION AT THE INDIAN INSTITUTE OF SCIENCE, BANGALORE.

592. \***Mr. M. S. Aney:** (a) Will Government be pleased to state if it is a fact that the Pope Enquiry Committee, which reported upon the affairs of the Indian Institute of Science, recommended the early opening of a physics section at the Indian Institute of Science, Bangalore?

(b) If the answer to part (a) is in the affirmative, what steps have Government taken to give effect to the above recommendation? If no steps have been taken will Government be pleased to state the reasons therefor?

**Mr. G. S. Bajpai:** (a) Yes.

(b) The Indian Institute of Science is a private aided institution and the recommendation referred to by the Honourable Member is the concern of the Council of the Institute.

**LICENSING OF COOLIES AT STATIONS ON THE EAST INDIAN RAILWAY.**

598. **\*Mr. Siddheswar Prasad Sinha:** (a) Is it a fact that the licensing of coolies at some important stations on the East Indian Railway in Bihar and Orissa is made by private individuals?

(b) If the reply to part (a) be in the affirmative, will Government be pleased to state whether any tenders are called for for this purpose or whether it is settled at the will of the authorities with favoured individuals?

(c) Are Government aware that the coolies are compelled to pay exorbitant daily charges and heavy *nazaranas* for obtaining a licence?

(d) Are Government aware that the arbitrary exorbitant charges made by such individuals often result in strikes, to the great inconvenience of the travelling public?

(e) Do Government propose to license the coolies themselves instead of licensing them through middle men?

(f) If the reply to part (e) be in the negative, will Government be pleased to state what other method they intend to adopt in order to afford convenience to the travelling public and mitigate the hardships of the coolies from the exorbitant charges of the individuals who are given the monopoly of licensing coolies?

(g) Will Government be pleased to state the amount of income that has been derived from such settlements in the Dinapore Division?

(h) If there is no income derived, will Government state if it is not possible to get an income from such settlements?

(i) If so, will Government be pleased to state why they have been left to private individuals free?

**Mr. A. A. L. Parsons:** I am asking the Agent of the East Indian Railway for the information and will supply it to the Honourable Member when his reply is received.

**EXTENSION OF THE TERM OF THE PRESENT INDIAN LEGISLATURE AND CONFERENCE OF INDIAN DELEGATES WITH THE JOINT PARLIAMENTARY COMMITTEE ON THE REPORT OF THE STATUTORY COMMISSION.**

594. **\*Mr. Ghanshyam Das Birla:** (a) Has the attention of the Government been drawn to the following Reuter's message, dated London, the 4th February, appearing in the *Hindustan Times* of February 7, 1929?—

"The question of extending the term of the present Indian Legislatures was being considered for more than one reason, declared Earl Winterton, replying to a question in the House of Commons. 'But I should make it clear', he added, 'that the Indian Legislative delegations or representatives whom, as His Majesty's Government hope, the Joint Parliamentary Committee may invite to confer when the Statutory Commission has reported, need not be identical with the Committees now sitting in conference with the Commission.'"

(b) Will Government be pleased to lay on the table a copy of such correspondence as may have passed between the Governor General in Council and the Secretary of State for India on the question of extending the term of the present Indian Legislature and of inviting Indian Legislative Delegations or representatives to confer with the Joint Parliamentary Committee when the Statutory Commission has reported?

**The Honourable Mr. J. Orerar:** (a) Yes.

(b) The Governor General in Council has had no correspondence with the Secretary of State on either of these two subjects.

#### EXTENSION OF TIME FOR DISCUSSION OF THE ITEMS OF THE BUDGET.

595. \***Mr. S. C. Mitra:** (a) Is it a fact that not more than a dozen items in the annual budget are taken up for discussion during the budget time?

(b) Are Government aware that, in some of the Provinces, for instance in Bengal, the budget is divided into several parts, and that time is separately allotted to each group of demands, at the end of which the particular group is put to vote by guillotine?

(c) Are Government willing to agree to a similar scheme of guillotine by compartments so that facilities might be given for discussion of all the various items of the annual budget?

**The Honourable Sir George Schuster:** (a) The number of Demands disposed of before the fall of the guillotine naturally varies from year to year, but for the last two or three years the situation has been substantially as described by the Honourable Member.

(b) Government are aware that, in some of the provinces, separate allotments of time are made within the days allotted for the discussion of Grants, but they have no precise information on the subject.

(c) The number of Demands in the General Budget, excluding the Railway Budget, is 79. Speaking for myself I should always welcome the fullest opportunity for discussion, but I am afraid that, in view of the limitations upon the total time available, adequate discussion of all the various items of the annual Budget would not be secured, even if the Honourable Member's suggestion were to be adopted. I think that the only practical and satisfactory arrangement is that which the Government have adopted in previous years, and which they are prepared to repeat this year, namely, to settle with the leaders of the different parties the order in which the Demands should be taken. If thereafter, the leaders and the members of the several parties give practical effect to the arrangement, in the spirit in which it is conceived, it should be possible to secure an opportunity of discussing all important matters in which the House is really interested. I should add that the practice which we follow here and which I have just described is the practice followed in the House of Commons.

#### FACILITIES FOR DISCUSSION OF THE REPORT OF THE PUBLIC ACCOUNTS COMMITTEE.

596. \***Mr. S. C. Mitra:** (a) Has the attention of the Government been drawn to the remarks in the Report of the Public Accounts Committee of 1926-27, paragraph 16, regarding giving facilities to the Members of the Legislatures to discuss the Report of the Committee?

(b) Are Government going to give effect to the recommendation?

**The Honourable Sir George Schuster:** The Honourable Member is referred to the statement which I made in this House yesterday during the discussion of the excess grants, and to the ruling of the Honourable the President, by which the matter was disposed of for the time being. The Honourable the President has decided that it is impossible to discuss the Report of the Public Accounts Committee in the current session, as motions for excess grants have already been before the House. At the same time, taking advantage of a helpful suggestion which fell from you, Sir, I have undertaken to discuss at an early date outside this House the question of devising a procedure by which, on future occasions, it may be possible for the Report of the Public Accounts Committee to be discussed by the Legislative Assembly.

**SCHEME FOR ENGAGING APPRENTICES AT THE EAST INDIAN RAILWAY WORKSHOPS AT JAMALPUR AND LILOOAH.**

597. \***Pandit Nilakantha Das:** 1. Regarding (i) Jamalpur and (ii) Liloah Railway Workshops:

- (a) What is the system or the scheme of taking apprentices?
- (b) Is there any provision for primary or general education for the workmen apprentices? If so, what is the provision?
- (c) What is the allowance paid to the several classes of apprentices?
- (d) Is there any distinction between (i) Indian and (ii) European and Anglo-Indian apprentices in (i) training and (ii) allowances? If so, what is that distinction and what is the principle of that distinction, if any, besides birth and colour?
- (e) Is the qualification test of apprentices subject to any public examination, i.e., examination by outside experts? If not, why not?

2. Will Government please furnish a statement showing in each class the apprentices taken, qualified and provided in (i) Jamalpur and (ii) Liloah Railway Workshops during the last 10 years, with the character of provision and amount of pay in each case?

**Mr. A. A. L. Parsons:** 1. (a) Two grades of apprentices are taken in the East Indian Railway Workshops, first grade apprentices, who are required to have matriculated with mathematics as an optional subject, or to have reached the Junior Cambridge Standard, and, at Jamalpur only, third grade apprentices, in whom ability to read, write and subtract and multiply in one vernacular is looked for. Both grades are selected after passing satisfactorily a test of their ability and fitness.

(b) Third grade apprentices, who have already had sufficient primary education to benefit, are given instruction in drawing, arithmetic and very elementary mechanics.

(c) First class apprentices receive a stipend of Rs. 10 per month in the first year, rising to Rs. 30 per month in the fifth and last year of their apprenticeship, and receive free board and lodging in hostels provided by the Railway. Pending the provision of hostels at Liloah, the first class apprentices there are given an allowance in lieu of free board and lodging.

Third class apprentices receive Rs. 7 per mensem in their first year, rising to Rs. 12 per mensem in the sixth and last year of their apprenticeship.

(d) No.

(e) The educational qualifications, which candidates as first grade apprentices are required to possess, have been stated in the reply to part 1 (a). The subjects of the test examination held at Jamalpur are mathematics up to the standard of the Junior Cambridge and Matriculation Examinations, general knowledge and elementary drawing. This examination is conducted by the Principal of the East Indian Railway Technical School, Jamalpur, and Government do not see that assistance from outside experts is called for or would be of any advantage.

2. Government regret that they cannot undertake to make this very laborious inquiry.

**SPEECH BY SIR DANIEL HAMILTON, LIFE PRESIDENT OF THE BENGAL CO-OPERATIVE ORGANISATION SOCIETY ON INDIAN BANKING DEVELOPMENT.**

598. \***Mr. B. Das:** (a) Has the attention of the Government been drawn to the speech of Sir Daniel Hamilton, Life President of the Bengal Co-operative Organisation Society, delivered at Chandpur, on the 2nd February, and reported in the dak edition of the *Amrita Basar Patrika* of the 4th instant?

(b) Will Government be pleased to state if the facts as stated in the following extract are true:

"A few weeks ago Sir George Schuster called a joint meeting of the European and Indian Chambers of Commerce to discuss the question of the development of Indian banking. *Were the people's bankers, the Co-operative Registrars, invited to attend this conference? If not, why not? I hope, Sir George is not going to make the same mistake as his predecessor, and provide more money for the fat men, while the men who need it most, the 250 millions of lean rayats, are left to fatten as best as they can on vinegar.*"

"As Life President of the Bengal Co-operative Organisation Society, I protest most emphatically against Government giving countenance or encouragement to any scheme of the kind. The people's own banking system, co-operative credit, will provide all the finances required by the people when the queen bee understands its job and begins to lay."

(c) Is it a fact that no representative of the Co-operative Banking Institutions was called by the Honourable the Finance Member to discuss with him about problems of rural banking?

(d) Will Government be pleased to state if they will invite representatives of co-operative banking to the conference that will be shortly held at Delhi?

**The Honourable Sir George Schuster:** (a) Yes. The Government of India have received a copy of a speech made by Sir Daniel Hamilton on the subject of the "Government of India and the Queen Bee".

(b) It is difficult to distinguish facts from implications in the extract given, but I have been unable to discover any element of truth in either. My Honourable friend, Mr. B. Das, has contributed to this general atmosphere of inexactitude by the form in which the extract is presented, for if the full text had been given, it would have been made clear that the protest in the second part of the extract was directed, not against any

action of Government in connection with the Banking Enquiry, but against some proposal made by an organisation described by the speaker as the "Indian Chamber".

The real facts in the case, which will provide the answers also to parts (c) and (d) of the question, have already been explained to this House. The meeting which I held on February the 16th with the representatives of the Federation of Indian Chambers and of the Associated Chambers of Commerce, was convened as a result of demands expressed by these two organisations at their annual meetings in December. I made it clear at this meeting, as I have also explained on former occasions, that before settling the final plans of the Inquiry, I should also consult representatives of Banking interests as such.

So far as rural banking is concerned, its problems represent, from every point of view, a most important part of the whole field of enquiry. I shall certainly take steps to see that full advantage is taken of the experience of those who have been engaged in the co-operative banking, the development of which offers perhaps the most hopeful line of advance in the matter of developing rural banking facilities.

**Mr. Abdul Matin Chaudhury:** I understand, Sir, that Mr. Anwar-ul-Azim has written to you authorising me to put the questions standing in his name. So may I put them for him, Sir?

**Mr. President** (after consulting the Secretary): No.

**PAUCITY OF MUHAMMADANS APPOINTED AS SUPERINTENDENTS OF POST OFFICES IN THE BIHAR AND ORISSA POSTAL CIRCLE.**

599. **\*Mr. Anwar-ul-Azim:** (a) Will Government be pleased to state if in the Bihar and Orissa Province, out of the eleven Postal Divisions, only one Division is in charge of a Muhammadan Superintendent of Post Offices? If so, why is the Mussalman Community so poorly represented in that Province, and what action is proposed to be taken to secure a proper share of the Muhammadans in the postal administration of the Bihar and Orissa Postal Circle?

(b) Is it a fact that, in the Bihar and Orissa Province, there is not a single Biharee Muhammadan employed as a Superintendent of Post Offices? If it is so, why has the only Muhammadan Superintendent who belonged to the Province been transferred to the Bengal and Assam Circle?

(c) Is it an ordinary practice in the Postal Department that, so far as possible, each community is represented in due proportion in each Province by officers chiefly coming out of the Province itself? If so, why has an exception been made in Bihar and Orissa, and why has the only Muhammadan Superintendent who was a Biharee been transferred from his own Province to another Province?

(d) What is the total number of Mussalman officers coming out of the Province of Bihar and Orissa? If the number is so low as only two, why is it not possible for Government to keep even this number of officers in their own Province?

**The Honourable Sir Bhupendra Nath Mitra:** (a) The answer to the first part of the question is in the affirmative, except that the number quoted by the Honourable Member includes both Postal and Railway Mail Service Divisions. The Posts and Telegraphs Department is not organised on a

provincial basis and Government do not propose to take any action in the matter.

(b) Yes, the Muhammadan Superintendent in question himself applied for a transfer out of Bihar and Orissa.

(c) No. The second part of the question does not arise.

(d) If the Honourable Member refers to the posts of Superintendents of post offices, the answer to the first part of the question is "two"; as regards the second part of the question, the Honourable Member is referred to the reply to the second part of the question at (a).

#### TRANSFER TO BENGAL OF A BIHAREE SUPERINTENDENT OF POLICE.

600. \*Mr. Anwar-ul-Azim: Is it a fact that in the Punjab, in the United Provinces and in Bengal and Assam the great majority of officers come from their own provinces? If so, why has the number of Biharee Superintendents in Bihar and Orissa, where it was very low and far below the proportion, still been reduced by transferring a Muhammadan Superintendent to Bengal? What action do Government propose to take to give to the men of Bihar and Orissa a proportionate representation in their own Province?

The Honourable Sir Bhupendra Nath Mitra: Assuming from the rest of his question that the Honourable Member means Superintendents of Post Offices, the reply to the first part is correct, except in the case of the United Provinces.

The reply to parts two and three of his question is that Superintendents are liable to serve anywhere in India and that their postings are made in accordance with the requirements of the public service. Government cannot undertake to provide for proportionate provincial representation in a gazetted Central service the members of which are liable to transfer from one province to another.

#### APPOINTMENT OF BIHAREE MUHAMMADANS AS SUPERINTENDENTS OF POST OFFICES IN BIHAR AND ORISSA.

601. \*Mr. Anwar-ul-Azim: (a) Will Government be pleased to state the number of Bengalee officers in the Province of Bihar and Orissa as well as the total number of Postal Superintendents including Railway Mail Service Superintendents in that Province? Is there a preponderance of Bengalis in Bihar? If so will Government also give reasons for the preponderance of the Bengalis in Bihar in supersession of claims of the sons of the soil?

(b) Is it a fact that one Biharee Muhammadan Superintendent was lately transferred from Bihar and Orissa to Bengal and Assam and in his place a Bengali Hindu has been appointed in Bihar and Orissa? Will Government state the necessity for this transfer?

(c) Do Government propose to issue orders that at least one Postal Division is placed in charge of a Biharee Muhammadan Superintendent in order to give the community proper representation in the Province of Bihar and Orissa?

(d) Is it true that after 1914 not a single Biharee Muhammadan has been appointed as a Superintendent of Post Offices in the Province of Bihar and Orissa, although a number of vacancies occurred in that particular Postal Circle? Will Government state the reasons for this neglect of the claims of the Mussalmans of Bihar and Orissa?

(e) Do Government propose to issue orders, that in the Province of Bihar and Orissa, the interests of the men of Bihar Province and especially of the Muhammadans, are properly safeguarded, and that the Bengalees who have always predominated in that Province, are not further increased by new appointments or by transfers from other Provinces?

**Mr. H. A. Sams:** (a) Six out of a total of fourteen (including those working as Assistant Postmasters-General). It is a fact that there is a preponderance of Bengalee officers in the Postal Department in Bihar, but gazetted officers in the Posts and Telegraphs are liable to transfer to any part of India and Burma, and their postings are not made on the basis of provincial domicile.

(b) Yes, the transfer of the Muhammadan Superintendent out of the Bihar and Orissa Circle was at his own request. His place was taken by a Bengali Hindu, already serving as a clerk in the Bihar and Orissa Circle, whose turn for promotion to the grade of Superintendent had arrived.

(c) Government do not propose to issue orders as suggested. As already stated, the postings of Superintendents are not made on the basis of provincial domicile nor are recruitments to the Service made on such a basis.

(d) Yes. In view of what I have already stated, the latter part does not arise.

(e) In view of the reply just given to part (c), Government are not prepared to adopt the Honourable Member's suggestion.

#### MUHAMMADANS APPOINTED AS PROBATIONARY SUPERINTENDENTS OF THE POST OFFICE.

602. **\*Mr. Anwar-ul-Asim:** Will Government be pleased to state the number of new appointments made as Probationary Superintendents in the post office during the last six months mentioning the names of the Muhammadans, if any were appointed during the same period?

**Mr. H. A. Sams:** Three; Mr. Hamidullah Alizai.

#### NEGLECT OF THE CLAIMS OF MUHAMMADAN POSTAL EMPLOYEES IN BIHAR AND ORISSA.

603. **\*Mr. Anwar-ul-Asim:** (a) Is it a fact that, in the Bihar and Orissa Circle, the claims of the Muhammadan postal employees are generally neglected at the time of making acting arrangements in that Postal Circle?

(b) Is it true that very lately in that Circle an unpassed hand was appointed to act as an Assistant Postmaster General in supersession of the claims of a passed and qualified Muhammadan official who was on active service?

(c) Will Government be pleased to state the reasons for such an unprecedented course of action, giving particulars of similar cases, if any, that took place in India during the last 12 months? If no unpassed hand was

appointed elsewhere to act as a Superintendent or as an Assistant Postmaster General, why in Bihar and Orissa were the due claims of a passed Muhammadan officer ignored?

(d) Will Government be pleased to state the name and nationality of the unpassed official who was appointed to work as an Assistant Postmaster General? Is it a fact that in Bihar and Orissa, the number of Bengalee officers is greater than that of the Biharcees?

**Mr. H. A. Sams:** (a) The answer is in the negative, nor is any preference given to Muhammadan employees in the matter of acting arrangements.

(b) Yes, but the question of supersession of claims does not arise in short acting arrangements.

(c) The arrangement is not unprecedented, nor has the Bihar and Orissa Circle been peculiarly singled out in the matter. Government do not propose to collect the information asked for by the Honourable Member since communal representation has no bearing on the point at issue. The appointment was made in a short vacancy as a matter of convenience.

(d) Mr. N. K. Maitra, a Bengali. The answer to the second portion of the question is in the affirmative.

#### POOR REPRESENTATION OF MUHAMMADANS IN CERTAIN APPOINTMENTS IN THE BIHAR AND ORISSA POSTAL CIRCLE.

604. **\*Mr. Anwar-ul-Azim:** (a) Will Government be pleased to state the total number of Head Clerks to Superintendents of Post Offices and the number of Inspectors of Post Offices in the Postal Circle of Bihar and Orissa, and mention the number of Mussalmans in the two classes of appointments? What are the reasons for the very poor representation of the Muhammadans in these posts and when was a Muhammadan last appointed as a Head Clerk or as an Inspector in that Province?

(b) How many appointments of Head Clerks and of Inspectors of Post Offices were made in Bihar and Orissa during the last three years, and how many out of them were given to Muhammadan officials?

(c) Are Government prepared to issue orders that in future due regard be paid to the interests of the Mussalmans when the next examination for appointing Inspectors is held?

**Mr. H. A. Sams:** (a) Head Clerks to Superintendents: 9, Muhammadans—nil. Inspectors of post offices: 27, Muhammadans—3. Recruitment to the appointment of Superintendents' Head Clerks and Inspectors used to be secured by a departmental examination, candidates for which were selected by the Postmaster-General from officials nominated by their immediate superiors, and the poor representation of Muhammadans is therefore presumably due to the failure of members of this community to secure nomination or selection, or to succeed in the examination. The last appointment of a Muhammadan as Inspector was on the 27th December, 1920.

(b) Eleven, out of which no Muhammadans were appointed.

(c) The proposal under consideration for an examination for the lower selection grade does not include a separate examination for Inspectors and Head Clerks of Superintendents. As the examination is for promotion, not for recruitment, it is not proposed to issue any orders on the lines suggested by the Honourable Member.

**INCLUSION OF MUSLIM ASSOCIATIONS AND ARYA SAMAJES AS POLITICAL BODIES WHICH GOVERNMENT OFFICIALS ARE PROHIBITED FROM JOINING.**

605. \***Mr. Anwar-ul-Azim:** With reference to the replies given by Government to my starred question No. 549 on the 13th September, 1928, will Government be pleased to state:

- (a) whether the restrictions laid down in the Government Servants' Conduct Rules, prohibiting officials from taking part in political associations, do not apply to officials taking part in Muslim Associations and Arya Samajes, referred to in the question under reference; and
- (b) whether the Muslim Associations, and Arya Samajes come under the category of political bodies?

**Sir Denys Bray:** Enquiry has been made from the local Administration and the information will be sent to the Honourable Member in due course.

**IRREGULARITY COMMITTED BY THE POSTMASTER, PESHAWAR CANTONMENT.**

606. \***Mr. Anwar-ul-Azim:** (a) With reference to the reply given by Government to my starred question No. 550 on the 13th September, 1928, will Government be pleased to consider the desirability of making enquiry and of obtaining information regarding the serious irregularity committed by the Post Master, Peshawar Cantonment, as mentioned in parts (5) and (6) of the question and inform the House of the result?

(b) Will Government be pleased to state if there is any special reason why this House should be kept in the dark about questions relating to the general public interest and to the violation of specified discipline laid down by Government?

**The Honourable Sir Bhupendra Nath Mitra:** (a) The reply is in the negative.

(b) No; but this case does not appear to involve any question of general public interest. It refers to alleged irregularities with which the local officials are competent to deal.

**APPOINTMENT OF A LARGER PROPORTION OF MUSLIMS IN THE POSTAL SERVICE OF THE NORTH WEST FRONTIER PROVINCE.**

607. \***Mr. Anwar-ul-Azim:** (a) With reference to the reply given by Government to my starred question No. 547, on the 13th September, 1928, will Government be pleased to place on the table a statement showing the number of vacancies which occurred in the post offices in charge of the Postmasters, Peshawar Cantonment and Abbottabad, after the receipt of the general letter No. 518/12/27, dated the 22nd November, 1927, from the Director General of Posts and Telegraphs?

(b) What is the number of Muslims belonging to the North West Frontier Province amongst the recruits?

(c) Will Government be pleased to state whether the Muslim community in the North West Frontier Province form as big a majority of population as 95 per cent.? If so, will Government be pleased to state if the Muslim community of the North West Frontier Province is or is not to be

justly dealt with under the provisions of the Director General's letter mentioned in part (a) namely, reservation of one-third vacancies for the minority community? Are Government prepared to consider the desirability of adopting special measures to give the same its due proportion of service in the Postal Department to redress their long standing grievances?

**The Honourable Sir Bhupendra Nath Mitra:** Information in regard to parts (a) and (b) is being collected, and when this information is available a reply to the whole question will be furnished to the Honourable Member in due course.

#### RECRUITMENT OF A LARGER PERCENTAGE OF MUSLIMS TO THE POSTAL SERVICE IN THE NORTH WEST FRONTIER PROVINCE.

608. \***Mr. Anwar-ul-Azim:** Will Government be pleased to state whether the standing orders issued by the former Postmaster General, Punjab and North-West Frontier Province requiring the recruitment of 80 per cent. Muslims of the North West Frontier Province in the Postal Department is being followed in the Province? If not, why not?

**The Honourable Sir Bhupendra Nath Mitra:** No, because they are no longer in force.

#### APPOINTMENT OF MUSLIMS TO THE MILITARY ENGINEERING SERVICE IN THE DISTRICT OF KOHAT.

609. \***Mr. Anwar-ul-Azim:** (a) Are Government aware that the establishment serving at present in the Military Engineering Service in the District of Kohat is as follows:

	Number of		Pay.	
	Muslims.	Non-Muslims.	Muslims. Rs.	Non-Muslims. Rs.
(a) Higher grade establishment . . .	0	6	0	1,060
(b) Permanent establishment—				
Overseers . . .	2	6	108	333
Clerks . . .	1	5	62	581
Draftsmen . . .	0	1	0	64
(c) Temporary establishment—				
Overseers . . .	7	10	387	610
Clerks . . .	16	25	1,007	1,330
Draftsmen . . .	11	7	605	554
Accounts branch . . .	5	12	704	982
Total	42	72	2,873	5,504

(b) Is it a fact that the Muslim community of the North West Frontier Province forms 95 per cent. of the population and is therefore a majority community in that Province?

(c) If the answer to part (b) is in the affirmative, are Government prepared to prevent, in consistence with the present general policy of Government adopted in all Departments of the Government of India, the preponderance

of any one community in the Military Engineering Service in the District of Kohat by recruitment of Muslims only in future as is being done in the Postal Department in that Province?

**Mr. G. M. Young:** (a) The figures quoted by the Honourable Member are not correct, so far as subordinate establishments are concerned. I am sending the Honourable Member the correct figures.

(b) Yes, approximately.

(c) No, Sir. The policy of the Government aims at preventing the preponderance of anyone community, but does not contemplate the reservation of a fixed proportion of vacancies for any particular class. I am informed that the Postal Department have cancelled their orders stopping the recruitment of non-Muslims.

AUDIT OF ACCOUNTS OF EXPENDITURE OF CIVIL OFFICES IN THE  
NORTH WEST FRONTIER PROVINCE.

610. **\*Mr. Anwar-ul-Azim:** (a) Is it a fact that the accounts of the contingent expenses of the civil offices in the North West Frontier Province are not audited by Government auditors, and are left in the hands of Head Clerks, Superintendents, and Registrars of offices to deal with according to their own discretion?

(b) If the answer to part (a) is in the affirmative will Government be pleased to state the reasons why Government auditors should not audit the same in future?

**Sir Denys Bray:** (a) No. They are audited by the Accountant General, Punjab.

(b) Does not arise.

DISCIPLINARY ACTION TAKEN AGAINST THE STAFF OF THE CHIEF AUDITOR'S  
OFFICE, NORTH WESTERN RAILWAY.

611. **\*Mr. Anwar-ul-Azim:** (a) Will Government be pleased to state why Ch: Vidya Datt, Sub Head, Chief Auditor's Office, North Western Railway, Lahore, was reduced from Rs. 146 to Rs. 75 permanently and why the privileges of the other staff were stopped for a considerable period?

(b) Will Government be pleased to state what particular report was made by Mr. A. Bola Krishna, Assistant Auditor, North Western Railway, about the failure of the Local Goods scheme and scamped work?

**The Honourable Sir George Schuster:** I propose to reply to questions Nos. 611 and 613 together.

Inquiries are being made and a reply will be sent to the Honourable Member in due course.

CONTINUANCE OF THE "LOCAL GOODS SCHEME" ON THE NORTH WESTERN  
RAILWAY.

612. **\*Mr. Anwar-ul-Azim:** (a) Will Government be pleased to state the reasons for which the scheme of Local Goods had been proposed to be run on the East Indian Railway when it had failed on the North Western Railway?

(b) Why has it not been run on the East Indian Railway and for what particular reasons is it again to be run on the North Western Railway?

**Mr. A. A. L. Parsons:** (a) There has been no failure in working the scheme. The position is that it was first started on the North Western Railway by the Clearing Accounts establishment at Lahore, but was held in abeyance when the Clearing Accounts establishment was transferred to Delhi, until arrangements could be made by the Chief Auditor of the North Western Railway to work it.

(b) It is proposed to bring the scheme into force on the East Indian Railway in connection with the revision of the methods of local goods traffic accounting on all State-managed railways.

**EMPLOYMENT OF L. ATMA RAM, ACCOUNTANT, ON THE LOCAL GOODS SCHEME ON THE NORTH WESTERN RAILWAY.**

†613. **\*Mr. Anwar-ul-Azim:** (a) Are Government aware of the fact that the Chief Auditor of the North Western Railway gave a warning in the report of L. Atma Ram, Accountant, for not bringing the scamped work to the notice of higher officials?

(b) Are Government aware of the fact that the same accountant is again employed to work the Local Goods scheme which has failed under his very supervision and that he has been given a salary of Rs. 400 p. m.?

(c) Are Government aware of the fact that he is another brother-in-law of Mr. Faqir Chand, A.D.C.? Will Government be pleased to state why such a man has been selected for the scheme when he has already proved a failure?

**ARTICLE PUBLISHED IN THE TRIBUNE ABOUT THE RAILWAY CLEARING HOUSE EXPERIMENT.**

614. **\*Mr. Anwar-ul-Azim:** (a) Has the attention of Government been drawn to the article published in the *Tribune*, dated the 8th January, 1928, giving a satisfactory account to the Press about the work of the Clearing House experiment?

(b) Are Government prepared to ask Mr. L. S. Dean, Director, Railway Clearing Accounts Office, to explain whether he is prepared to support the statement made in the speech of Mr. Parsons as to the number of appointments made by him and R. B. L. Faqir Chand, and also whether the appointments were made directly by him or on the recommendation of R. B. L. Faqir Chand?

(c) Are Government aware of the fact that the cards for the use of machines in connection with this scheme were printed either in the *Tribune* Press or in the Press of Khosla Brothers?

(d) Was this done in order to stop the publication of articles in the *Tribune* and *Hindu Herald*?

(e) Were all the other presses of Lahore so overworked as not to be able to take up this work?

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

(b) Certainly not.

† For answer to this question, see answer to question No. 611.

(c) and (e). A small amount of printing on blank cards was done by local presses including the *Tribune* Press and the Press of Messrs. Khosla Brothers.

(d) No.

**NUMBER OF CLAIMS REJECTED SINCE INTRODUCTION OF THE CLEARING ACCOUNTS OFFICE.**

615. \***Mr. Anwar-ul-Azim:** (a) Will Government be pleased to state what is the total number of public claims and overcharges preferred by the public in the first half of the year 1928 of the Clearing Accounts Office, and what was the number of such claims within any six months prior to the Clearing House experiment?

(b) What is the total number of such public claims rejected by the Clearing Accounts Office in the first half of the year 1928, and what is the number of such rejected claims in any six months prior to the Clearing House experiment?

**Mr. A. A. L. Parsons:** (a) and (b). Government regret that they are not prepared to undertake the laborious compilation suggested by the Honourable Member.

**ENTRUSTING OF RAILWAY CLEARING HOUSE SCHEMES TO EMPLOYEES ON THE VERGE OF RETIREMENT.**

616. \***Mr. Anwar-ul-Azim:** (a) Has the attention of Government been drawn to the fact that the Clearing House scheme was started by Mr. Scott, the ex-Director, only a year before his retirement, and that the Local scheme was about to be run by Mr. O'Callaghan, who is on the verge of retirement?

(b) Will Government be pleased to state why such schemes are entrusted to such officers only whose services are likely to terminate immediately after the schemes are put into practice?

**Mr. A. A. L. Parsons:** (a) and (b). Mr. Scott has not retired from the service of Government; and Mr. O'Callaghan has been entrusted with the supervision of the revised system for dealing with the local traffic of the North Western Railway, as Government consider him the best qualified officer available for this work.

**APPOINTMENT OF MUHAMMADANS AS ASSISTANT POSTMASTERS GENERAL AND DIVISIONAL SUPERINTENDENTS OF POST OFFICES IN CALCUTTA AND HOWRAH.**

617. \***Mr. Anwar-ul-Azim:** (a) Will Government be pleased to state the total number of Superintendents of Post Offices, including Assistant Postmasters General and Railway Mail Service Superintendents, stationed in the city of Calcutta as well as in Howrah?

(b) Is it a fact that, out of five Assistant Postmasters General and seven Divisional Superintendents, not even one is a Muhammadan? Will Government be pleased to state the cause of this total absence of the Muhammadan element or the cause of their exclusion from the cities of Calcutta and Howrah?

(c) What action, if any, was taken for observing Government orders relating to the adjustment of communal inequalities when the vacancy caused by the death of the late Mr. Abdur Rahim was filled up?

(d) Is it a fact that a senior Muhammadan Superintendent has been brought to Bengal by transfer from the Bihar and Orissa Postal Circle? If so, why was it not possible for Government to appoint this officer as an Assistant Postmaster General in Bengal?

**The Honourable Sir Bhupendra Nath Mitra:** (a) Twelve.

(b) Yes. The posting of Superintendents in a Circle is a matter entirely within the discretion of the Head of the Circle. Such postings are made to meet administrative requirements, and communal representation cannot be considered.

(c) The Honourable Member's attention is invited to the reply given to his starred question No. 72 of September, last.

(d) A Muhammadan Superintendent (though not senior) was so transferred. The second part of the Honourable Member's question does not arise in view of what has been stated already in (b) and (c) of this reply.

#### ADEQUATE REPRESENTATION OF MUSLIMS IN HIGHER APPOINTMENTS IN THE POSTAL DEPARTMENT IN CALCUTTA AND HOWRAH.

618. \***Mr. Anwar-ul-Azim:** (a) Is it a fact that, during the last 12 years, no Muhammadan, besides the late Mr. Rahim, was ever posted to the cities of Calcutta and Howrah in the capacity of a Superintendent or a Personal Assistant or an Assistant Postmaster General? If the reply is in the affirmative, will the authorities be instructed to see that the claims of the Muslim community are not neglected in the future and that they are properly and adequately represented in Calcutta?

(b) Will Government be pleased to mention the period for which the late Mr. Abdur Rahim actually worked in Calcutta proper and the periods for which each of the Superintendents at present stationed in Calcutta have been in Calcutta? Will Government be pleased to furnish the same information in regard to the Personal Assistants and the Assistant Postmasters General?

(c) Will Government please state the names of all the officers of the cadre of the Superintendents, noting against each the total period of their stay in Calcutta during the last 12 years?

**Mr. H. A. Sams:** I should like to inform the Honourable Member that postings are not made on communal considerations. That being so, Government do not propose to call for information required by him and extending over 12 years as they do not consider that any public purpose will be served by its collection.

#### WATERPROOFS MANUFACTURED BY THE NATIONAL DYE AND WATER-PROOF WORKS, CALCUTTA, AN INDIAN FIRM.

619. \***Mr. S. C. Mitra:** (a) Are Government aware that there is a purely Indian industrial firm in the name of the National Dye and Waterproof Works, Calcutta, for the manufacture of waterproof articles?

(b) Are Government aware that Mr. A. T. Weston, Director of Industries, Government of Bengal, some time ago tested the "Raynoff" waterproof coats and "Raynoff" waterproof fabrics manufactured by the

**National Dye and Waterproof Works** through the Deputy Commissioner of Police, Calcutta, and the Government Test House, Alipore?

(c) If the reply to part (b) is in the affirmative, is it a fact, that on the above mentioned tests, all their manufactures were found highly satisfactory?

(d) Are Government aware that the Controller of Purchase, Indian Stores Department, Calcutta Circle, obtained satisfactory reports about the quality of waterproofs of the said firm from the Inspector Generals of Police, Bihar and Assam, respectively?

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

(b) The Government of India are not aware of the tests carried out by the Director of Industries, Bengal. "Raynoff" waterproof coats and other waterproofed material manufactured by the National Dye and Waterproof Works were tested at the Government Test House, Alipore.

(c) The tests of the "Raynoff" waterproof coats were satisfactory. Government are not aware whether all the firm's manufactures have been tested as yet and are therefore unable to say whether they are all satisfactory.

(d) The answer is in the affirmative.

**NON-ACCEPTANCE BY THE EAST INDIAN RAILWAY OF CERTAIN TENDERS OF THE NATIONAL DYE AND WATERPROOF WORKS, CALCUTTA.**

620. \***Mr. S. C. Mitra:** (a) Are Government aware that the samples of waterproofs manufactured by the National Dye and Waterproof Works had been tested on various occasions by the Government Test House, Alipore?

(b) Are Government aware, that on all such tests the results have been found highly satisfactory?

(c) Is it a fact that Lord Lytton, the Ex-Governor of Bengal, the Honourable Sir Bhupendra Nath Mitra, Member in charge of the Department of Industries and Labour and many other high officials spoke very highly of the waterproof coats manufactured by the said firm?

(d) Are Government aware that the Governments of Bihar and Orissa, and the United Provinces, the Government Harness and Saddlery Factory, Cawnpore, the Eastern Bengal Railway, the Calcutta Port Commissioners, and the Calcutta Corporation, have placed repeated orders with the National Dye and Waterproof Works for paulins, waterproof coats and waterproof fabrics for the last few years?

(e) Is it a fact that the said firm submitted the following tenders to the East Indian Railway, namely?

(i) Tender No. 85/A/CT of 1st May, 1928 for the supply of waterproof coats, etc.

(ii) Tender No. 86/A/CT of 31st March, 1928 for the supply of waterproof capes, etc.

(iii) Tender No. 220 (Urgent) of 13th August, 1928 for the supply of waterproof coats.

(f) Are Government aware that the said firm was given a small order in respect of the aforesaid tender No. 86/A/CT but that no order was given to the said firm in respect of the aforesaid tenders Nos. 85/A/CT and 220?

(g) Are Government aware that the samples and rates of the National Dye and Waterproof Works in respect of the said tenders 85/A/CT and 220 were more favourable than those of others?

(h) Are Government aware that the order for waterproof coats was given last year by the East Indian Railway authorities to Messrs. Hall and Anderson, Limited, at a much higher rate than that submitted by the National Dye and Waterproof Works?

(i) Are Government aware that the orders for waterproof coats have been given to Messrs. Hall and Anderson by the East Indian Railway authorities for the last fifteen years?

(j) Are Government aware that the National Dye and Waterproof Works submitted samples and quotations in respect of a recent tender No. 526/G. B.-9, on the 4th February, 1929?

(k) Is it a fact that the rates submitted by the said National Dye and Waterproof Works are not lower than those submitted by Messrs. Hall and Anderson, Ltd.?

(l) Will Government be pleased to state if the National Dye and Waterproof Works have been given any order in respect of the said tender No. 526/G.B.-9?

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

(b) The test results have shown want of uniformity; in some cases they were satisfactory, but could not be described as highly satisfactory.

(c) Government have no information, except that Sir Bhupendra Nath Mitra purchased a waterproof coat from the firm some years ago and found it quite serviceable.

(d) Government have no information, but, so far as the Eastern Bengal Railway and the Harness and Saddlery Factory at Cawnpore are concerned, are making enquiries.

(e) to (l). The facts are being ascertained from the East Indian Railway, and I will communicate with the Honourable Member when their reply is received.

#### RECRUITMENT OF STAFF FOR THE NEW ACCOUNTS OFFICES ON THE NORTH WESTERN RAILWAY.

621. \***Pandit Thakur Das Bhargava:** (a) Has the attention of Government been drawn to the *Hindustan Times*, page 2, dated the 6th January, 1929, in connection with the separation of Audit and Accounts on the North Western Railway?

(b) Will Government be pleased to state the policy they are pursuing in connection with the recruitment of the staff for the New Accounts Offices in regard to:

- (i) Assistant accounts officers,
- (ii) Senior accountants,
- (iii) Junior accountants,
- (iv) Assistant superintendents,
- (v) Sub-heads,
- (vi) Senior clerks, and
- (vii) Junior clerks?

(c) Is it a fact that certain men have been appointed as senior accountants without their passing any railway accounts examination prescribed for either by Agent or Audit?

(d) Will Government be pleased to state—

- (i) what were their posts prior to their appointment as senior accountants,
- (ii) what pay they were drawing before, and
- (iii) what has been allowed now?

**Mr. A. A. L. Parsons:** With your permission Sir, I propose to reply to questions numbers 621, 622, 623, 624 and 625 together:

The questions are identical with those put by Mr. Rang Behari Lal on the 11th of this month and I invite a reference to the answers that I gave to them.

#### NOMINATION FOR TRAINING AT CALCUTTA OF EMPLOYEES OF DIVISIONAL ACCOUNTS BRANCHES.

†622. **\*Pandit Thakur Das Bhargava:** Are Government aware that in the old engineering districts of the North Western Railway there used to be accounts clerks who were getting Rs. 20 as duty allowance (sanctioned by the Railway Board), in addition to their class pay, and that they were fully acquainted with the details of accounts work in Divisions and are at present working as sub-heads in the existing Divisional Accounts Branch with more staff working under them as compared with the sub-heads, Assistant Superintendents and Junior Accountants of the Audit Offices? Will Government be pleased to state the reasons for altogether ignoring these sub-heads and other capable clerks of the Divisional Accounts Branch for nomination to the Calcutta Training School?

#### QUALIFICATION OF AUDIT CLERKS SELECTED FOR TRAINING IN CALCUTTA.

†623. **\*Pandit Thakur Das Bhargava:** Are Government aware, that among the audit clerks so selected for training at Calcutta, there are certain people who, though holding academic degrees, failed in the accounts examination held by the Agent, North Western Railway, each year and have superseded Class II and III clerks of the Divisional Accounts Branch, although the latter beat them in competition in the above examination?

#### RECRUITMENT FROM DIVISIONAL ACCOUNTS BRANCHES FOR THE POST OF ASSISTANT ACCOUNTS OFFICER, ETC.

†624. **\*Pandit Thakur Das Bhargava:** Will Government be pleased to state if they propose to take steps to safeguard the interests of the Divisional Accountants or Head Accounts Clerks and their Sub-heads and other senior clerks employed in the Divisional Accounts Branches in making appointments for the posts of Assistant Accounts Officer, Senior Accountants, Assistant Superintendents and Sub-heads, which have so far been filled up by nomination from Audit Offices, or Railway Board Offices only?

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† For answer to this question, see answer to question No. 621.

**EXCLUSION OF THE STAFF OF DIVISIONAL ACCOUNTS BRANCHES FROM FACILITIES FOR TRAINING IN CALCUTTA.**

†625. \***Pandit Thakur Das Bhargava**: Will Government be pleased to state the reasons for a wholesale exclusion of the staff employed in the Divisional Accounts Branches? Is it a fact that the men who have been sent to Calcutta have not had as much experience of executive accounts work as the Divisional Accounts Branch staff have had?

**TOTAL NUMBERS OF CERTAIN APPOINTMENTS IN THE INDIAN MEDICAL DEPARTMENT OF THE ARMY.**

626. \***Pandit Thakur Das Bhargava**: 1. Will Government please state the total strength of the following appointments separately in the Indian Medical Department (Sub-Assistant Surgeons) of the Army?

- (a) Honorary Captains,
- (b) Honorary Lieutenants,
- (c) Subedar Majors,
- (d) Subedars,
- (e) Jemadars,
- (f) Warrant Officers.

2. Is it a fact that, in infantry and cavalry regiments, there is one Subedar Major over every eighteen Indian officers?

3. If so, does this rule apply to the Indian Medical Department also? If not, why?

**Mr. G. M. Young**: 1. The Honourable Member is referred to pages 828 to 845 of the Indian Army List for January, 1929.

2. The statement made by the Honourable Member is approximately correct.

3. No, Sir. The fact that a certain proportion of officers to non-commissioned officers is required in a fighting unit has no bearing on the requirements of a department.

**RULES FOR PROMOTION OF SUBEDARS.**

627. \***Pandit Thakur Das Bhargava**: (a) Will Government please state the rule or rules by which promotion to Subedar Majorship from Subedarship is regulated? Is it by selection, seniority in service or according to the present position in the Army List?

(b) If it is according to the position as given in the Indian Army List, are Government aware that such a rule is likely to deprive the Sub-assistant surgeons who joined service in 1895 or 1896, of their rights to get promotion to Subedar Majorships because of junior supernumerarily promoted officers being placed above them in the Army List?

(c) Do Government propose to consider such cases for special grants of land or pension?

**Mr. G. M. Young**: (a) Promotion is made by selection.

Parts (b) and (c) do not arise.

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† For answer to this question, see answer to question No. 221.

**OMISSION TO TAKE THE OATH OF ALLEGIANCE BY *EX-OFFICIO* MEMBERS OF CANTONMENT BOARDS.**

628. \***Pandit Thakur Das Bhargava:** (a) Are Government aware that in several cantonments, nominated and *ex-officio* members of a Cantonment Board begin to perform their functions in the Committees of a Cantonment Board appointed under section 44 of the Cantonments Act before taking the oath of allegiance as prescribed in section 18 (1) of the Cantonments Act?

(b) Has the attention of the Government been drawn to an article headed "Administration of the oath of Allegiance; Its legal value" in the *Cantonment Advocate* of May, 1928?

**Mr. G. M. Young:** (a) Government have no information. I am examining the legal point raised by this part of the question, and will communicate the result of this examination to the Honourable Member.

(b) Yes.

**ORDERS TO VACATE SHOPS BY THE CANTONMENT AUTHORITIES OF CHERAT.**

629. \***Pandit Thakur Das Bhargava:** (a) Is it a fact that in Cherat all the business shops belong to the Cantonment Authority?

(b) Is it a fact that there have been cases in the past in which the Executive Officer, acting under the advice of the Kotwal, has issued notices to certain shopkeepers to vacate their shops without any valid reason?

(c) Are Government aware that, in case of non-compliance with the above notices, the Executive Officer, who is generally also a military officer, has used Government Military Police to get the shops forcibly vacated?

(d) Is it a fact that there is great discontentment and agitation among the shopkeepers for want of permanency in the tenancy of the Cantonment Board shops and the use of the Military Police in getting them vacated whenever the Executive Officer choses to have them so vacated?

(e) Do Government propose to take steps to remove the grievances of these shopkeepers?

**Mr. G. M. Young:** The Government have no information. I am making enquiries and will let the Honourable Member know the result.

**PROCEDURE OF THE CANTONMENT AUTHORITY FOR PREPARING BILLS, ISSUING CHEQUES, ETC.**

630. \***Pandit Thakur Das Bhargava:** (a) Is it a fact that under the Cantonments Account Manual, the Executive Officer, in his capacity as the head of the office of a Cantonment Authority, prepares bills for the expenditure incurred by him and also issues and signs cheques for the same?

(b) Are Government aware that in all advanced municipalities, the work of "preparing bills" and "issuing cheques" is entrusted to separate officers, and that while the Secretary prepares the bills, it is the Vice-President who issues the cheques after applying such a check to the bills as he thinks to be necessary?

(c) Do Government propose to adopt the same procedure in the case of Cantonments?

**Mr. G. M. Young:** (a) Yes. The Honourable Member's attention is drawn to rule 30 of the Cantonment Account Code, 1924, which lays down the procedure for the preparation and payment of bills for expenditure from a Cantonment Fund.

(b) The answer is in the negative. I am not aware of the practice in all advanced Municipalities, nor do I know which Municipalities would come within the Honourable Member's definition of "advanced" and which he would describe as "backward".

(c) No, Sir. Government see nothing objectionable in the practice enjoined by the Cantonments Account Code.

**PROPOSED DEMOLITION OF THE BAZAAR ATTACHED TO THE HARDINGE LINES,  
AMBALA CANTONMENT.**

681. **\*Pandit Thakur Das Bhargava:** (a) Are Government aware that there is a small bazaar attached to the Hardinge Lines, in Ambala Cantonment?

(b) Is it a fact that, to benefit the coffee shop contractor, there is a proposal to demolish the bazaar? Does the contractor pay some rebate to the regiment?

(c) Are Government aware that this bazaar has been in existence ever since the establishment of the Cantonment, and its demolition is likely to cause great hardship and resentment to the shopkeepers of the bazaar who have been occupying it and serving the troops for 3 or 4 scores of years?

**Mr. G. M. Young:** The Government have no information. I am making inquiries and will let the Honourable Member know the result.

**REPORTED DISCOURTESY OF THE EXECUTIVE OFFICER, SAUGOR  
CANTONMENT.**

682. **\*Pandit Thakur Das Bhargava:** (a) Are Government aware that the Executive Officer, Saugor Cantonment, addressed a notice to the owner of house No. 5/10, Sudder Bazar, Saugor, as "To Ghansham, owner of house No. 5/10"?

(b) Is it a fact that one of the recommendations of the Government of India Reforms Committee appointed in 1921 to report about the changes necessary in cantonment administration was that the notices issued by the Cantonment Authority should be couched in polite language and should be addressed with due courtesy? Have Government issued any instructions in this behalf? If not, do they propose to do so now?

(c) Have Government seen the article headed "Brown Autocracy at Saugor Cantonment" published in the *Cantonment Advocate* of November, 1928, in which the above discourtesy has been severely condemned?

**Mr. G. M. Young:** (a), (b) and (c). Government have seen the article referred to. It appears that a notice relating to the clearance of a private latrine was sent by the Cantonment Authority to a house owner: and that the notice was addressed in the manner described. Government have no reason to suppose that any discourtesy was intended. The recommendation of the Committee mentioned in part (b) of the question related to forms of notices prescribed under the Cantonments Acts, and not to modes of address.

RECOGNITION OF THE SAUGOR RESIDENTS' ASSOCIATION.

638. \*Pandit Thakur Das Bhargava: (a) Are Government aware that in October, 1928, the Honorary Secretary of the Saugor Residents' Association addressed a communication to the Executive Officer on the subject of the proposed imposition of a new tax on private latrines and that the communication in question was returned by the Executive Officer with the remark "I don't recognise this Association"?

(b) Is it a fact that after the above communication was received back with the above remark of the Executive Officer, all the house-owners, whom the proposed tax affected, signed the communication and submitted the same to the President informing him that in future all correspondence concerning all matters of a public nature relating to Cantonment residents, would be conducted by the "Residents' Association, Saugor"?

(c) Are Government aware that the Saugor Residents' Association is a properly constituted branch of the All-India Cantonments Association?

Mr. G. M. Young: Government have no information. I am making inquiries and will let the Honourable Member know the result.

IGNORING OF NON-OFFICIAL OPINION ON THE CANTONMENT BOARD AT AMBALA.

684. \*Pandit Thakur Das Bhargava: (a) Is it a fact that an application submitted for putting up iron-bar doors in the verandah of a house in the Sudder Bazaar, Ambala, at the meeting of the Cantonment Board, Ambala, held on 30th October, 1928, was opposed by Colonel Williams, the then Health Officer of the Cantonment, on the ground that the putting of iron-bar doors would prevent light and air?

(b) Are Government aware that the application was supported by all the non-official members?

(c) Is it a fact that, in spite of the united non-official support, the application was rejected by the majority of the official members?

(d) Are Government aware that, as a protest against this spurning of non-official opinion all the non-official members present in the meeting walked out of it after making a statement of protest?

Mr. G. M. Young: I am making enquiries and will inform the Honourable Member of the result.

DELEGATION TO THE EXECUTIVE OFFICER OF THE CANTONMENT BOARD OF POWER TO INSTITUTE CASES UNDER THE CANTONMENT ACT.

635. \*Pandit Thakur Das Bhargava: (a) Is it a fact that in some Cantonments power to sanction and launch cases under the Cantonments Act has been delegated by the Cantonment Board to the Executive Officer?

(b) If so, will Government be pleased to state the section of that Act under which a Cantonment Board is empowered to delegate such a power to the Executive Officer?

Mr. G. M. Young: (a) Government have no specific information, but are prepared to accept the fact as stated.

(b) The number of the section is 266.

## DISCHARGE OF CANTONMENT FUND SERVANTS.

636. \***Pandit Thakur Das Bhargava:** (a) Are Government aware that in several cantonments some old Cantonment Fund servants have been discharged on three months' notice at the initiative of the Executive Officers of those places, under an incorrect interpretation of rule 6(1) of the Cantonment Fund Servants Rules?

(b) Is it a fact that the rule in question does not give the Cantonment Authority any power to discharge a Cantonment Fund servant, but only lays down that a servant so discharged should be given three months' pay?

(c) Is it a fact that the All-India Cantonments Association represented to the Army Secretary to the Government of India the erroneous interpretation put upon the rule by some Cantonment Authorities and requested him to issue instructions that no Cantonment Fund servant should be discharged, except when his post is brought under reduction, and that if a Cantonment Fund servant is incompetent, dishonest, or disobedient, he should be dealt with according to rules 9 and 10 of the Cantonment Fund Servants Rules?

(d) Are Government aware that, in his letter No. 86 (A. D. 4), dated the 11th January, 1929, the Army Secretary has issued instructions that a Cantonment Authority can discharge a Cantonment Fund servant on notice as it has an inherent right to do so "under the ordinary law of master and servant"?

(e) Are Government aware that those instructions have created consternation among the Cantonment Fund employees in all cantonments and have encouraged certain Executive Officers to turn out some very reliable and competent Cantonment Fund servants in order to make room for their own protégés?

**Mr. G. M. Young:** (a) Government have no information.

(b) Rule 6 does not actually confer the power to discharge, but by providing that every servant shall be entitled to three months' notice before discharge it plainly implies the existence of that power.

(c) Government received a representation from the Association asking for a correct interpretation of the rule.

(d) Yes.

(e) Government have no information, but I think it is most unlikely that any Executive Officer has acted in the manner suggested.

## PROVISION OF A HOSPITAL FOR THE CIVIL POPULATION AT RISALPUR CANTONMENT.

637. \***Pandit Thakur Das Bhargava:** (a) Are Government aware that the Risalpur Cantonment has no hospital maintained from the Cantonment Fund to administer medical relief to the civil population of that place?

(b) Is it a fact that, under the Cantonments Act of 1924, it is one of the obligatory functions of the Cantonment Authority to provide medical relief to the people of the Cantonment?

(c) Is it a fact that the Cantonment Authority in Risalpur makes some contribution from the Cantonment Fund to the Indian Station Hospital of that place to render medical aid to the Cantonment people?

(d) Is it a fact that the Indian Station Hospital is at a distance of more than a mile from the Sudder Bazaar and that the sick and the injured from among the civil population find it very inconvenient to go to that hospital and have to wait for hours even when they go there, for the medical authorities there attend to them only when they have leisure from their own legitimate work?

(e) Is it a fact that the civil population of Risalpur Cantonment cannot get medical aid in time on account of this unsatisfactory arrangement and that they have represented this grievance to the Government through the All-India Cantonments Association? If so, do Government propose to open a separate hospital?

**Mr. G. M. Young:** (a) Yes, Sir.

(b) Yes, so far as the funds at its disposal permit.

(c) Yes.

(d) Government are not aware exactly how far the hospital is from the bazaar, but they have no reason to believe that any great hardships or delays are entailed by the present arrangement.

(e) Government received a representation from the All-India Cantonments Association on the subject, but on inquiry they were informed that the only grievance of the inhabitants of Risalpur was that they were too highly taxed, and that, even with the present taxation, the Cantonment could not afford to provide its own hospital.

**ACTION OF THE CANTONMENT AUTHORITIES OF AMBALA IN A CASE OF CHOLERA IN THE CANTONMENT.**

688. **\*Pandit Thakur Das Bhargava:** (a) Is it a fact, that on the 14th November, 1928, there was an imported case of cholera in the Sudder Bazaar of the Ambala Cantonment and that the person suffering from that disease was the old mother of one Lala Raja Ram, a respectable resident of that Cantonment?

(b) Is it a fact that immediately on the arrival of his mother from the Kurukshetra Eclipse Fair, where she got the cholera infection, Lala Raja Ram made all arrangements for her isolation and treatment in his house?

(c) Are Government aware that, in spite of those arrangements having been made, Captain R. C. Gaulatia, Medical Officer in charge of the Cantonment General Hospital in those days, served a notice upon Lala Raja Ram, under section 175 of the Cantonments Act, to bring his mother to the Cantonment General Hospital, after he had examined her at his house?

(d) Is it a fact that on Lala Raja Ram's not complying with the above notice, owing to the patient's being not in a fit condition to be removed to the hospital, Captain R. C. Gaulatia approached Brigadier General E. C. Gepp, Commanding Sirhind Brigade Area at Ambala, and persuaded him to issue a notice on Lala Raja Ram to leave the Cantonment within 24 hours under section 176 of the Cantonments Act?

(e) Are Government aware that a copy of the notice referred to in part (d) was sent to the Police Inspector, Ambala, to forcibly evict Lala Raja Ram from the Cantonment after the expiry of 24 hours from the time of the issue of the notice?

(f) Is it a fact that when the notice mentioned in part (d) was issued, the mother of Lala Raja Ram was dead and he was engaged in the performance of her cremation and funeral ceremonies?

(g) Are Government aware that the issuing of this notice created consternation among the people, as section 176 empowered the Officer Commanding the Station to issue a notice on a 'person suffering from cholera' and not upon his attendant?

(h) Is it a fact that, in view of the strong public feeling roused by this action of Brigadier General E. C. Gepp, some non-official members of the Cantonment Board approached the Executive Officer and pointed out to him the illegality of the affair, and on that representation the notice in question was cancelled by Brigadier E. C. Gepp, on the condition that Lala Raja Ram would attend the hospital and stay there for six days?

(i) Are Government aware that Lala Raja Ram was then forced to attend the hospital for some days and that this greatly interfered with the performance of the funeral ceremonies of his dead mother?

**Mr. G. M. Young:** The information asked for by the Honourable Member is being collected and will be supplied to him.

#### CONSTITUTION OF A CANTONMENT BOARD AT RISALPUR.

639. \***Pandit Thakur Das Bhargava:** (a) Is it a fact that Risalpur Cantonment is "corporation sole" in spite of its having a population of 4,883?

(b) Are Government aware that the civic administration of that place is carried on by different military officers who are required to do the work of the Executive Officer from time to time in addition to their own duties?

(c) Are Government aware that, on account of this constant change of Executive Officers, there is no continuity of policy in the administration, and that the people have, since the creation of the "corporation sole", suffered seriously for the above reason?

(d) Is it a fact that, under the provisions of section 14, it is intended that every cantonment having a civil population of 2,500 or over should have a Cantonment Board?

(e) Do Government propose to constitute a Cantonment Board at Risalpur? If not, why not?

**Mr. G. M. Young:** (a) Yes, Sir, the Cantonment Authority is a Corporation Sole. I do not know the precise number of the civil population.

(b) Yes.

(c) Some inconvenience may be caused by the unavoidable changes of officers, but Government have no reason to believe that the cantonment population has suffered seriously on that account.

(d) No, Sir. The effect of the section is that a Cantonment with a civil population of over 2,500, if it is administered by a Board at all, is administered by an elected Board, except in the North-West Frontier Province and British Baluchistan, where there are no elected Boards.

(e) Government will consider whether it is advisable to constitute a nominated Board in Risalpur.

**INVALIDITY OF NOTICES TO SHOPKEEPERS ISSUED BY THE EXECUTIVE OFFICER OF RISALPUR CANTONMENT.**

640. \*Pandit Thakur Das Bhargava: (a) Is it a fact that notices under section 210 (8) (a) were issued by the Executive Officer, Risalpur, under his own authority to about 13 shopkeepers of that Cantonment and that prosecutions were subsequently launched against them for non-compliance with the notice in the Court of the Assistant Commissioner, Nowshera?

(b) Are Government aware that the above Court discharged all the persons prosecuted on the ground that the notices issued were not valid and should have been issued under the authority of the Cantonment Authority, as expressly provided in the section quoted in part (a) above?

(c) Is it a fact that the Commanding Officer of that Cantonment took objection to the discharge, and the Assistant Commissioner, Nowshera, in his letter No. 1859, dated the 3rd August, 1928, informed the Executive Officer that the notices should have been issued by the Cantonment Authority and that the Cantonments Act did not allow the delegation of that authority to any one else?

**Mr. G. M. Young:** Government have no information. Enquiries are being made and the Honourable Member will be informed in due course.

**SYSTEM OF LEASING VEGETABLE AND MEAT MARKETS IN THE CANTONMENT OF RISALPUR.**

641. \*Pandit Thakur Das Bhargava: (a) Is it a fact that in Risalpur Cantonment there are the Vegetable and Meat Markets of the Cantonment Authority and no vegetables or meat of any kind can be sold there outside the market?

(b) Is it a fact that the Cantonment Authority of Risalpur leases out these markets to one man by auction, with the result that he thus secures the monopoly of that trade?

(c) Is it a fact that, though there are several stalls in those markets, yet the lessee does not rent the stalls not used by him and keeps them vacant with a view to secure a monopoly?

(d) Are Government aware that this system is causing hardship to the poor people who have to pay high prices for vegetables and meat, for want of competition?

(e) Under the circumstances, do Government propose to direct that, instead of the market being auctioned, only stalls should be auctioned?

**Mr. G. M. Young:** I am making inquiries and will let the Honourable Member know the result.

**ALLEGED IRREGULARITIES AT THE MEETING OF THE CANTONMENT BOARD, AMBALA.**

642. \*Pandit Thakur Das Bhargava: (a) Are Government aware that Lieut.-Colonel Williams, Commanding the Indian Station Hospital, Ambala, was permitted by Brigadier E. C. Gepp, President, Cantonment Board, Ambala, to occupy the *ex-officio* seat of the Health Officer in the Cantonment Board meeting of the 26th November, 1928?

(b) Is it a fact that Colonel Kelly held the post of the Health Officer on that day and was out on manœuvres with the troops in that capacity?

(c) Is it a fact that the Vice-President of the Board brought to the notice of the President that, as the post of the Health Officer was held by Colonel Kelly on that day, Lieut.-Colonel Williams, even if performing his routine duties at Ambala, could not, under section 14(1) of the Cantonments Act, take the seat of the Health Officer on the Board?

(d) Are Government aware that the President, Brigadier E. C. Gepp, overruled the objection of the Vice-President and allowed Lieut.-Colonel Williams, though not holding the post of the Health Officer, to participate in the proceedings of the Board, as an *ex-officio* member?

(e) Do Government propose to take steps to ensure that such irregularities are not allowed to be repeated?

Mr. G. M. Young: (a) Yes.

(b) No, Sir. The Honourable Member's attention is invited to section 2 (xiv) of the Cantonments Act. While Colonel Kelly was away from the Cantonment, he could not hold the post of Health Officer.

(c) and (d). The facts are more or less as stated by the Honourable Member, except that apparently Lieutenant-Colonel Williams did hold the post of Health Officer Ambala Cantonment, on that day.

(e) On the information before the Government of India, no irregularity took place.

**REJECTION BY THE EXECUTIVE OFFICER, AMBALA CANTONMENT, OF APPLICATIONS FOR REBUILDING OLD HOUSES.**

643. \*Pandit Thakur Das Bhargava: (a) Is it a fact that cases have recently occurred in which the Ambala Cantonment Board, acting on the advice of the present Executive Officer, has rejected applications for rebuilding of old existing houses on a more sanitary plan simply because, according to the Executive Officer's reading of the survey plan, a portion of the house is shown as "open Cantonment land" in the survey plan?

(b) Is it a fact that in the years 1925, 1926 and 1927 such cases were always decided on their merits and the building applications were sanctioned after the Board had satisfied itself about the *bona fides* of the old existing house?

(c) Is it a fact that the Army Secretary, Government of India, has issued more than one circular that the Cantonment Board should not reject applications for construction of buildings on the existing site in private occupation or for re-construction of an old existing building simply because the Executive Officer considers the part of the site to be the Government property?

(d) Is it a fact that the procedure suggested in such a case by the Army Secretary is for the Board to sanction the application and simultaneously to give a notice that, since a portion of the land is being contested by the Government, the person building such houses would proceed with the construction at his own risk?

(e) If the above be a fact, do the Government propose to enquire why these instructions are not being carried out in Ambala?

**Mr. G. M. Young:** There appears to have been some misunderstanding of the instructions issued by Government, the gist of which has been correctly quoted by the Honourable Member.

The matter was recently brought to the notice of Government and I understand that the necessary instructions have now been issued by the local authorities to set matters right.

#### PROVISION OF SCHOOLS IN RISALPUR CANTONMENT.

644. **\*Pandit Thakur Das Bhargava:** (a) Is it a fact that Risalpur Cantonment has a civil population of 4,838 according to the recent Government census figures?

(b) Are Government aware that there is no Girls' School in Risalpur and that there is only one Boys' Primary School in that Cantonment in a very unsuitable building used previously for residential purposes?

(c) Is it a fact that the school attracts only a very limited number of boys?

(d) Is it a fact that the total Cantonment Fund receipts in Risalpur are approximately rupees seventy thousand a year?

(e) Is it a fact that the people of Risalpur Cantonment have approached the Government, through the All-India Cantonments Association, for better arrangements for education?

(f) Will Government be pleased to state what action they have taken in the matter so far, and if none, what steps they propose to take to ensure that primary education is provided free to all the boys and girls of school-going age in Risalpur Cantonment?

**Mr. G. M. Young:** (a) According to the 1921 Census, the population of the Risalpur Cantonment, including troops and their followers, was 8,499. No separate figures for the civil population are available.

(b) Government understand that there is one primary school in the Cantonment whose staff is under the direct supervision of the Education Department of the Local Government and is paid for by the District Board. The school is accommodated in a residential building which has been remodelled according to educational requirements.

(c) Government have no reason to believe that the school is unpopular.

(d) Yes, Sir.

(e) and (f). This was one of the matters mentioned in the representation from the All-India Cantonments Association to which I referred in answering Question No. 637.

On inquiry it was found that the complaint was not confirmed by the inhabitants of Risalpur. It is the duty of the Cantonment authority to make provision for primary education so far as funds permit. The Government of India have already issued instructions to local authorities

drawing their attention to this provision of the law and urging them to provide educational facilities on a scale approximating as closely as possible to that in force in the neighbouring municipalities.

**FAILURE OF THE AMBALA CANTONMENT BOARD TO PROCEED WITH MEASURES OF PUBLIC IMPORTANCE.**

645. \***Pandit Thakur Das Bhargava:** (a) Are Government aware that for some years past the Ambala Cantonment Board has been putting off urgent measures of public weal in its efforts to comply with the instructions of the Northern Command to balance its Budget?

(b) Is it a fact that, in balancing the Budget for 1929-30, the Cantonment Board had to give up such important measures, as the opening of Ayurvedic and Unani Branches in the Cantonment General Hospital, provision of a metalled road to the cemetery for depressed classes, provision of drains in the "no drain, no road area" in that Cantonment, the provision of a "Ladies Park" in the maidan near the Sudder Bazaar, the training of 'dais' and the appointment of a Lady Health Visitor?

(c) Is it a fact that the non-official members of the Board made a joint request to the Command, to recommend some grant-in-aid for the Cantonment, or at least to move the Government to waive its quarter share of land revenue in the case of Ambala, to enable the Board to take up the above measures of great public importance?

(d) Are Government aware that, instead of making some recommendation on the request made, the Command has returned the Budget duly approved, with no provision for the above measures?

(e) Is it a fact that, after a careful and prolonged enquiry, the Cantonment Board has informed the Government that in Ambala, with its dwindling population and trade, and its garrison considerably reduced, there was no possibility of imposing a new tax or making any increase in the existing taxation?

(f) Are Government prepared to enquire into the matter and to accede to the request of the non-official members to waive their quarter share in land revenue?

**Mr. G. M. Young:** (a) to (e). The Government of India are aware that the budget of the Ambala Cantonment for 1929-30 has been sanctioned by the General Officer Commanding-in-Chief, Northern Command, and that it does not include provision for the measures referred to. They have not however seen the correspondence between the Board and the Command on the subject.

(f) I will make the inquiries suggested, but I can give no assurance that the request will be granted.

**ISSUE OF LICENCES TO SHOPKEEPERS IN RANIKHET CANTONMENT.**

646. \***Pandit Thakur Das Bhargava:** (a) Is it a fact that the Station Staff Officer of Ranikhet recently wrote to the Executive Officer of that place not to issue new licences or to renew old ones under section 210 of the Cantonments Act, to the shopkeepers, unless the approval of the Officer Commanding the Station for the same was obtained beforehand?

(b) Are Government aware that this step has been taken for the benefit of the coffee shop contractor of the regiment?

(c) Is it a fact that section 210 of the Cantonments Act does not lay down that any such approval of the Officer Commanding the Station is necessary for issuing new or renewing old licences?

(d) Will Government please state why the Officer Commanding the Station has interfered in Cantonment administration without due authority?

(e) Do Government propose to take steps to stop such interference in future and take action against the offending "Officer" in this case?

**Mr. G. M. Young:** Government have no information. Inquiries are being made and the result will be communicated to the Honourable Member.

#### RESIGNATION OF NON-OFFICIAL MEMBERS OF THE SAUGOR CANTONMENT BOARD.

647. **\*Pandit Thakur Das Bhargava:** (a) Is it a fact that all the elected members of Saugor Cantonment walked out of the meeting of the Cantonment Board held on the 26th August, 1928, as a protest against the proceeding of the official members in passing a resolution by their sheer majority, for increasing taxation in that Cantonment in the face of the united protest of the elected members and the people?

(b) Are Government aware that, after the walk-out, all the elected members resigned their seats on the 29th August 1928?

(c) Is it a fact that, though about five months have elapsed, yet the resignations of the members have not been accepted nor bye-elections held to fill up the elected seats thus vacated?

(d) Are Government aware that under the Cantonments Act, such resignations should have been forthwith accepted by the Local Government and bye-elections held to fill up the seats?

(e) Do Government know that this abnormal delay on the part of the Central Provinces Government in accepting resignations and holding bye-elections has led to the Cantonment Administration of Saugor being conducted for the last five months solely according to the wishes of the official members, in direct contravention of the spirit of the reforms intended to be introduced in the Cantonment Administration by the Cantonments Act of 1924?

(f) Do Government propose to ask for an explanation from the authorities concerned as to why this unusual delay has taken place in the matter and take steps to have the bye-elections expedited?

**Mr. G. M. Young:** Government have no information. The matter is one that primarily concerns the Local Government, to whom a copy of this question and answer is being communicated.

#### RECONSTITUTION OF AN ELECTED BOARD FOR KAMPTEE CANTONMENT.

648. **\*Pandit Thakur Das Bhargava:** (a) Is it a fact that, after the separation of the Sudder Bazaar from the Cantonment of Kamptee, the elected Board in that Cantonment has been substituted by a nominated Board?

(b) Are Government aware that this substitution has caused great dissatisfaction among the people?

(c) Is it a fact that, even after the separation of the Sudder Bazaar, the civil population of Kamptee Cantonment is over 2,500?

(d) Will Government be pleased to state the reasons for the abolition of the elected Cantonment Board?

(e) If the civil population of Kamptee may still be found to exceed 2,500, do Government propose to take steps to re-create an Elected Board there?

**Mr. G. M. Young:** (a) Yes.

(b) No.

(c) No.

(d) Because the civil population, according to the latest census is under 2,500.

(e) The question is hypothetical, but I may say that Government have no intention of contravening the provisions of the Cantonments Act.

#### ISSUE OF DISTRESS WARRANTS IN CANTONMENTS FOR ARREARS OF RENT.

649. **\*Pandit Thakur Das Bhargava:** (a) Are Government aware that in some Cantonments, the Executive Officers have been issuing distress warrants for the recovery of arrears on account of rent due for Cantonment land?

(b) Is it a fact that, under section 259 of the Cantonments Act, an application can be made to the Magistrate for realising money due to the Cantonment Authority by the distress and sale of the movable property of the "defaulter", only when that money is recoverable under the Act?

(c) Is it a fact that, by its circular No. 31080/8-A. D., dated the 8th May, 1926, the Government of India in the Army Department have conveyed clear instructions that recovery of land rents can only be effected by instituting a civil suit and not by issuing a distress warrant under section 259 of the Cantonments Act?

(d) Is it a fact that, even in spite of the Government of India circular quoted in part (c), the Executive Officer of Ambala Cantonment has, without the knowledge and permission of the Cantonment Board, issued distress warrants under section 259 to effect recovery of land rents?

(e) Has this action of the Executive Officer led to litigation with some of those served with distress warrants, and was this course objected to by the non-official members?

(f) Do Government propose to invite the attention of the Executive Officers of Cantonments to their Circular No. 31080/8-A. D., dated the 8th May 1926?

**Mr. G. M. Young:** (a) Government have no information to the effect stated.

(b) Yes.

(c) Yes.

(d) and (e). I am making enquiries and will let the Honourable Member know the result.

(f). All Executive Officers have already been supplied with a copy of the communication quoted.

**REJECTION BY THE EXECUTIVE OFFICER OF A CANTONMENT OF THE PROPOSAL OF AN ELECTED MEMBER OF THE CANTONMENT BOARD.**

650. \***Pandit Thakur Das Bhargava:** (a) Has the attention of Government been drawn to the Bareilly news published on page 85 of the *Cantonment Advocate* of July, 1928?

(b) Is it a fact that the news refers to a proposal sent by Mr. S. M. Idris, an elected member of the Board, and returned by the Executive Officer with the remark "not necessary"?

(c) Will Government be pleased to state, under what section of the Cantonments Act, or the regulations framed under the Act, it is within the power of an Executive Officer to reject proposals received from the members and not to include them in the Agenda?

**Mr. G. M. Young:** (a) I have seen the article.

(b) Government have no information.

(c) There is nothing in the Act or rules to prevent a member from bringing proposals before the Cantonment Board. I am not aware of the subject of the proposal referred to, nor of the circumstances or intention of the remark attributed to the Executive Officers; but the member could have made the proposal at a meeting if he had wished.

**REMOVAL FROM THE CANTONMENT BOARD OF DEOLALI OF MR. H. C. LEVITT, DUE TO HIS EMPLOYMENT BY THE EX-OFFICIO PRESIDENT OF THE BOARD.**

651. \***Pandit Thakur Das Bhargava:** (a) Is it a fact that Mr. H. C. Levitt is a member of the Cantonment Board, Deolali?

(b) Is it a fact that he is also employed as a Surveyor under the Military Estate Officer, Deolali?

(c) Is it a fact that on account of this employment of his, Mr. H. C. Levitt becomes a servant of the Officer Commanding the Station, who is the *ex-officio* President of the Board?

(d) Is it a fact that, under the Cantonments Act of 1924, the servant of a member of a Cantonment Board cannot himself be a member of that Board?

(e) If the answer to part (a) be in the affirmative, are Government prepared to take steps to remove Mr. H. C. Levitt, from the Board?

**Mr. G. M. Young:** (a) Yes.

(b) Yes.

(c) No, Sir. He is a servant of Government.

(d) Yes.

(e) Does not arise.

CIRCUMSTANCES OF THE DISMISSAL FROM THE MILITARY ENGINEERING SERVICE AT LANDIKOTAL OF THE PRESENT DEPUTY SUPERINTENDENT OF THE JAIL AT PESHAWAR.

652. \***Mr. Muhammad Ismail Khan:** (a) Is it a fact that the present Deputy Superintendent of the Jail at Peshawar was, some time before his appointment to the present post, employed in the Military Engineering Service at Landikotal, and that he was dismissed from the latter service?

(b) If the answer to part (a) is in the affirmative, will Government be pleased to state:

(i) the circumstances of the case in connection with which he was dismissed; and

(ii) whether his dismissal from Government service was not a bar to his appointment to the present responsible post carrying high pay?

(c) Is it a fact that he has since been suspended? If so, will Government please state the circumstances of the case and the result thereof?

**The Honourable Mr. J. Orerar:** The information has been called for from the Chief Commissioner, North-West Frontier Province, and will be supplied to the Honourable Member on receipt.

OFFICIATING APPOINTMENT OF DIRECTOR OF PUBLIC INSTRUCTION IN THE NORTH-WEST FRONTIER PROVINCE.

653. \***Mr. Muhammad Ismail Khan:** (a) Will Government be pleased to state the qualifications necessary for an officer of the Indian Education Service for an appointment as a Director of Public Instruction in a province?

(b) Is it a fact that there was no officer in the Education Service possessing such qualifications available in the North-West Frontier Province to succeed the present Director of Public Instruction when he proceeded on leave last year?

(c) Will Government be pleased to state the special reasons justifying the selection of an officer of the Indian Education Service from such a remote province as Bihar to take up the officiating appointment of Director of Public Instruction in the North-West Frontier Province last year?

(d) Will Government be pleased to state how the seniority and other qualifications of the officers of Indian Education Service in the North-West Frontier Province compare with those of the officer imported from Bihar?

**Mr. G. S. Bajpal:** (a) It is impossible to define precisely the qualifications required for the post. But, as in the case of other headships of Departments, experience and knowledge of the problems of administration peculiar to the department, energy, efficiency and tact are important.

(b) That, Sir, was the opinion of the Chief Commissioner who is best in a position to appraise the merits of his own officers.

(c) The reason has already been given in answer to part (b) of the question.

(d) A statement giving the information required is being placed on the table.

*Statement showing the seniority and other qualifications of Messrs. Inayatullah Khan and T. C. Orgill.*

*Mr. Inayatullah Khan.*

*Mr. T. C. Orgill.*

Date of appointment to Indian Educational Service ..	17th October 1919 ..	1st May 1913.
Posts held in Indian Educational Service ..	(i) Headmaster, Government High School, Peshawar. (ii) Principal, Training College, Peshawar (Officiating).	(i) Headmaster, Zilla School, Patna. (ii) Registrar of Examinations and Inspector of European Schools. (iii) Principal, Greer Bhumihar Brahman College, Muzaffarpur (Officiating). (iv) Assistant Director of Public Instruction. (v) Deputy Director of Public Instruction. (vi) Director of Public Instruction (Officiating).

*Punjab.*

*Cambridge.*

Academic qualifications ..	B. A., class II, 1906 .. M. A. (Mathematics), class I, 1907.	Classical Tripos, Class II, division I, 1906.
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*Cambridge.*

Mathematical Tripos, Part I, class I, 1909 (Wrangler).

Natural Sciences Tripos, Part I, class III, 1911.

Oriental Languages Tripos, class I, 1911.

Mechanical Sciences Tripos, class II, 1912.

**SPECIAL TREATMENT GRANTED TO A LIFE CONVICT IN THE JAIL AT PESHAWAR.**

654. \*Mr. Muhammad Ismail Khan: (1) Is it a fact that a life convict, Abdul Ghafar by name, a Khan of Mardan who had committed the crime of murder, was:

- (a) absolved from hard labour in the jail at Peshawar by appointing him to work as an orderly to the Superintendent of the jail;
- (b) furnished all along with comfortable quarters having electric fans and lights meant for the residence of European prisoners;

- (c) provided with the services of another convict named Ghulam to prepare special food for him not authorized by the jail regulations; and
- (d) transferred to Abbottabad Jail last summer in order to enjoy the cool climate of that place?

(2) Will Government be pleased to state why this special treatment was meted out to the life convict and who is responsible for allowing him these facilities in contravention of jail regulations?

**The Honourable Mr. J. Orerar:** The information has been called for from the Chief Commissioner, North-West Frontier Province, and will be supplied to the Honourable Member in due course.

**REFUSAL OF PERMISSION TO REVERT TO THEIR SUBSTANTIVE APPOINTMENTS TO CERTAIN CLERKS OF THE 1ST (RISALPUR) CAVALRY BRIGADE OFFICE.**

855. **\*Mr. Muhammad Ismail Khan:** (a) Will Government be pleased to state whether clerks having substantive appointments in the military staff offices, long before the formation of the Indian Corps of Clerks, are liable to be dismissed from Government service if, as probationers in the Corps, they happen to be unsuccessful in the examination prescribed for the Corps?

(b) Is it a fact that, under the Army Instructions (India), such probationer clerks as have failed in the Indian Corps of Clerks' examination are permitted to revert to their substantive appointments which had been given to them after they had passed the usual test examination and had qualified themselves for the same in the first instance?

(c) Is it a fact that such clerks as mentioned above, who had been dismissed from Government service, had recently been reinstated by the Adjutant General in India on the ground that their dismissal was illegal?

(d) If the answer to part (c) is in the affirmative, will Government be pleased to state why the reinstated clerks were compelled subsequently to appear again in the Indian Corps of Clerks' examination and again dismissed from Government service on failing to pass the examination, and whether the action was not against the decision of the Adjutant General in India mentioned in part (a)?

(e) If the answer to part (b) is in the affirmative, will Government be pleased to state whether the Muslim clerks in the 1st (Risalpur) Cavalry Brigade Office who had:

(i) some years permanent service,

(ii) received increments for satisfactory work,

(iii) their service books and character rolls free from any entry regarding the efficiency, and

(iv) being reinstated by the Adjutant General in India, were not allowed to revert to their substantive appointments which required no further test examination? If not, why not?

**Mr. G. M. Young:** (a) No; but a clerk may be discharged for inefficiency at any time irrespective of whether he belongs to the Indian Corps of Clerks or not.

(b) A permanent clerk who was employed in a military staff office before 1923 and who elected to be enrolled in the Indian Corps of Clerks on the formation of this Corps was required to pass a prescribed examination. Failure to pass such examination indicated a certain amount of inefficiency and if, after further trial, the clerk was found to be inefficient to perform his clerical duties he was liable to be discharged.

(c) It is a fact that certain Indian clerks in military staff offices were irregularly dismissed on account of inefficiency. Discharge and not dismissal should have been resorted to and their reinstatement was ordered.

(d) These clerks were subsequently discharged because, after further trial, they were found to be inefficient. Their discharge was not contrary to the orders of the Adjutant General.

(e) All clerks in military staff offices, whether belonging to the Indian Corps of Clerks or not, were liable to undergo an examination to test their efficiency or knowledge; and permanent clerks of the 1st (Bisalpur) Cavalry Brigade, as well as all other clerks, were liable to be discharged at any time for inefficiency. I think I know the case which my Honourable friend has in mind. If so, I can assure him that it was fully considered at Army Headquarters and there was no doubt whatever about the inefficiency of the clerk in question.

APPOINTMENT OF MUSLIMS TO VARIOUS CLASSES OF RAILWAY ESTABLISHMENTS IN THE NORTH-WEST FRONTIER PROVINCE.

656. \*Mr. Muhammad Ismail Khan: (a) With reference to the reply given by Mr. A. A. L. Parsons to part (c) of my starred question No. 393, asked on the 11th September, 1928, will Government please place on the table a statement showing the total strength of the various classes of railway establishments (excluding menial staff), serving at present in the North-West Frontier Province, and the number of Muslims among each class?

(b) Is it a fact that recently there had been certain vacancies of Traveling Ticket Examiners' appointments in the Rawalpindi Division? If so, was the policy of Government stated to be in force in the Railway Department, regarding redress of communal inequalities, duly observed when they were filled up? If not, why not? Will Government please state to whom the vacant appointments were given, and on what consideration, *vis.*, seniority, merit, etc.?

Mr. A. A. L. Parsons: Government regret that they cannot undertake the detailed inquiry needed for a reply to the first part of the Honourable Member's question. The information for which he asks in the second part is being obtained from the Agent of the North-Western Railway, and will be sent to him on receipt.

APPOINTMENT OF MUSLIMS TO VARIOUS CLASSES OF RAILWAY ESTABLISHMENTS.

657. \*Mr. Muhammad Ismail Khan: (a) Will Government be pleased to place on the table a statement showing the total number of vacancies which occurred and of Muslims recruited in various classes of railway establishments (excluding menial staff) in the North-West Frontier Province, since the receipt of Government orders regarding communal representation?"

(b) Will Government be pleased to state :

- (i) the amount of allowance granted to the Railway employees serving on the lines in the North-West Frontier Province;
- (ii) the number of cases of smuggling of opium, *charas* and cocaine detected by Pathan and Railway employees in the Peshawar District;
- (iii) why the services of Pathan employees now serving on the lines in the Punjab are not availed of in the North-West Frontier Province?

(c) Will Government be pleased to state the best means which they propose to adopt to give practical effect to the policy of Government to redress communal inequalities so far as the North-West Frontier Province is concerned?

**Mr. A. A. L. Parsons:** (a) Government regret that they cannot undertake the extremely laborious inquiries needed for a reply to this part of the Honourable Member's question.

(b) (i) I am ascertaining for the Honourable Member what the various allowances given to railway employees in the Rawalpindi Division are. The sections of the North-Western Railway in the North-West Frontier Province are included in this Division.

(ii) Government have no information. The departmental returns do not show the particular community to which a detecting officer belongs.

(iii) It would not be in the interests of the Railway Administration, or even of the Pathan employees themselves, to establish a hard and fast rule that the latter should be employed only in those parts of the Rawalpindi Division which fall within the North-West Frontier Province.

(c) Government have no reason to believe that under the policy now in force, Muslims residing in the North-West Frontier Province will not succeed in securing a fair proportion of appointments in the railway services.

#### EMPLOYMENT OF LOCAL RESIDENTS IN THE IRRIGATION DEPARTMENT OF THE NORTH-WEST FRONTIER PROVINCE.

658. **\*Mr. Muhammad Ismail Khan:** (1) Is it a fact that orders issued by the present Chief Commissioner apply to the Irrigation Secretariat Office, prohibiting the recruitment of non-residents of the North-West Frontier Province, and directing the employment of local persons in the Irrigation Department?

(2) If the answer to part (1) is in the affirmative, will Government be pleased to state why:

(a)  $\frac{2}{3}$ rd portion of the establishment has been allowed to be monopolized by the non-resident Muslims; and

(b) the claims of the local Muslim Tehsildars and Extra Assistant Commissioners are overlooked when suitable persons are not available from among the local zilladars serving in the Department?

**The Honourable Sir Bhupendra Nath Mitra:** With your permission, Sir, I shall take questions 658 and 660 together.

The information asked by the Honourable Member is being collected and will be furnished to him in due course.

EMPLOYMENT OF LOCAL RESIDENTS IN THE IRRIGATION DEPARTMENT  
OF THE NORTH-WEST FRONTIER PROVINCE.

659. \*Mr. Muhammad Ismail Khan: (a) Are Government aware that the appointments of the Superintendent of the Irrigation Department in the North-West Frontier Province, and of the Head Clerks of the Divisions in that Province have all along been monopolized by the non-resident non-Muslims?

(b) Is it a fact that on the 30th July, 1926, the local Muslim Association forwarded to the Irrigation Secretary a copy of its resolutions informing him of the pitiable plight of local Muslim zilladars and clerks at the hands of the non-resident Muslim and non-Muslim Deputy Collectors, Sub-Divisional Officers, Superintendents, Head Clerks and Head Munshis; and requesting an impartial enquiry into the cause and source of their general discontent? If so, was an enquiry made? If not, why not?

(c) Is it a fact that the grievances of the local Muslim zilladars and clerks had been published recently in several local and Punjab vernacular newspapers?

The Honourable Sir Bhupendra Nath Mitra: (a) The men employed in the senior portion of the clerical staff of the Irrigation Department started service when the North-West Frontier Province Irrigation was still under the Chief Engineer, Irrigation Works, Punjab, and when no local clerks trained in Irrigation office work were available for employment.

(b) The reply to the first part of the question is in the affirmative.

The reply to the second part of the question is in the negative.

As regards the third part of the question, the statements made in the resolutions were known to be incorrect.

(c) Government have no information.

GRIEVANCES OF ZILLADARS OF THE NORTH-WEST FRONTIER PROVINCE.

†660. \*Mr. Muhammad Ismail Khan: (a) Are Government aware that the five zilladars, residents of the North-West Frontier Province, who had qualified themselves by undergoing regular training and passing test examinations, had been dismissed from service on a charge of inefficiency during the last few years?

(b) Is it a fact that complaints are being made as usual against other local zilladars too?

(c) If the reply to part (b) is in the affirmative, is it a fact that Muhammad Afzal, Muhammad Sharif and Rizwan Ali, who are non-Frontier persons, have since been appointed zilladars, *vice* Frontier zilladars dismissed?

(d) Are Government aware that recently a sixth local experienced zilladar having 20 years' service, and promoted to first grade zilladarship gradually up to 1923, on the recommendations made half-yearly by the then Executive Engineers, has been compelled to retire on compassionate allowance without a charge sheet being framed against him and without giving him an opportunity to put up his defence? If so, will Government please state why in this case the usual procedure proscribed by Government has not been followed?

† For answer to this question, see answer to question No. 658.

(c) Is it a fact that, up to 1923, the individual mentioned in part (d) had worked mostly under European Sub-Divisional Officers, when he was reported on favourably, but that, after 1924, when he worked under non-Frontier Muslim and non-Muslim Deputy Collectors and Sub-Divisional Officers, his work was reported unsatisfactory?

(f) Are Government prepared to:

- (a) appoint a board of superior officers to enquire into the grievances of the local persons and to report the result, and
- (b) to consider the propriety of gradually replacing the non-Frontier employees by local persons?

#### CONSTRUCTION OF AN ISLAMIA HIGH SCHOOL OUTSIDE PESHAWAR CITY.

661. **Mr. Muhammad Ismail Khan:** (1) Is it a fact that the Sikh and Hindu communities of Peshawar have constructed their denominational schools outside the town of Peshawar, and that the present Islamia High School, which has no hostels, has been declared by the Director of Public Instruction to be insanitary and unsuitable for educational purposes?

(2) Is it a fact that the Khawanin, and the Indian *ex*-military officers of Peshawar District are in the habit of sending their sons to the Islamia High School in the Peshawar City for education?

(3) Are Government aware that in 1927 a representative deputation consisting mostly of Indian *ex*-military officers, Nawabs and Khawanin of Peshawar District, waited upon the Honourable the Chief Commissioner, and submitted to him a memorial for the grant of a piece of land situated about 250 yards away from Edward's Gate, Peshawar City, for the construction of a suitable Islamia High School and hostel for the education of their sons, and the same deputation waited upon the General Officer Commanding, Peshawar District, for the same purpose?

(4) Is it a fact that the District Headquarters refused the grant of land applied for on the ground that it was left open as a sanitary cordon between the Cantonment and the City?

(5) Is it a fact that British and Indian troops have their lines in the Cantonment of Peshawar about two miles away from Edward's Gate of the town?

(6) Are Government aware that the refusal to grant the land for public educational purposes has caused great disappointment to the Indian *ex*-military officers, Nawabs, Khawanin and the Muslim community of the district?

(7) Are Government prepared to consider the propriety of acceding to the legitimate request made by the deputation by granting them the piece of land free of rent on lease in perpetuity?

**Mr. G. M. Young:** (1) Government have no information as regards the first part. It is a fact that the educational authorities regard the site and the buildings of the present Islamia School in Peshawar City as unsuitable.

(2) Government have no information.

(3) and (4). The answer is in the affirmative.

(5) The military lines are some distance from the city wall, but there are many Cantonment buildings which are close to the city.

(6) Government have no reason to believe so.

(7) No, Sir. It would be undesirable to build on the small amount of open space inside the Cantonment on the side nearest the city. Moreover, I understand that the site required would be unsuitable for a Cantonment school, however convenient it might be for those who live in the city, and there are several suitable plots of land outside the city wall and also outside the Cantonment limits which the Managing Committee of the Islamia School could purchase if it felt so inclined.

DISCUSSION OF THE HILTON YOUNG REPORT IN LONDON.

662. \*Pandit Hirday Nath Kunzru: (a) Is it a fact, as reported by Reuter, that Sir Donald Cameron, Sir Edward Grigg and Sir Alfred Hollis, who are at present in London, are in daily consultation with Mr. Amery and Mr. Ormsby-Gore regarding the Hilton Young Report?

(b) Have the Government of India been invited to send Indian representatives to discuss the Hilton Young Report with the Colonial Office and the representatives of the East African Colonies?

Mr. G. S. Bajpai: (a) Government have no information, Sir, beyond what has appeared on the subject in the Press.

(b) No.

Pandit Hirday Nath Kunzru: Have Government made any inquiries on the point?

Mr. G. S. Bajpai: No.

Pandit Hirday Nath Kunzru: Will they now make inquiries?

Mr. G. S. Bajpai: I have no objection to making inquiries, Sir.

Pandit Hirday Nath Kunzru: Will they ask the Secretary of State to receive either a deputation from here or send a Colonies Committee there?

Mr. G. S. Bajpai: Well, as regards the suggestion made by my Honourable friend just now, I think he will remember that he was a member of the deputation which waited on His Excellency the Viceroy two years ago, and the suggestion was then made that when the report appeared, the Government of India might consider the desirability of sending somebody to wait upon the Secretary of State for the Colonies in order to put the views of the Government of India before the Secretary of State for the Colonies. That suggestion is before the Government of India, and if after the informal discussion which we are trying to arrange with the members of the Standing Emigration Committee and Party Leaders, it is considered that action should be taken upon that suggestion, action will be taken.

## REVISION OF THE PAY OF THE BRITISH SOLDIER.

663. \***Pandit Hirday Nath Kunzru:** Are Government aware of the statement made by the *Civil and Military Gazette* of Lahore, that the higher authorities are taking a deep interest in the question of the revision of the pay of the British soldier and in the suggestions that have been made for ameliorating his condition? Is it proposed to increase the pay of the British soldier? Will Government be pleased to make a full statement on the subject?

**Mr. G. M. Young:** The answer to the first part of the question is in the affirmative.

The pay of the British soldier in India is the same as his pay at home. The home rates were reduced in 1925 to correspond with the decrease in the cost of living in England. Living in India may be more expensive than living in England and it is the duty of Government to see that what the British soldier receives in this country is the equivalent of what he would receive at home. There is, however, no proposal under consideration for increasing the pay of British soldiers in India.

## REVISION OF THE FURLOUGH PAY OF INDIAN ARMY OFFICERS.

664. \***Pandit Hirday Nath Kunzru:** Are Government considering the revision of the furlough pay of the Indian Army officers? If so, on what grounds and what will be the additional burden by the new rates on Indian revenues?

**Mr. G. M. Young:** The answer to the first part of the question is in the affirmative. As I have already explained in this House the reason is that the rates of furlough pay in England are much lower than the rates of furlough pay in India. Military officers, particularly young married officers, are unable to take furlough in England without running into debt; and the effect on recruitment is not good. The proposals, which have not yet been finally approved, will probably cost about Rs. 9 lakhs a year.

**Colonel J. D. Crawford:** Could the Honourable Member give us any idea as to when the new rates will be sanctioned?

**Mr. G. M. Young:** I should think, Sir, within a week from now.

## NUMBER OF SUBORDINATE AND LOCAL TRAFFIC SERVICE EMPLOYEES PROMOTED TO THE SUPERIOR TRAFFIC SERVICE.

665. \***Pandit Hirday Nath Kunzru:** (a) What is the total number of members of the subordinate services who have been promoted to the Superior Traffic Service since they were made eligible for promotion to that service along with members of the Local Traffic Service in 1926?

(b) What is the number of Local Traffic Service men promoted to the Superior Traffic Service during the same period and how many of these were directly recruited to the Local Traffic Service?

**Mr. A. A. L. Parsons:** (a) Two.

(b) Five, of whom two had been recruited direct into the Local Traffic Service.

UTILIZATION IN INDIA OF STEEL SCRAP AT PRESENT EXPORTED TO JAPAN AND ITALY.

666. **\*Pandit Nilakantha Das:** (a) Are Government aware that rails manufactured by Tatas, not approved to be of B. S. S. standard by the Government Metallurgical Department at Jamshedpur, are purchased by Japan in large quantities?

(b) To what use are they put in Japan?

(c) Are Government prepared to examine and see if such materials can be used for purposes other than main lines, such as, sidings and yard lines, yard extension, etc.?

2. (a) What is the approximate quantity of steel scrap exported each year from India to Japan, Italy, and other countries?

(b) Are any arrangements being made to utilise that steel scrap in this country?

(c) Are Government prepared to patronise concerns which make arrangements for re-melting this steel scrap for other purposes?

**Mr. A. A. L. Parsons:** The Railway Board have authorised the use in sidings and yards of Indian railways of rails termed "second-class rails" which fail to pass the Railway Board's specification for first class rails in certain respects, but are suitable for use where there is no fast running. This answers part 1 (c) of the Honourable Member's question. With regard to parts 1 (a) and (b), I am afraid I cannot undertake to inquire what particular use rails, not up to the Railway Board's specifications, are put to in Japan if they are exported there; the sea-borne trade accounts do not show that there is any export.

2. (a), (b) and (c). I am sending to the Honourable Member a statement showing the exports of "Iron or Steel—Old for re-manufacture" to the countries mentioned by him during the five years ending 1927-28. Railways have themselves more steel scrap than they can utilise and generally sell the balance in the scrap market. I am sure that they in no way feel themselves debarred from placing an order with any particular concern because it has arrangements for re-melting steel scrap.

**Pandit Nilakantha Das:** As this is a question which relates primarily to the Department of Industries and Labour, will the Honourable Member in charge of that Department kindly inquire and say if the steel scrap could be put into use in India, if not in rails, in any other form?

**The Honourable Sir Bhupendra Nath Mitra:** I should like the Honourable Member to give me notice of that question.

**TOTAL STRENGTH OF THE RAILWAY CLEARING ACCOUNTS OFFICE, DELHI.**

667. \***Mr. S. C. Mitra:** (a) Will Government be pleased to state the strength employed in each of the different Railway Audit Offices, for the same amount of work before it was transferred and centralised in Railway Clearing Accounts Office located at Delhi?

(b) Will they be pleased to state the number of persons taken from each of the different Railway Audit Offices for the work transferred from such offices to the Railway Clearing Accounts Office?

(c) What is the total strength of the Clearing Accounts Office employed at present for the same amount of work? Has the staff been increased, and if so, by what proportion of the original strength?

(d) Has the work of the Railway Clearing Accounts Office increased more than the work that used to be done by the different audit offices before centralisation? If so, what are the reasons for such increase of work and by what proportion has the work increased?

**Mr. A. A. L. Parsons:** (a), (c) and (d). A complete memorandum giving full information on the points raised by the Honourable Member and showing that a reduction of 16 per cent. in the number of the subordinate establishments of the State-managed Railways has been effected, as a result of the constitution of the Clearing Accounts Office, has been circulated to the members of the Standing Finance Committee for Railways and will shortly be available to the Honourable Members of this House.

(b) The number of persons transferred from the audit and accounts offices of the various Railways to the Clearing Accounts office is as follows:

North Western Railway	234
East Indian Railway	190
Eastern Bengal Railway	65
Great Indian Peninsula Railway	158
Bombay, Baroda and Central India Railway	171

**LATE OFFICE HOURS OF THE RAILWAY CLEARING ACCOUNTS OFFICE.**

668. \***Mr. S. C. Mitra:** What are the office hours fixed for the Railway Clearing Accounts Office? Is it a fact that the staff has to work late hours owing to pressure of work? If so, is any remuneration paid for such extra labour? If not, why not? Is there any time test of work for fixing the work of each individual, as exists in the Post and Telegraph Offices? If not, do Government propose to fix such standard time test of work for each individual?

**Mr. A. A. L. Parsons:** With your permission Sir, I propose to answer questions Nos. 668 and 669 together.

The Office hours are from 10 A.M. to 4-30 P.M. with half an hour's interval for meals. The staff are not required to work for longer hours, but at times individuals do so of their own accord in order to complete the work

allotted to them. No extra remuneration is paid in such cases. Government have already placed an officer on special duty, with a view to fixing scales of work to be performed within specified periods by each class of the establishment.

**Diwan Chaman Lall:** May I ask the Honourable Member whether it is a fact that members of the staff do work till 6 and 7 sometimes in the evening?

**Mr. A. A. L. Parsons:** If that is so, it is under the conditions I mentioned in my main reply, namely, that at times individuals stay of their own accord in order to complete the work allotted to them.

**Diwan Chaman Lall:** Do I take it that the Honourable Member admits that there is too much work for them and that is why the staff have to stay late?

**Mr. A. A. L. Parsons:** That is not my information. As I have said, an officer has been placed on special duty to fix scales of work to be performed within specified periods.

**EXCESSIVE WORK ALLOTTED TO INDIVIDUALS IN THE RAILWAY CLEARING ACCOUNTS OFFICE.**

† 669. **\*Mr. S. C. Mitra:** Are Government aware that each individual is given more work than one can do and thereafter the men are declared unfit if they have to put in extra hours than the regular office hours in order to finish their allotted work? If not, do Government propose to enquire into the matter? If not, why not?

**ALLEGED MALTREATMENT OF THE STAFF OF THE RAILWAY CLEARING ACCOUNTS OFFICE.**

670. **\*Mr. S. C. Mitra:** Are Government aware that there is a strong feeling of discontent amongst the Railway Clearing Accounts Office staff owing to maltreatment of the staff by one Rai Bahadur Faqirohand? If not, do Government propose to enquire about the matter? If not, why not?

**Mr. A. A. L. Parsons:** The answer to the first part of the question is in the negative.

As regards the second part of the question, Government do not propose to make any enquiry as they are satisfied with the report of the Director of the Clearing Accounts Office that there is no truth in the allegation that the staff of the office have been maltreated by Rai Bahadur Faqir Chand.

**METHOD OF RECRUITMENT OF THE STAFF OF THE RAILWAY CLEARING ACCOUNTS OFFICE.**

671. **\*Mr. S. C. Mitra:** Will Government be pleased to state what method is employed in the recruitment of staff for the Railway Clearing Accounts Office?

† For answer to this question, see answer to question No. 668.

**Mr. A. A. L. Parsons:** Recruitment is made in accordance with the policy laid down in Appendix D to my memorandum on the proposal to adopt as a permanent measure the system of separation of accounts from audit on Indian Railways.

**ALLEGED FAVOURITISM IN RECRUITMENT OF STAFF FOR THE RAILWAY CLEARING ACCOUNTS OFFICE.**

672. **\*Mr. S. C. Mitra:** (a) Are Government aware that direct recruitment on higher pay is made in the Railway Clearing Accounts Office by means of nepotism of one Rai Bahadur Faqirchand?

(b) If so, what steps do they propose to take to stop this nepotism and favouritism?

(c) If the answer to part (a) is in the negative, do Government propose to enquire and place the result of the enquiry on the table? If not, why not?

**Mr. A. A. L. Parsons:** (a) No such appointments have been made by Rai Bahadur Faqir Chand.

(b) Does not arise.

(c) No.

**MEMORIAL FROM THE STAFF OF THE RAILWAY CLEARING ACCOUNTS OFFICE.**

673. **\*Mr. S. C. Mitra:** (a) Is it a fact that the staff of the Railway Clearing Accounts Office submitted a memorial to be forwarded to His Excellency?

(b) Is it a fact that the said memorial was not forwarded?

(c) If the answer to part (b) is in the affirmative, will they be pleased to state under what rules the memorial was withheld?

(d) Is it a fact that the Assistant Directors, and especially one Rai Bahadur Faqirchand, had the memorial withdrawn by threats of dismissal and punishment?

(e) If so, do Government propose to inquire into the matter and place the result of the inquiry on the table of the House?

(f) Are Government aware that the Assistant Directors, and especially one Rai Bahadur Faqirchand of the Railway Clearing Accounts Office, asked the memorialists to withdraw certain paragraphs of the memorial before they forwarded the same to the Government to be placed before His Excellency?

(g) If not, do Government propose to inquire into the matter and place the result of inquiry on the table of the House?

(h) Do Government propose to appoint a committee of inquiry to go into the different grievances detailed in the copy of the memorial forwarded by me to the Member in Charge of Railways? If not, why not?

**Mr. A. A. L. Parsons:** The Director of the Clearing Accounts Office explains that a small number of clerks submitted a memorial addressed to His Excellency the Viceroy, but withdrew it in writing when he suggested to them that it would require to be revised in order to conform to the rules relating to the submission of memorials. In view of this explanation, Government do not propose to take any action in the matter.

**GRANT OF HOUSE RENT IN LIEU OF QUARTERS TO EMPLOYEES OF THE RAILWAY CLEARING ACCOUNTS OFFICE.**

674. **\*Mr. S. C. Mitra:** (a) Is it a fact that the men of the Railway Clearing Accounts Office have not been supplied with quarters?

(b) If so, are Government aware of the hardships of the men concerned?

(c) Do Government propose to sanction a house rent allowance in lieu of the quarters? If not, why not?

(d) Will Government be pleased to state what other Government servants transferred from other stations to Delhi have not been provided with quarters?

(e) Will they be pleased to state whether any other class of Government servants not provided with quarters are granted house rent in lieu thereof? If so, which are they?

**Mr. A. A. L. Parsons:** (a) Yes, not yet.

(b) Government propose to provide quarters for one thousand clerks of the Clearing Accounts Office.

(c) Government do not consider that sufficient grounds exist for payment of house rent allowance.

(d) and (e). Information will be obtained and supplied to the Honourable Member.

**The Revd. J. C. Chatterjee:** May I ask when Government will be able to build these quarters?

**Mr. A. A. L. Parsons:** I hope they will be completed some time next winter, possibly by the beginning of October or November, but I am not quite sure.

**The Revd. J. C. Chatterjee:** Has the land been actually purchased? If so, may I ask where it has been purchased?

**Mr. A. A. L. Parsons:** There is no necessity to purchase land. The site for the quarters is already owned by Government.

**The Revd. J. C. Chatterjee:** Where is the site?

**Mr. A. A. L. Parsons:** Near the old Kingsway station.

**Diwan Chaman Lall:** May I ask the Honourable Member what sufficient grounds in his opinion would enable the Government to allow these clerks to draw house rent?

**Mr. A. A. L. Parsons:** If there was real hardship at present, that would be a sufficient ground; but the position is that concessions, including increases of pay to be absorbed in increments as they fall due, have already been granted to all employees who have been transferred to the Clearing Accounts Office.

**Diwan Chaman Lall:** May I ask the Honourable Member whether it is not a fact that many of them draw between Rs. 37 and 45 a month?

**Mr. A. A. L. Parsons:** The Honourable Member will no doubt realise that he must give me notice of that question.

**Diwan Chaman Lall:** Do I take it that, if the facts are as stated by me, he would be prepared to consider the grant of house allowance to these people?

**Mr. A. A. L. Parsons:** Not necessarily. I should have to take into consideration the allowances which they may receive in addition.

#### RECRUITMENT OF STAFF OF THE RAILWAY CLEARING ACCOUNTS OFFICE.

675. **\*Mr. S. C. Mitra:** Is it a fact that matriculates and non-matriculates have been recruited direct in Class I and Class II in the Railway Clearing Accounts Office? Is it a fact that men with higher educational qualifications, such as graduates with longer experience in Railway Audit, are available in the said office for promotion to Classes I and II? If so, will Government be pleased to state the reasons for overlooking their claims to promotion and for bringing outsiders above their heads?

**Mr. A. A. L. Parsons:** The answer to the first part of the question is in the negative; the second part, therefore, does not arise.

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#### STATEMENT LAID ON THE TABLE.

##### EDUCATION OF THE CHILDREN OF STATE RAILWAY EMPLOYEES.

**The Honourable Sir George Rainy:** (Member for Commerce and Railways): I would ask your permission to lay on the table a statement which I promised to lay in reply to a supplementary question a few days ago.

In accordance with a promise given by me in answer to a supplementary question asked in connection with Pandit Hirday Nath Kunzru's starred question No. 889, on the 4th February, I lay on the table a copy of a paper giving details of the scheme proposed by the Railway Board for the future assistance to be given by the administrations of State-managed railways towards the education of the children of their employees, as amended, after discussion with the Central Advisory Council for Railways.

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(i) With certain exceptions mentioned in (v), (vi) and (vii), the future assistance given by the administrations of State-managed Railways (apart from the grant of passes to children going to and from school) towards the education of the children of their employees, should be confined to payments to those employees in order to enable them to take advantage of the educational facilities provided by Local Governments, local bodies, or private enterprise, and railway administrations should not undertake the obligation of providing, maintaining or managing educational institutions.

(ii) This future assistance should be confined to employees who draw pay below a fixed maximum and are stationed in places where they cannot obtain education of the requisite standard for their children; and should be limited to education for the period covered by the primary and middle standards, i.e., for about seven or eight years for each child. The assistance thus given should be granted entirely irrespective of the community, race or creed of the particular employee.

(iii) The assistance should take the form of the grant to the employee of a fixed proportion of the board and tuition fees of the school to which the child is sent, the proportion depending on the pay drawn by the parent and falling as the pay increases, and the monthly amount payable for each child being limited to a suitable maximum. The scale on which assistance is given should apply, entirely irrespective of the community, race or creed of the particular employee.

It would appear sufficiently generous if the proportion of the board and tuition fees payable were in no event to exceed one-half.

(iv) Arrangements should be made as soon as feasible to transfer the present railway schools to the educational authorities of the various provinces on terms to be arranged individually in each case. These terms should include provision for the retention by existing employees of such rights of admission as they may now possess.

(v) Primary schools have been established by railways in certain places where either there is no local authority to take them over or where the local authority's resources are not sufficient for the maintenance of the school. Special grants out of railway funds specifically allotted for the purpose might be authorised for the maintenance of such schools either by local authorities or by private bodies.

(vi) A separate scheme should be prepared to deal with the Oakgrove School, with the object of handing it over to some other authority (which may have to be specially constituted) so that the present liability in regard to that institution may be liquidated and the present direct connection with railway management abolished.

(vii) Notwithstanding the adoption of the new policy, existing benefits under the rules in force on the State-managed railways should not be withdrawn from any of their present railway employees hurriedly or without giving them a *quid pro quo*. The liability should be accepted of continuing such benefits to existing employees in respect of their children; but all new employees of State-managed railways engaged after the 1st February, 1929 will not be entitled to the continuance of the existing benefits after the new policy has been brought into force.

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#### ELECTION OF THE STANDING FINANCE COMMITTEE.

**Mr. President:** The Assembly will now proceed to elect Members, not exceeding fourteen in number, to serve on the Standing Finance Committee for the financial year 1929-30. There are 19 candidates, whose names are printed on the ballot papers which will now be supplied to Honourable Members in the order in which I call them.

(The ballot was then taken.)

## RAILWAY BUDGET FOR 1929-30.

**The Honourable Sir George Rainy** (Member for Commerce and Railways) : It falls to me, Sir, to submit to the Assembly for the second time the Railway Budget, and to explain to the House the financial position of the Railways. In the form of the statements submitted there is but little change as compared with last year, but in response to the wishes expressed by certain Members, details have been given by railways under Demand No. 4—Administration, and Demand No. 5—Working Expenses: Repairs and Maintenance and Operation. Similar details have also been given under Demands Nos. 7, 8, 9, 10, and 15 dealing with capital and depreciation fund expenditure. The Railway Board's memorandum presents the important facts and figures in a clear and succinct form, and in it the details of the Budget are examined more fully than it is possible for me to attempt now without trespassing unduly on the patience of the House. It is my privilege to present the Budget, but as every one knows, the main burden of its preparation falls, not on me, but on the Financial Commissioner, Mr. Parsons, who has proved himself as indefatigable as ever, not only in the Budget season, but throughout the year. To him and to the Members of the Railway Board I desire to express my indebtedness, and I should like also to acknowledge most cordially the valuable assistance we have constantly received from the Members of the Standing Finance Committee for Railways.

2. In previous years Honourable Members who have given notice of motions for reduction have been good enough to add a few words to indicate the questions they wish to raise. May I express the hope that on this occasion they will follow the same course and thereby lighten the task of the Government Members who have to reply ?

### *Financial Results of 1927-28.*

3. When I submitted the Budget for the current year to the House, we anticipated that the surplus for the year 1927-28—that is the year then drawing to its close—on all lines would be a little over Rs. 11 crores. This estimate was very nearly realized, the actual surplus being about Rs. 24 lakhs less. Both receipts and expenditure were somewhat higher than was expected, but the differences were not important and do not call for detailed explanation. I pass on at once, therefore, to the figures for 1928-29.

### *Revised Estimates for 1928-29.*

4. In our Budget estimate of receipts for the current year we had to balance the normal growth of traffic against the substantial reductions in rates and fares which we were making, and the net result we believed would be a decrease of rather over half a crore in the gross traffic receipts of the commercial lines. Actually we have done rather better than our forecast, and we now expect that the receipts will exceed those of 1927-28 by about Rs. 1½ crores. This is the more satisfactory since neither the industrial nor the agricultural conditions of the year have been ideal from the railway point of view. The partial failure of the monsoon in the Punjab and the United Provinces, the unexpected and serious shortage of the wheat crop of 1928 in the former province and the prolonged stoppages in the Bombay cotton mills and the Iron and Steel Works at Jamshedpur were all unfavourable factors. Nevertheless, the traffic in almost all classes of commodities has risen, and the quantity of goods transported seems likely to increase by

nearly 4 per cent. For all classes of agricultural traffic, for which separate figures are maintained, that is, grain and pulses, oilseeds and cotton, the loadings have been from 5 to 10 per cent higher than in the previous year, and there has been an appreciable, though smaller, increase of the loadings of what are known as 'miscellaneous smalls' and miscellaneous full wagons which can usually be taken as an index of the activity of general trade. The single exception is coal. Here the number of wagons loaded has fallen off by about 4 per cent, though the actual decrease in the volume of traffic is somewhat smaller owing to an increase in the average weight of a wagon load. Since the beginning of 1929, however, the coal traffic has been on the up-grade, the demand for wagons is insistent and the resources of the railways have been taxed to the utmost to meet the needs of the situation.

5. The traffic variations in the course of the year have shown few features of interest and I do not propose to dilate upon them, but it may be useful to indicate how far the reductions in rates and fares made last year have contributed to the increase in traffic which we anticipated. Passenger earnings are down by Rs. 7 lakhs only, as compared with an estimated decline of Rs. 21 lakhs, and though the number of passengers carried was less by 4 millions during the first seven months of the year, the passenger miles increased by 49 millions, which means that the average journey travelled was longer. This is the effect which the reduction in long distance third class fares might be expected to produce. The reductions in the rates for oil cake, petrol and jaggree were followed by marked increases in traffic, but it is still too early to say whether the increases were due to the reductions. The traffic in kerosine oil, on the other hand, actually declined during the early months of the year, though the coincidence of lower rates and lower prices should naturally have led to an increase.

6. In the budget estimates of the current year we anticipated that the working expenses would be stationary at about Rs. 62½ crores. They are now expected to be about Rs. 2 crores higher and in excess of the actuals of 1927-28 by Rs. 1½ crores. About three-fifths of this excess is due to abnormal causes. The payment of special gratuities to the staff dispensed with on reduction of establishment in the workshops of the South Indian and Bombay, Baroda and Central India Railway Companies is responsible for 35 lakhs; and a further 46 lakhs of the excess is due to special adjustments in the accounts of the Great Indian Peninsula Railway. For the rest, the increase in working expenses is the natural result of the additional miles of line to be staffed, and the larger volume of traffic carried.

7. When I spoke last year, I laid special stress on the measures taken to secure fuel economy and the savings effected by the modernization of our workshops. I do not propose, on this occasion, to dwell upon them at any length. Members who are interested in these subjects will find a number of interesting details in the Railway Board's memorandum. I will only say this, that this year we expect to reduce our expenditure on the repair and maintenance of rolling stock by Rs. 14 lakhs, although a considerably larger number of locomotives, carriages and wagons will be repaired than in 1927-28, and that the consumption of coal per gross ton mile is still steadily falling. In both directions there is still much scope for economy and the House may rest assured that no effort will be spared to bring about that result.

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8. The financial results of the current year may now be briefly summarized. The total receipts of the commercial lines we put at Rs. 105½ crores, which is nearly Rs. 2 crores higher than the receipts of the previous year. The total expenditure at Rs. 95 crores is up by Rs. 3½ crores, but of this sum more than Rs. 2 crores is accounted for by the increase in our interest charges. The surplus of receipts over expenditure on the commercial lines is Rs. 10½ crores, against Rs. 12½ crores in 1927-28. Out of this surplus the loss on the strategic lines absorbs Rs. 1½ crores, and of the balance Rs. 5½ crores goes to general revenues under the operation of the convention and Rs. 3½ crores will be added to the Reserve Fund. Such is the financial position in which we face the coming year.

#### *Rates and Fares.*

9. Last year it was my good fortune to announce important reductions in third class fares and in the freight rates on various commodities involving a sacrifice of revenue of about Rs. 3 crores in a full year. I was not sanguine enough to expect that I should be able on this occasion to announce a series of reductions on the same scale, but I should have been disappointed if the results of the year had made it impossible for us to do anything to assist trade. Actually our financial position seems to us strong enough to justify four measures which will, we hope, prove useful. Two of them are of minor importance and require only a brief notice. In the first place, there will be reductions in the rates for forest produce, such as timber, firewood and charcoal, on the Eastern Bengal and Great Indian Peninsula Railways, and in the second place substantial reductions will be made on three of the State-managed railways in the rates for fresh fruit and vegetables. After making allowance for the growth in traffic which is expected, the net loss in earnings is put at Rs. 7 lakhs for those two proposals together. The remaining measures must be explained in greater detail.

10. When the long distance fares on three of the State-managed railways were reduced last year, no change was made in the third class fares on the Eastern Bengal Railway, which remained at their present level of 3½ pies per mile for all distances. It has been decided to introduce on this railway a telescopic scale, the existing rate being retained for distances up to 150 miles while for longer distances the rate will be reduced to 2½ pies per mile from 151 to 300 miles, and 1½ pies per mile for distances over 300 miles. It is believed that these reductions will stimulate passenger traffic appreciably, and allowance being made for that, the loss in earnings is estimated to be Rs. 5 lakhs a year. I am glad that we have been able to bring the Eastern Bengal Railway into line with the other State-managed railways in this respect.

11. The other important reduction is in the rates for coal. This is a matter to which I personally have always attached great importance, for the development of industries in India is largely dependent on cheap coal, and owing to the distances which separate many industrial areas from the coalfields, cheap coal is impossible without low freights. I promised last year that the question would be fully examined and this has been done. The last reduction in our coal rates was made in 1926, and the results have been such as to encourage us to take another step in the same direction. On the East Indian Railway the tonnage carried for distances

over 400 miles was 31 per cent. more in 1927-28 than it was two years earlier and the earnings 33 per cent. more. It is a very significant fact that the earnings on the long distance public coal should show a greater increase than the tonnage, notwithstanding the reduction in charges, for it means that the average distance the coal was hauled must have increased substantially. The present rates for distances over 400 miles are calculated on the following telescopic scale, the rates being given in pies per maund per hundred miles :

- 15 pies for the first 200 miles,
- 7 pies for the next 300 miles,
- 6 pies for the portion of the journey in excess of 500 miles.

The new scale, which we are about to introduce, makes no change in the rate for the 1st 200 miles, but reduces the rate to 6 pies per 100 miles, from 201 to 400 miles, and to 5 pies per 100 miles, for the portion of the journey in excess of 400 miles. I have had the new rates compared with the rates charged in 1913-14 to a number of centres, and I find that the increase over the pre-war rates varies from 8 per cent., in the case of Amritsar and Karachi, to 9 per cent., in the case of Delhi and Ahmedabad, 10 per cent., in the case of Bombay and Madras, and 12 per cent. in the case of Cawnpore. I have every hope that the reductions will stimulate the traffic in long distance coal, and that it will do something to promote the development of industries in areas remote from the coalfields. The reduction in gross earnings, due to the lower rates for coal is estimated to be Rs. 53 lakhs, but there will be a substantial set off owing to the saving in the freight paid by railways for the conveyance of the coal they use.

#### *Budget Estimates for 1929-30.*

12. I turn now to the budget estimates for 1929-30. Our total receipts we put at Rs. 107½ crores, a figure which is higher by Rs. 159 lakhs than the total receipts of the current year. The normal growth of traffic, given a normal monsoon, should give us an increase of Rs. 120 lakhs after allowance is made for a loss of Rs. 65 lakhs owing to the reductions in rates and fares, interest on the balances of the reserve and depreciation funds should go up by Rs. 20 lakhs and the Government share of profits from subsidised companies by Rs. 19 lakhs. The last item is a windfall and arises from the fact that owing to the purchase of the Southern Punjab Railway with effect from the 1st January, 1930, we shall receive our share of the surplus profits for nine months in 1929-30 instead of in 1930-31.

13. On the expenditure side, working expenses are taken at Rs. 65½ crores, which is half a crore in excess of the figure for the current year. This excess is more than accounted for by an increase of Rs. 58 lakhs in the allocation for depreciation which under the rules of the fund automatically increases with the growth of the capital at charge. The estimate also includes a special provision of Rs. 28 lakhs, the reason for which I can more conveniently explain when I have disposed of the purely financial questions. Apart from this special provision, the estimate under Administration would be less by Rs. 10 lakhs and under Operation by Rs. 5 lakhs than the revised estimates for the current year, while under repairs and maintenance we are budgetting for a decrease of Rs. 40 lakhs partly because the special debits to revenue on the Great Indian Peninsula Railway will not

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recur, and partly because we expect a saving of Rs. 17 lakhs in the cost of repairing rolling stock. Interest charges go up by Rs. 97 lakhs owing to the increase in the capital at charge, while the surplus profits paid to Indian States and Railway Companies are down by Rs. 54 lakhs owing to purchase of the Burma Railways. The final result is that we expect a surplus of Rs. 11½ crores as against Rs. 10½ crores in 1928-29. Of this surplus Rs. 1½ crores is required to meet the loss on the strategic railways, and of the balance, Rs. 6½ crores will go to general revenues, leaving Rs. 3½ crores to be added to the Reserve Fund.

#### *Capital Expenditure.*

14. We expected to spend during the current year Rs. 28 crores for capital purposes, including Rs. 4 crores as the purchase price of the Burma Railways, which were taken over by the State on the 1st of January last. The figure of Rs. 28 crores was a net figure arrived at after deducting Rs. 4½ crores as probable savings from the total allotments to the various railways. Our present anticipation is that the actual expenditure will be Rs. 30 crores. The railway organisation can now cope expeditiously with all projects for new capital expenditure, and in the coming year the deduction from the capital allotment on the ground of probable savings has been cut down to Rs. 65 lakhs. This expedient of over-allotment, coupled with a lump sum deduction for probable savings, was introduced after the war owing to the inability of the railways to spend anything like the sums which the Agents believed they could spend at the beginning of each year. It has now, I think, very nearly outlived its usefulness and is likely to play a very subordinate part in future budgets. The excess over the budget figure is partly accounted for by more rapid progress in the completion of new lines under construction. In 1927-28 we expected to open 900 miles of new lines, but actually completed only 438 miles. This year our estimate of the new lines to be opened was 800 miles, whereas the actual figure promises to be 1,100 miles. The most important lines opened this year are perhaps the Daltonganj-Barkakhana section of the Central Indian Coalfields Railway, the Kangra Valley line on the North Western Railway and the Dindigul-Pollachi line on the South Indian Railway.

15. In next year's budget we are providing Rs. 33½ crores for capital expenditure, including an allotment of Rs. 7 crores for the purchase of the Southern Punjab Railway. The acquisition of this line is not only very desirable on administrative grounds, but will, we believe, increase our net revenue by Rs. 47 lakhs. The estimated expenditure for normal capital purposes is Rs. 26½ crores, which is about the same amount as we shall spend in the current year. The provision for open line works is a little over Rs. 18 crores and includes Rs. 6 crores for rolling stock in addition to Rs. 4½ crores from the depreciation fund. Full details of the work which is going on are given in the Railway Board's memorandum, and I cannot attempt to summarize its contents now. The only new work of major importance to be commenced is the remodelling of the Jamalpur workshops on the East Indian Railway, while of the works commenced in previous years the most important which are likely to be completed in 1929-30 are the construction of new workshops for the South Indian Railway at Trichinopoly and the Bombay, Baroda and Central India Railway at Dohad, the new central station of the latter railway in Bombay, and the electrification of the Ghat section of the Great Indian Peninsula Railway between Kalyan and Poona.

16. Under the head of new construction, the allotment for 1929-30 is Rs. 8½ crores. Much the greater part of this sum will be devoted to the completion of the new lines already under construction, and the allotment for new lines to be commenced during the year has been kept down to Rs. 35 lakhs. This policy of concentrating on a limited number of new lines and carrying them to completion as rapidly as possible is the natural corollary of the new situation created by the ability of the railways to spend up to their capital allotments, for there is no longer the same necessity to have a large number of projects in hand simultaneously. The disadvantage of a dissipation of energy over a number of projects is that it means slow construction and prolonged delay before a return is obtained on the capital expended. If, on the other hand, the energies of the railway administrations are concentrated on a limited number of works, commitments are reduced and the situation is far more easily controlled if for any reason a reduction of expenditure on new construction becomes necessary. It is expected that about 600 miles of new line will be opened during 1929-30 leaving 2,100 miles under construction at the end of the year. The lines likely to be opened include 83 miles of the Raipur-Parvatipur line which is to connect the Central Provinces with the new port at Vizagapatam and about 127 miles of line under construction by the Burma Railways. Of the entirely new projects much the most important is the Dacca-Aricha line in Eastern Bengal which is expected to cost about Rs. 2 crores. A sum of Rs. 27 lakhs has been allotted for the commencement of this line in the estimates for next year.

17. What I have said about capital expenditure concludes my annual review of railway finance. The year has been reasonably prosperous from the railway point of view, but there have been few features calling for special comment either in respect of revenue or of expenditure. The Railway Board have spared no effort to promote increased economy and efficiency in the railway management, but in doing so they have proceeded on the lines of policy laid down in previous years, and there are no novel measures calling for special comment here. In these circumstances, I have not thought it necessary to enter into great detail, but have been content to notice briefly the outstanding points of interest. There are, however, certain features in the budget for next year to which I have not yet referred, but which are nevertheless of great importance. To these I now turn.

18. During the last two years the railways have had their share in the unrest which has troubled the labour world, and the attention of Government has frequently been drawn to various matters in respect of which the conditions of railway service are held to be unsatisfactory. On the complaints made I will not dwell, for they are not for the moment germane to my purpose, but I will say at once that in various directions Government are anxious to do what is possible to remove legitimate grievances and to better the conditions of service, especially for the lowest paid men. We have to recognise that in many matters accepted standards are being raised and what would have been regarded as satisfactory even 10 years ago is no longer sufficient. The change may be slow, but it is quite perceptible. Our third class passengers now expect higher standards of accommodation and greater amenities in travel and our working men hope for improved conditions not only in respect of wages, but also in respect of housing, provident funds, medical relief, education and other matters. Faced with a situation of this kind, I have no doubt as to the attitude which Government should take up. It will not do to consider merely what are the minimum concessions which

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will suffice to stave off for the moment insistent demands. More than that is needed. The true line of approach is to consider what is the most we can do without injustice to other interests which Government is equally bound to safeguard. Indeed I have felt for the past year that if it proved possible to make further reductions in rates and fares, we ought to consider simultaneously what provision would be made to better conditions for the men who work for us.

19. I have spoken of other interests which Government is equally bound to safeguard and I have done so deliberately. When we are dealing with schemes for improved conditions on the Indian Railways, and indeed with expenditure of any kind which does not increase earning power, we have constantly to remember whose money it is we are spending. All such expenditure must be met sooner or later from rates and fares, and these must rise and fall according to the expenditure incurred. But when fares are raised almost nine-tenths of the burden falls on the shoulders of the third class passengers, and that means on the shoulders of those who, judged by any standard, are for the most part poor men. If rates are raised, the costs of industries are increased, the earnings of the merchant are diminished, for the volume of trade tends to decline, the price which the cultivator receives for his crops decreases, and the consumer everywhere has to pay higher prices for what he buys. Sooner or later the greater part of the cost will be paid by those whose conditions of life are in no respect superior to those of the railway workmen. I do not urge this as a reason why we should hold our hands and abandon any attempt to make things easier for the railway staff, but I do urge it as a reason why we should proceed step by step, and not by sudden and radical changes, remembering always that we have to balance the need for improving the standard of living of railway employes against the cost of dearer transport to the people of India as a whole.

20. What we propose to do is this. We shall set on foot a systematic examination of the service conditions of our lower paid employes in order to ascertain what are the measures which are most urgently called for in order to bring about an improvement. That will cover not only rates of pay and wages but also reductions of working hours, which would of course involve the employment of additional staff, the extension of provident fund benefits to classes who do not at present enjoy them, improvements in the housing conditions and so on. We have had some preliminary consultation with the Agents of Railways on the subject, but it is certain that the investigations to be made will take time, and we do not anticipate that the schemes likely to be sanctioned in 1929-30 will cost more than Rs. 50 lakhs in a full year, and of course the expenditure in the first year will be smaller. On that basis we have included in the budget a sum of Rs. 28 lakhs (Rs. 10 lakhs under Administration and Rs. 18 lakhs under Operation) and we have also provided a sum of Rs. 30 lakhs under Capital for the building of additional quarters where they are found necessary. The sums I have mentioned should not be regarded as our final conclusion on what may be found to be required, but merely as our estimate of what will be spent next year. It seems to me that there is ample justification for these proposals, and I do not doubt that they will be endorsed by this House.

21. What I have said leads up to what, in my view, is the most important proposal included in the present budget, I mean the addition of a new

Member to the Railway Board. A majority of the Standing Finance Committee for Railways found themselves unable to approve this proposal, and for this reason it will be desirable, I think, that I should deal with it at length. It is a proposal to which I attach the highest importance and which I would commend to the most earnest consideration of the House. It will be desirable, I think, that I should at the outset state briefly the existing organisation of the Board which it is proposed to modify.

22. Apart from the Financial Commissioner, who has a definite sphere of his own, the Railway Board consists of three persons, one of whom—the Chief Commissioner—is concerned with every aspect of the railway administration and is the recognised adviser of Government on all railway questions which may come up for decision. The division of responsibility between the other two Members is roughly indicated by the names by which they are usually described, namely, the Member, Technical, and the Member, General. Of the former I need say little, for he is necessarily occupied to a large extent with technical and engineering problems, and in such matters, if work increases, it is at present comparatively easy to provide the assistance needed without increasing the numbers of the Board. The position of the Member, General, is, however, very different. Since the railways exist for the conveyance of passengers and goods, his primary concern is with the movement of traffic, for if the traffic ceases to move, then the railway has ceased to function. When the last comes to the last, it is the transportation problem which has the primary claim on his time and attention. The second main branch of his work is commercial and might, I think, be summed up under the name of 'salesmanship', if we give a somewhat extended meaning to that word. The Commercial Superintendent of a big line is a man who has transportation to sell and must have constantly before him the demands of his potential customers. That is the position of the General Member, and his work includes the whole problem of rating, which means the fixing of such rates and fares as will secure the maximum volume of traffic. The interests which he is concerned to safeguard are those of the passenger and the merchant, because they are the customers for whom he is bound to provide.

23. The third branch with which the General Member has to deal is establishment, which covers the rates of pay and conditions of service of every grade of official employed on the railways of India, who now number more than 800,000 men. He must be prepared to grapple with the intricacies of pay and allowances when schemes of reorganisation have to be carried out, and with the special problems which arise when a Company-managed railway is taken over by the State and its staff has to be incorporated in the State railway services. He must also be prepared to deal with all the multitudinous questions that may be summed up under the general heading "the welfare of labour", which includes housing, provident funds, leave rules, medical attendance, assistance towards education, hours of work, the recognition of trades unions and the relations between the management of railways and the staff employed by them. For the reasons I have already given, this is a class of work which is of steadily growing importance and year by year must put a heavier burden on those who are responsible for the management of the Indian railway system.

24. It will be obvious from what I have said, Mr. President, that the duties of the General Member are not only heavy but also extremely multifarious, and it is the latter point on which I would lay special stress. The General Member, as I have said, must on the commercial side pay particular regard

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to the interests of the railway customers, and his main anxiety must be to keep down costs so that rates and fares may be kept at a level which will attract the maximum volume of traffic. But if staff questions are approached solely from that angle, there must be a danger that other interests for which the Railway Board is equally responsible may receive inadequate attention, or that factors not directly commercial may be given insufficient weight. Since, as I have said, railways exist for the conveyance of goods and passengers, it is essential that one of the Members of the Board should be an expert in traffic and in commercial operations, and the selection for the appointment of General Member must be regulated accordingly. But the qualifications of a good commercial manager are not necessarily those which are likely to fit an officer to deal with labour questions, and indeed in so far as his interest is engaged mainly in commercial problems he may be unfitted to handle questions in which due allowance must always be made for the human factor.

25. For the last two years the work of the Railway Board has been under my close observation, and what I have said reproduces the impression left in my mind by what I have seen. It has become more and more clear to me that the General Member is being asked to perform impossibilities, and that it is idle to expect that any one man should possess all the qualifications required for dealing with the various aspects of his work. When therefore it became necessary to decide what arrangements should be made on the retirement of Mr. Sheridan, who has for the last five years rendered most distinguished service to the Government of India as a Member of the Board, it became necessary to decide also whether the existing organisation could continue unchanged, or whether some modification was necessary. The conclusion at which the Government of India arrived, was that the General Member should be set free to devote his whole time to those matters which are his primary concern, namely, transportation and the commercial management of the railways, and that a new Member must be added to the Board, who would be specially charged with responsibility for all establishment questions and for the welfare of labour and of the staff generally. They considered whether it might not suffice in the first instance to appoint an additional Director to the staff of the Railway Board, but they came quite definitely and deliberately to the conclusion that this would not suffice, and that, if important interests were not to suffer, it was necessary first that the commercial management of the railways should engage the whole time and attention of one Member and that similarly establishment and labour questions should have a Member of their own.

26. It may perhaps be useful if I attempt to indicate the nature of the problems which have to be solved and in the solution of which we have not made such rapid progress as we might have done, had not our organisation imposed on a single individual most onerous and disparate duties. On the transportation side, questions are constantly coming up as to the measures to be taken to facilitate the movement of traffic by the re-modelling of stations and marshalling yards or the doubling or quadrupling of lines. These must be handled by a Member of the Board who can speak with authority to the Agents. On the commercial side there are the ever present problems of rates and fares, complicated as they are by the fact that two most important company-managed lines in India have been taken over for direct management by the State. This means that

whereas in former days each railway system was a separate entity, whose managers were concerned to defend the interests of their own system, their own customers and their own shareholders, we have now to look upon all these systems as for many purposes constituting a single system, so that each problem has to be approached from a new point of view. Thus, for example, when the railways were managed by Companies, they entered into route-agreements, by which the traffic of a given area was divided between them with the result that part of the traffic between particular places was conveyed by a longer and more expensive route and part by a shorter and cheaper route. If these arrangements are retained under State management, unnecessary expense is incurred by the railways as a whole. Similarly, we are constantly being urged to recognise the unity of the State Railway system by extending the system of through rates over all the State-managed railways, a system which at present is applied only to coal. Now these problems cannot be left to the Agents of individual lines, because they affect more than one line, and inasmuch as vested interests have grown up under the old system, and alterations in rates may mean entirely unexpected and unintended diversions of traffic from one line of railway to another, and consequently from one port to another, they require the closest and most careful study, if they are to be dealt with successfully. It is of the highest importance that they should be handled by an expert Member of the Board who can give adequate time to their consideration.

27. On the establishment side, the need for a full time Member is equally apparent. It is not merely that the last two years have been characterised by a great deal of unrest and trouble amongst the railway workmen, for it is no doubt true that such periods of unrest come and go and do not necessarily represent any permanent change. But if any Member of this House takes the view that the new importance given to labour questions and the urgency with which they are pressed is a superficial and transient phenomenon, then I do not hesitate to say that he is deceiving himself. Here in India we have to deal—wisely if we can—with a permanent change in the conditions under which industries and commerce must be carried on, and we must be ready to deal with the problems which are impending as well as with those that have already presented themselves for solution. Here it may suffice to give only one or two illustrations of the kind of question which, under our existing organisation, it is almost impossible to handle adequately or expeditiously. One is the organisation of the method by which labour disputes on the railways should be handled and the relations of the railway management with the trades unions. From the nature of the case, these are matters which must frequently engage the attention of this House, and in which the Railway Member will frequently be called on to explain and justify the attitude of Government. It is not, I think, too much to ask that in dealing with such matters he should have the assistance of an officer of not lower rank than a Member of the Board, with whom he can maintain direct relations and who can devote his whole time to carrying out the policy which commends itself to Government. In this aspect of the case, an additional Director would be of little use, for since the Railway Board is responsible as a body for the administration of the railways in India, it is with the Members of the Board that the Railway Member of Council must deal and it is wholly impracticable that he should go behind the back of the Members of the Board to discuss labour questions with the Director of Labour. The other illustration which I would give is the obligations the Government of India have incurred under the Washington and Geneva Conventions for the 60-hour week and the

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weekly day of rest. We have not yet succeeded in fully carrying out these obligations, and it is clearly a matter of urgent public importance that there should be no further delay; but I do not hesitate to say that if we had had in the past a Member of the Board who could give his whole time to staff questions, we should have solved our difficulties at least eighteen months ago.

I must apologise, Mr. President, for the length to which I have spoken on this subject and bring my remarks to a close. Whatever differences of opinion there may sometimes be between the Government of India and the Members on the other side of the House as to methods, I have no doubt at all that we are united in our aims. We all of us wish to see the railways of India so administered as to provide the cheapest possible transport to meet the needs of agriculture, industry and commerce, while on the other hand we are equally united in desiring to secure a reasonable standard of life for the great body of the Indian railway servants whose duty it is to work the railways. It is in the belief that the appointment of an additional Member of the Railway Board is the best means towards the effective and speedy attainment of both objects that the Government of India are putting forward their proposal. Some Members, I know, are apprehensive that the administration may become top-heavy and of the dangers which may attend the accumulation of officials at headquarters. On the other hand, we must remember how gigantic a transport system the Indian railways have become and how grave the consequences may be of a failure at headquarters to keep abreast of the times and to provide adequately for the stimulation and co-ordination of effort on the Indian railways.

The Assembly then adjourned till Eleven of the Clock on Wednesday the 20th February, 1929.

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