

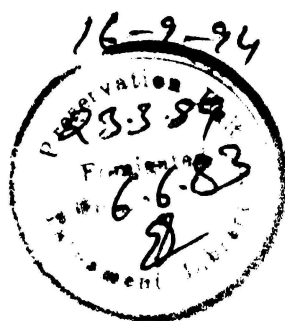
THE  
LEGISLATIVE ASSEMBLY DEBATES

(25th February to 20th March, 1930)

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SIXTH SESSION  
OF THE  
THIRD LEGISLATIVE ASSEMBLY, 1930

Chamber Fumigated. 18.10.73.....



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1930

# **Legislative Assembly.**

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**THE HONOURABLE MR. V. J. PATEL.**

## ***Deputy President :***

**MAULVI MUHAMMAD YAKUB, M.L.A.**

## ***Panel of Chairmen :***

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**SIR ZULFIQAR ALI KHAN, KT., C.S.I., M.L.A.**

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**MR. S. C. GUPTA, BAR.-AT-LAW.**

## ***Assistant of the Secretary :***

**RAI SAHIB D. DUTT.**

## ***Marshal :***

**CAPTAIN SURAJ SINGH BAHADUR, I.O.M.**

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# LEGISLATIVE ASSEMBLY.

*Tuesday, 25th February 1930.*

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

## MEMBERS SWORN:

Mr. Sadasheo Dhoondiraj Talatuley, M.L.A. (Central Provinces: Landholders); Mr. J. Ramsay Scott, M.L.A. (United Provinces: European).

## SHORT NOTICE QUESTION AND ANSWER.

### COMMUNAL RIOT AT DACCA.

**Mr. A. H. Ghusnavi:** (a) Are Government aware of a serious Hindu-Muslim riot, entailing loss of lives, that broke out in the city of Dacca in the last week of January last?

(b) Is it a fact that riot continued for several days and that it brought the normal life of the city to a standstill?

(c) Is it a fact that, in consequence thereof, all Law Courts, schools and colleges had to be closed?

(d) Is it a fact that the authorities had notified, on January 25, under section 35A of Act V of 1861, prohibiting all unlicensed processions throughout the city of Dacca?

(e) Are Government aware that the student champions of Independence were determined to take out a procession without licence?

(f) Did the processionists take out any licence from the authorities on the "Independence" day?

(g) If the answer to the above question be in the negative, why did not the District Magistrate disperse the procession in the beginning, especially when the authorities were satisfied that an unlicensed procession was likely to bring about a breach of the peace?

(h) Are Government prepared to form a mixed committee of officials and non-officials to inquire into the matter?

**The Honourable Sir James Orerar:** (a), (b) and (c). I would refer the Honourable Member to the reply I gave to the short notice question by Mr. Anwar-ul-Azim on the 11th instant. I understand that for some days the normal life of the city was suspended after sunset, but that during the day business was not greatly interfered with, except for occasional closing of shops in areas in which outbreaks occurred. The Law Courts continued to function throughout, but schools and colleges were closed up to the 5th February.

[Sir James Crerar.]

(d) to (f). Notices were issued under section 80 of the Police Act, requiring processions to take out licences. The gathering which was the cause of the disturbance was formed by the amalgamation of small groups of students carrying flags and shouting. These groups did not apply for a licence.

(g) The District Magistrate did not anticipate any communal trouble or other disturbance, and decided that, instead of dispersing such gatherings, it would be preferable to take action against the leaders afterwards.

(h) I understand the Local Government do not propose to constitute any committee of inquiry. I have no doubt the facts will be in issue before the Courts.

**Nawab Sir Sahibzada Abdul Qaiyum:** Do Government feel strong enough to enforce their orders, whether they are with respect to the grant of permission for processions or whether they are for refusal of permission?

**The Honourable Sir James Crerar:** This matter was dealt with by the local authorities, and I have no doubt that the District Magistrate, who had to deal with a difficult and emergent situation, exercised his discretion properly.

**Nawab Sir Sahibzada Abdul Qaiyum:** Do the Government of India feel any responsibility in this respect, or does the whole thing lie with the Local Government? The matter is one of imperial concern and not very much of a local nature.

**The Honourable Sir James Crerar:** The action to be taken in a particular position of this kind is necessarily one which devolves immediately upon, and must be discharged immediately by, the local authorities.

**Nawab Sir Sahibzada Abdul Qaiyum:** I asked whether the Government of India feel strong enough to get their orders respected in matters like this?

**The Honourable Sir James Crerar:** Yes, Sir.

**Dr. A. Suhrawardy:** The Honourable Member has just stated that the District Magistrate did not anticipate any communal trouble. Will the Honourable Member please state whether the District Magistrate anticipated any political trouble, due to difference of opinion between the champions of Independence and those who did not share the view of those champions? If not, why did he require licences to be issued at all?

**The Honourable Sir James Crerar:** The District Magistrate no doubt considered that, in view of the demonstrations which had been announced for that day, there was considerable possibility of trouble and he took his measures accordingly.

**Dr. B. S. Moonje:** Are Government aware of the allegations that have been made in the papers regarding the action of the District Magistrate, the Deputy Superintendent of Police and other police officers in the matter of refusing adequate protection to the Hindus.

**The Honourable Sir James Crerar:** The whole of the circumstances with regard to these disturbances will be before the Courts in connection with the cases which are now pending, and I do not think it would be proper for me, at this stage, to make any further statement with regard to them.

**B. S. Moonje:** Has the attention of the Government been drawn to the allegation that has been published in the papers regarding the action of the District Magistrate and the police officers?

**The Honourable Sir James Orerar:** I have seen statements in the Press.

**Mr. Anwar-ul-Asim:** Is it a fact that the first trouble arose as a result of the burning of the holy books of the Mussalmans by the processionists?

**The Honourable Sir James Orerar:** These are questions likely to come under investigation in a Court of law.

**Dr. R. S. Moonje:** Do the Government propose to make inquiries about these allegations?

**Mr. President:** That question will be under investigation by a Court of law.

**Mr. K. O. Neogy:** Is it not a fact that there are certain allegations, which not possibly be the subject matter of any judicial investigation that may be taking place at the present moment?

**The Honourable Sir James Orerar:** I am not aware of that.

**Mr. K. O. Neogy:** Is the Honourable Member aware that certain allegations have been made regarding the apathy of the District Magistrate, when particularly the Hindus wanted protection from him, which he was not inclined to give?

**Mr. President:** There cannot be any fine distinction as to what will come before the Courts and what will not.

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#### BILLS PASSED BY THE COUNCIL OF STATE LAID ON THE TABLE.

**The Secretary of the Assembly:** Sir, in accordance with rule 25 of the Indian Legislative Rules, I lay on the table the following Bills which were passed by the Council of State at its meeting held on the 24th February, 1930:

- (1) A Bill further to amend the Special Marriage Act, 1872, for certain purposes.
- (2) A Bill to amend certain enactments and to repeal certain other enactments, and
- (3) a Bill further to amend the Prisons Act, 1894, for a certain purpose.

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#### MESSAGES FROM THE COUNCIL OF STATE.

**The Secretary of the Assembly:** Sir, the following two Messages have been received from the Secretary to the Council of State. The first Message is as follows:

"I am directed to inform you that the Council of State has, at its meeting held on the 24th February, 1930, agreed without any amendments to the Bill to centralise and vest in the Governor General in Council the control over certain operations relating to dangerous drugs, and to increase and render uniform throughout British India the penalties for offences relating to such operations, which was passed by the Legislative Assembly at its meeting held on the 12th February, 1930."

[Secretary of the Assembly.]

The second Message runs as follows:

"I am directed to inform you that the Bill further to amend the Indian Patents and Designs Act, 1911, for certain purposes, which was passed by the Legislative Assembly at its meeting held on the 27th January, 1930, was passed by the Council of State at its meeting held on the 24th February, 1930, with the following amendments, viz.:

1. In sub-clause (1) of clause 1, for the figures '1929' the figures '1930' were substituted,
2. In sub-clause (b) of clause 9, in proposed sub-section (1A), for the word 'January' the word 'July' was substituted, and
3. Clause 28A was renumbered as clause 29 and the subsequent clauses were renumbered consecutively.

The Council of State requests the concurrence of the Legislative Assembly in the amendments."

Sir, I lay on the table the Bill as amended by the Council of State.

## THE RAILWAY BUDGET—LIST OF DEMANDS.

### DEMAND No. 1—RAILWAY BOARD—concl'd.

**Mr. President:** The House will now resume further discussion on Demand No. 1 of the Railway Budget.

*Policy of Reservation of Compartments as "for Europeans".*

**Mr. K. O. Neogy** (Dacca Division: Non-Muhammadan Rural): Sir, I beg to move:

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

My intention is to invite Government to make a declaration of their policy in regard to the reservation of railway compartments as "for Europeans". About five years back I had the privilege of bringing forward a Bill for the purpose of making such reservations illegal. That Bill was passed by the Legislative Assembly, but Government, in the plenitude of their wisdom and in the plenitude of the support which they can always command in the other House, prevented that Bill from reaching the Statute-book. A few days back my Honourable friend, Mr. Aney, introduced a similar Bill. Unfortunately, it has not yet been possible for this House to take that Bill into consideration. I should, therefore, like the Honourable Member in charge to make a declaration as to whether their policy in this matter has undergone any change.

**The Honourable Sir George Rainy** (Member for Commerce and Railways): Sir, I can dispose of this motion quite briefly. My Honourable friend, the Mover, has referred to the Bill for which he was responsible, which was carried by the Assembly five years ago, but was subsequently rejected in the Council of State. At that time the view advanced by Government was that the practice was dying out of itself that the reservation of compartments was being reduced to much smaller dimensions and that, in course



of time, the practice would disappear. In connection with Mr. Aney's Bill, which was not reached on any of the days devoted to private Bills, the Government of India again reconsidered the matter. It appeared that since Mr. Neogy's Bill was before the House, the practice of reserving third class compartments for Europeans and Anglo-Indians had been abandoned on the Burma and South Indian Railways. The practice now only obtains on five railways, *viz.*, the Bengal Nagpur, the North Western, the Madras and Southern Mahratta, the East Indian and the Great Indian Peninsula Railways. In the whole of India, one small compartment is reserved on 83 trains, which is 4·4 per cent. of the total number of trains. The Government of India, after considering the matter carefully, came to the conclusion that the time had come when the practice might be discontinued altogether. What they have decided to do is to take steps on the State-managed railways, so that, by the end of the year 1930 the reservation of third class compartments for Europeans and Anglo-Indians will be discontinued. They have also decided to use their influence with the Company-managed railways of which there are only two, *viz.*, the Bengal Nagpur and the Madras and Southern Mahratta, to bring about the same result. They have no reason to believe that these Companies will be unwilling to fall into line with the policy of the Government in the matter.

The amendment was, by leave of the Assembly, withdrawn.

*Reduction of Rates and Fares on the Bengal Nagpur Railway.*

**Mr. B. Das** (Orissa Division: Non-Muhammadan): Sir, with your permission I would omit Motion No. 25 and move Motion No. 26, which runs thus:

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

This motion relates to the reduction of rates and fares on the Bengal Nagpur Railway in 1927-28. The Honourable the Railway Member, in his budget speech that year, announced certain reductions of third class rates and fares on the East Indian and the North Western Railways. He said:

"We expressly invited the attention of the Agents to the passenger fares in the light of statistics, and did tell them that it would be proper to consider further reductions. As a result of this, the East Indian Railway, the North Western Railway and the Southern Mahratta Railway were justified in proposing further reductions, and they have already been brought into force in one case on 1st January."

Sir, I began to wonder why the rates were not reduced on the Bengal Nagpur Railway. When I looked at the accounts of the various railways in India, as submitted before the Public Accounts Committee, last year, I began to compare the profits of the Bengal Nagpur Railway with those of the Eastern Bengal and the North Western Railways. I give below the profits of the three railways for the years 1925-26, 1926-27 and 1927-28:

					Percentage of profits.
Bengal Nagpur Railway	..	..	..	..	4·72
				..	5·08
				..	5·03
East Indian Railway	..	..	..	..	3·97
				..	5·37
				..	5·38
North Western Railway	..	..	..	..	4·22
				..	3·48
				..	3·55

[Mr. B. Das.]

I cannot understand why, in the North Western Railway, which gives a net income of 8.55 per cent. there was a reduction of third class fares for people travelling on that line. It may be that the territory over which the Bengal Nagpur Railway travels is not adequately represented on the floor of this House, and therefore nobody brings forward a motion to press on the Honourable the Railway Member that there should be a reduction of rates there.

Sir, as a member of the Public Accounts Committee, last August I put various questions as to what was happening on the Bengal Nagpur Railway, regarding reduction of third class fares. I have referred already on the floor of the House to the fact that there have been various extravagances on that line, and that matter is still under the consideration of the Public Accounts Committee and the Government of India. Sir, last year, at Simla, the Public Accounts Committee appointed a sub-committee, which was presided over by my Honourable friend Mr. Neogy, and that sub-committee gave its finding about the Bengal Nagpur Railway in the following terms:

"As regards the serious irregularities on the Bengal Nagpur Railway, we understand that a comprehensive letter has been addressed to the Company by the Railway Board, which will be considered by the main Committee. In the circumstances, we refrain from making any comments at this stage."

The main Committee went into their findings and their conclusions are given in page 24 of the Report of the Public Accounts Committee:

"As regards the sub-paragraph 8 of the Report of the sub-committee, we are satisfied that the points raised by us have for the present been adequately dealt with in the letter addressed by the Railway Board to the Agent, Bengal Nagpur Railway, but we desire to have a full report next year, on the action taken as a result of this letter."

There has been a huge waste of expenditure and a huge waste of money. I would quote only one instance, which will convince Honourable Members how the Bengal Nagpur Railway has been recklessly squandering money. This is found in page 93, paragraph 14 of the Appropriation Accounts of Railways in India for 1927-28:

"Loss in Departmental brick manufacture. In 1923 an estimate was sanctioned by the Agent—"

Of course, the Agent had the advice of the Chief Engineer and other Engineers who are supposed to be experts in the line,—

"for cost of plant, kilns, etc., amounting to Rs. 2,97,244 for manufacture of bricks by departmental agency. This estimate was further revised in 1924 under Agent's sanction to Rs. 4,59,432. . . . The cost of outturn for bricks thus works out on the year's outlay to Rs. 102 per thousand, and including proportionate charges on Capital Block Account, to Rs. 139 per thousand, against Rs. 14, the contractor's rate."

This conclusively shows the extravagance of the Bengal Nagpur Railway, and how public money is squandered, while we want saving, so that third class passengers, who are the largest contributors to the Railway might get the benefit of reduced fares. Instead of that, the Bengal Nagpur Railway is spending money on mad experiments. Probably that engineer who advised the Agent was not an expert. I do not know whether he is still in service. What could have been obtained at Rs. 14 per thousand from the market, the Railway manufactured at Rs. 139 per thousand. Sir, I do not want to quote other instances of extravagance, but I would ask Honourable Members, who would be interested in rectifying the mismanagement of this Railway, to look into the Appropriation Accounts of

Railways in India for 1927-28, and they will find ample material supporting my statement. I would have thought that the Honourable the Railway Member would press on the Bengal Nagpur Railway to bring about that happy result, when they would reduce their rates and fares. It seems that, before 1916-17, the Bengal Nagpur Railway had an investment of about £45 millions, and when in 1912 the Government of India entered into a fresh contract with that Railway, the rate of interest was reduced to  $8\frac{1}{2}$  per cent., and the money that has been borrowed since then by the Government of India, except a few crores borrowed after 1922, was borrowed at more than  $3\frac{1}{2}$  per cent., so that the Bengal Nagpur Railway makes a profit every year. Any surplus which the Bengal Nagpur Railway might earn, after paying  $3\frac{1}{2}$  per cent. to the Government for paying interest on borrowed capital, must go towards the reduction of rates and freights.

Now I claim reduction from another point of view. I find on page 18 of the same Appropriation Accounts that the number of passengers who travelled on the Bengal Nagpur Railway in 1926-27 was 24,540,700, and in 1927-28, they were 25,874,300. As regards the tonnage carried, in 1926-27 it was 13,546,000, while in 1927-28, it was 15,617,000. Well, I look to the favoured railways, that is railways in which the passengers are favoured with reduced fares so far as third class passengers are concerned, such as the East Indian Railway and the North Western Railway, and there I do not find any appreciable increase in the number of passengers or in the tonnage, rather I find in the North Western Railway that the tonnage carried has been reduced from 19 million odd tons to 17 million odd. In the East Indian Railway, I find just a slight increase of tonnage and also passengers. Sir, I am not an expert in these matters. I think my Honourable friend Mr. Haji may contribute something to the discussion of this matter. While there has been an increase in both the number of passengers travelling as well as in the quantity of tonnage carried, we find that the same post-war high rates of tariff still prevail on the Bengal Nagpur Railway.

Why should not Government enforce an equitable system of rates on all railways? If the Government do not insist on reduction of rates and freights, they help the Company-managed railways to appropriate their surplus profits towards payment of higher dividends, in addition to the guaranteed interest that Government pay. Apart from that, I do not wish to see that the Government should simply be a tax-collecting department. The railways are public carriers, and if they are carriers, they should charge only reasonable rates so that all classes of people, especially the third class passengers, might be benefited. My Honourable friend the Railway Member has himself admitted that the Bengal Nagpur Railway travels through a poor country. When Government think of reducing railway rates and freights, they ought to consider first the claims of the railways which travel through comparatively poorer parts of the country. Sir, I submit that the time has come when the rates and freights on the Bengal Nagpur Railway should be reduced. I remember in the last Public Accounts Committee, we raised a discussion on this subject, and even the Chairman, Sir George Schuster, was pleased to observe that circumstances, as they appeared before the Public Accounts Committee, justified a reduction of rates and freights on the Bengal Nagpur Railway. With these remarks, I move my motion.

**Mr. A. A. L. Parsons** (Financial Commissioner, Railways): Sir, I admire the ingenuity with which my Honourable friend has at last brought

[Mr. A. A. L. PARSONS.]

the irregularities of the Bengal Nagpur Railway to notice on the floor of the House. I presume his argument is more or less as follows. The Bengal Nagpur Railway has been squandering money. If it had not been squandering money, it would have been better off, and if it had been better off, it could have reduced rates and fares, and more particularly it could have reduced third class fares. I do not think that misrepresents my Honourable friend. I am not sorry that he has succeeded in bringing up this question, which I understand raised some public comment at the time when the matter came before the Public Accounts Committee, because I think there are some remarks which ought to be made. It is not an easy position for the Financial Commissioner of Railways to defend a Railway Administration against charges of irregularity, because it is very much his duty and his wish to enforce regularity on railways, and anything he says may, therefore, be misconstrued, as showing a lightness of heart or spirit on his part towards one of the important sides of his duties. On the other hand it is necessary, in these matters, to be judicial. Therefore when I came out from home, I myself went through the various irregularities which came to the notice of the Public Accounts Committee. The number actually mentioned in this year's Report was 30. They were not all serious, and some of them were mainly formal, nine being first brought to notice in the Report for 1927-28, while 21 had come forward from the previous year's Report. Now if there were 30 irregularities spread over two years on any individual Railway Administration, serious enough to be brought to notice in an Appropriation Report, there would be very good *prima facie* grounds for condemning wholeheartedly the administration of that Railway. But actually.—and this is what I think was not realised at the time,—that was not the position. Of these 30, only four were irregularities relating to the years on the accounts of which the Reports of 1926-27 and 1927-28 were compiled. With regard to another three or four irregularities, I have not been able to get any information as to the date of the occurrences, and I may mention that, in some cases, the dates of the irregularities were not given in the Reports. That makes 8. The remaining 22 were spread over the years from 1910 onwards to 1925-26; that is to say, these 30 irregularities were spread over a period of 18 years. That obviously puts a very different complexion on the matter, and is obviously relevant to any charge that the Bengal Nagpur Railway has been, as a whole, badly administered. I myself have had my quarrels with the Bengal Nagpur Railway Administration on certain of these cases, but I do think that it is desirable to be judicial in a matter of this kind, and not to condemn a Railway Administration root and branch because certain things have not been done well on that railway.

I will now pass on to the question whether the Bengal Nagpur Railway should be asked—or compelled as, I think, the Honourable Member said—to reduce its rates and fares, and particularly its third class fares. No one would, I think, gather from my Honourable friend's remarks that the Bengal Nagpur Railway in some respects may even be said to have gone further than some other railways in the matter of reductions. Their reductions in fares, I may say, are all for distances of over 300 miles. As a whole, the Bengal Nagpur Railway has followed the policy which we follow, of reducing fares and freights for longer distances, in order to encourage traffic over longer distances, and that is an extremely sound policy. In 1926 they reduced intermediate class passenger fares, and also third

class passenger fares. They reduced ordinary third class fares, for example, from 8½ pies per mile for distances over 300 miles, to 2½ pies per mile,—a reduction of a full pie. They also reduced, following our own reductions of 1929, their luggage and parcels rates. They increased, as we have done, the free allowances of luggage of third class passengers from 15 to 25 seers, i.e., an increase of over 50 per cent., and they made various substantial reductions in the rates on various agricultural commodities, such as oil-cake, manures and wood. They followed us in the reductions on coal.

Now, the question whether they should make further reductions is, to start with, very much a question of the financial position of that Railway; and if the Honourable Member had referred to the Pink Books which we supply, he would have seen that the Bengal Nagpur Railway had a loss in 1928-29, the last year for which accounts are available, of nearly 48½ lakhs, whereas the North Western Railway, with which he made a comparison, had in that year a profit of Rs. 33,80,000. Obviously a railway which has incurred a fairly substantial loss is not in as good a position to effect further reductions of rates and fares as a railway which is earning a profit, and I myself should not be prepared to press the Bengal Nagpur Railway to make a further reduction at present, unless it was a reduction which was likely immediately to bring a corresponding increase of revenue from increased traffic.

There is a further point with regard to the Bengal Nagpur Railway. It is, as a whole, a line which runs through a country which is not thickly populated. It has heavy gradients, so that trains are expensive to move, and its goods traffic is largely in heavy ores, a not very paying traffic. Therefore you cannot expect that Railway to pay as well as other Railways, nor can the inhabitants of that area actually expect to get their transportation as cheaply as the inhabitants of other areas, for instance, those served by the East Indian Railway, because the line has cost more to build and the revenue obtained from the line, when opened, is lower than it is in more favoured localities. As regards the recommendation which has been made in the Public Accounts Committee's Report, we shall of course give that recommendation very serious consideration owing to the body from which it came. It does, however, as far as I can see, go against the whole of the previous rates policy of the Government of India, which has been to fix the rates, subject to certain maxima and minima, with regard to the individual circumstances of each Railway Administration.

**Mr. President:** The question is:

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

The motion was negatived.

**Sardar Bahadur Honorary Captain Hira Singh, Brar** (Punjab: Nominated Non-Official): On a point of order, Sir, my motion No. 62\* is on the same subject as No. 28 . . . . .

**Mr. President:** We are only half way yet.

*Racial Discrimination.*

**Munshi Iswar Saran** (Lucknow Division: Non-Muhammadan Rural): Sir, in view of the discussion which has already taken place, I do not propose to move my cut No. 29, and therefore by your leave, I shall go to cut No. 30.

\*"That the Demand under the head 'Railway Board' be reduced by Re 1. (Transportation of food stuff and fodder from Punjab colonies to other places.)"

[Munshi Iswar Saran.]

I beg to move:

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

Sir, this debate year after year is humiliating and provoking. It is humiliating that we should go on protesting year after year against our being deprived of the full opportunity to serve in the Railway Department in our own country and that our protest, our entreaty and our request should all go in vain. It is provoking because we find that the bar sinister still exists in spite of our protest and struggle. But I suppose we have to carry as long as the wrong is not righted.

May I, with your permission, say only one brief word here as regards the Anglo-Indian community, because in the discussion unfortunately something will have to be said about them. I wish to assure that community that we all are anxious that it should have its due share in the railway service, indeed in all services. But at the same time, we are very anxious that no community, be it the Hindu community or the Muslim community or the Anglo-Indian community, should have a preponderance of posts in any Department or in any service to the detriment of other communities. (Hear, hear.) I shall offer a word of advice, if I may, to the Anglo-Indian community. The time has come when the Anglo-Indians ought to make up their minds once for all in regard to the attitude they will adopt towards the big problems that are engaging the attention of the country today. Let me say in all friendliness that they should cease to play the role of Mr. Facing-both-ways. That role will not do; it will not pay. I hope they will take suggestion in the spirit in which it is offered. They ought face the realities of the position. They ought to determine their aim, and the destiny that lies before them.

As regards racial discrimination, Sir, there is no one who will be prepared to assert that it does not exist. If I am right in making this statement, as I submit I am, then the question naturally arises, what is Government doing in regard to it? I must confess, Sir, that, perhaps on account of my ignorance or want of information, I am unable to comprehend the attitude of Government. I do say, and I do wish to lay stress on it, that they have no consistent policy unless the policy be to tolerate racial discrimination. May I invite the attention of the House to a speech which was delivered by Mr. Parsons in the budget debate of 1928? On that occasion Mr. Parsons said:

"Whether Government holds" (*I am leaving out the unnecessary words*) "Whether Government holds that Indians are incapacitated constitutionally or otherwise from carrying out properly the duties of the subordinate posts which we are now discussing; the answer is immediately and directly 'no'. Government do not propose"—

I shall beg the House to mark these words—

"Government do not propose to have any policy of racial discrimination in that matter. It has been pointed out by my Honourable friends that, in certain specific instances which they have brought before the House, there appears, I should prefer to call it, a remnant of racial discrimination either in the terms which are offered for initial employment or in the treatment after employment of different communities. I wish to say here and now that the Railway Board do not countenance any such discrimination. They have definitely informed all Railway Administrations that discrimination of that character should be abolished and they have obtained assurances from the Railway Administrations that they are taking steps to abolish that discrimination."

This statement was made not by a private Member; this statement was made by the Government spokesman on behalf of the Railways. If we carefully consider this statement, the conclusion seems to be irresistible that Government admitted the existence of racial discrimination and made up their minds to remove it as quickly as they could. Then, Sir, we come to the speech of Sir George Rainy, which he delivered in 1929, and I apologise to the House for giving this long quotation, because it is necessary for the purpose of the particular argument which I wish to develop that I should give a somewhat long quotation from his speech. Says Sir George Rainy:

"We have to recognise specially on a railway like the East Indian Railway or the Great Indian Peninsula Railway, which are now State-managed, that we took them over with all the inheritance of the rules which had been framed under Company management, and that we cannot, by any sudden stroke of the pen, eliminate all the differences which have grown up under those rules. What we can do, and what we ought to do, is steadily to maintain the pressure so that where these rules definitely admit racial discrimination in particular matters, this should be rectified and the racial discrimination eliminated. That is what we are aiming at, and I entirely agree that these annual debates on the subject in the Assembly are of great use because they keep the attention of the Railway Board and of the Railway Member concentrated on the point, so that more rapid progress is made than would otherwise be the case."

Again, Sir, I submit that after carefully considering this statement of Sir George Rainy, one felt certain that the existence of the disease was admitted. It was further admitted that Government was going to apply the remedy and that these annual debates in the Assembly would make Government apply the remedy with greater rapidity. But, Sir, in the present speech of the Honourable the Railway Member, what do we find? He says:

"I must also refer to the elimination of racial discrimination, but I can do so only briefly. The whole question has been systematically considered and we have now reached a stage when the material has been digested and consultation with the Central Advisory Committee is likely to be both helpful and fruitful."

After admitting the existence of racial discrimination, after telling us that Government are going to remove it, we are now told in 1930 that the materials have been collected, and we have now reached a stage when a consultation with the Advisory Committee will be both helpful and fruitful and the conclusion obviously will be come to after this consultation.

**Sir Purshotamdas Thakurdas** (Indian Merchants' Chamber: Indian Commerce): In regard to the method. It is a step in advance.

**Munshi Iswar Saran**: I am indebted to my Honourable friend, Sir Purshotamdas Thakurdas.

**Sir Purshotamdas Thakurdas**: I am only putting forward a construction which strikes me.

**Munshi Iswar Saran**: I take it that it is in regard to the methods by which racial discrimination is to be removed, that consultation is necessary. Am I right?

**Sir Purshotamdas Thakurdas**: Yes, about right.

**Munshi Iswar Saran**: I am content if I am about right. I submit, Sir, that as far as this racial question is concerned, if Government are really



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in earnest, very little consultation is necessary. If any consultation was necessary, that stage has passed.

There is racial discrimination as regards recruitment to the services; there is racial discrimination as regards the treatment that they mete out to their Indian and non-Indian servants; there is racial discrimination as regards the facilities and amenities they give to their Indian and non-Indian servants. Sir, this is a matter which has been discussed threadbare; this is a matter which has been agitated in this House and in the public Press and on the public platform for a very long time. Are we to understand that the question is so full of difficulty and complexity that it is necessary, in order to come to some conclusions, to consult the Railway Advisory Committee? I ask, Sir, why was this consultation, which has been mentioned now by Sir George Rainy, not mentioned by him last year or by Mr. Parsons the year before? I do submit that, in spite of my very best efforts—I wish to assure Sir George Rainy and my Honourable friend Sir Purshotamdas Thakurdas—that in spite of my very best efforts to put the most generous and the most charitable construction on this idea of consultation, I am very painfully and reluctantly driven to the conclusion that this was not necessary. We know, Sir, that in 1926 Mr. Sim, speaking on behalf of the Railway Department, admitted the existence of racial discrimination, and it is in 1980 that the question of consultation has been brought forward! I say, Sir, if this consultation has to be made, it ought to have been made much earlier. Did the Government take six years' time to make up their mind whether they should consult the Advisory Committee or not? I submit, Sir,—and I shall be sorry if I am doing any injustice to Sir George Rainy or to Government,—that for a man who has studied this question carefully and deeply, there is no other conclusion possible than this, that they are not serious about this matter. We get lip sympathy in abundance. Personally, speaking for myself, I hate that word "sympathy". Indians do not want sympathy; they want justice; they want recognition of their rights. Then, Sir, sympathy becomes of no avail when it is not translated into action. We are told that instructions have been sent to the Railway Administrations, and yet I shall show to the House later on that those instructions have not been observed, have not been obeyed. A tree is known by its fruits; the value of the instructions lies in the action that they lead to. If they lead to no action, or to unsatisfactory action, then it is very little satisfaction to us that they were issued. There is one question which I should like to put. Are Government unable to enforce the policy which they lay down, or which they approve of? Is it possible for Railway Administrations to snap their fingers at the instructions which are issued by the Railway Board on behalf of Government? If that be so, Sir, then there are only two alternative conclusions, and I leave it to Sir George Rainy to decide which he will accept; either the Railway Board is feeble and incompetent, or all this talk about bringing about a change is insincere. The alternatives, Sir are incompetence or insincerity; let the Railway Member make his choice as to which he will accept.

Now, Sir, as I have already submitted this question has been engaging the attention of the House for a long time. I shall give a few figures to show how the matter actually stands, and I have been careful to take only figures of the period since Sir George Rainy came into office.



We find that in the year 1926-27, the number of Indians filling gazetted posts—I shall beg the House to mark this—increased from 26.85 per cent. to 29.7 per cent. On the four State-managed lines the increase was from 32.02 per cent. to 34.68 per cent. In the year 1927-28, the number rose from 29.26 per cent. to 31.82 per cent., and on the four State-managed railways it rose from 34.74 per cent. to 38.09 per cent. Then, in the year 1928-29, from 31.51 per cent., it rose to 32.71 per cent., and on the five State-managed railways it increased 35.99 per cent. to 36.22 per cent.; Sir, at the rate roughly of 3 per cent. annually Indianisation is proceeding. I ask, how long will it take to reach the maximum?

My Honourable friend Mr. Hayman told us, in answer to my friend Mr. Ghuznavi, "Good heavens, what nonsense about Indianisation you are talking? We have almost reached the highest figure possible". Mr. Hayman either takes us to be very simple-minded because he is new to the House, or he has said something which I for one am unable to understand. I shall request Mr. Hayman to controvert the conclusion that I have drawn from the figures that I have quoted that, during these years, the increase has been only 2 per cent. or 3 per cent. at the outside. I shall now ask him to consider how he has been filling the vacancies that have been occurring. I submit, Sir, that this is a very good test of Indianisation. We find that in 1927-28—I am taking only one year's figures—the percentage of Europeans to the number of vacancies filled among officers of gazetted rank was 32.0 per cent., and it rose to 43.0 per cent. in 1928-29. What do we find about Indians? In 1927-28 the percentage was 68.0 per cent., but it fell in 1928-29 to 57.0 per cent. Sir, this is how Indianisation is going amongst gazetted officers.

Let us turn for a moment our attention to Indianisation in the subordinate staff, as I may call it, who get Rs. 250 or over on:  
12 Noon. Class I Railways.

In 1928 the number of Europeans was 2,046.

In 1929 the number of Europeans was 2,051.

In 1928 the number of Hindus was 1,921.

In 1929 the number of Hindus was 2,068.

As regards the Mussalmans, I must say that their representation is very very inadequate; in 1928 the number of Mussalmans was 330 and the number rose in 1929 to 360.

The number of Anglo-Indians was 3,784 in 1928, and it rose to 3,800 in 1929.

The number of "Other Classes" rose from 536 in 1928 to 662 in 1929. Taking the subordinate service alone into consideration, if you go on Indianising at the rate at which you have gone on, I assert that it will take a very long time to Indianise the entire service which is enough to exhaust the patience even of a very patient man like myself. My Honourable friend, Dr. Moonje, says it will take a century to Indianise. What is a century when compared with eternity. (Laughter.)

Let us come to the Railway Board itself. What do we find there? We had thought that, any rate in the Railway Board itself, Indianisation

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would proceed at a greater pace. We find that in 1928 there were five Europeans (I am talking of the subordinate staff) and in 1929 there were six. The number of Hindus went up from 87 to 130 in that period, while the Mussalmans increased from 10 to 18 and Anglo-Indians from 17 to 23, and other classes remained at the same figure—12 in 1928 and 12 in 1929. That is how it goes on in the Railway Board.

Look at the result of the instructions that have been issued to various Railway Administrations and see how Indianisation is being carried on by them. Take the Assam Bengal Railway. We find that in the Agency Department there were three Europeans in 1928 and the same number continues in 1929—there are no Indians whether Hindus, Mussalmans or any others. (*An Honourable Member*: "It is a Company-managed railway.") Never mind whether it is a Company-managed Railway or not. On the Bombay, Baroda and Central India Railway in the Agency Department in 1928 there were seven Europeans, and in 1929 their number increased by one. The number of Anglo-Indians was one in 1928 and we find the same number in 1929. There are no Hindus or Mussalmans in this Department.

Then take the subordinate staff on the Eastern Bengal Railway. There are a number of Traffic Inspectors who get from Rs. 800 to 500 and there is no Indian amongst them. Take the Assistant Station Masters—there are a number of them who get from Rs. 280 to Rs. 380 and there is no Indian among them.

**Mr. B. Das**: They are all Anglo-Indians; they are not Europeans

**Munshi Iswar Saran**: My Honourable and gallant friend, Colonel Gidney will give you an answer that might satisfy you.

Then on the East Indian Railway we find that, in the Stores Department, there are four officers who get from Rs. 550 to Rs. 600, and there are no Indians among them. There are two officers who get from Rs. 500 to Rs. 550 and there are no Indians among them. Amongst the three officers who get from Rs. 425 to Rs. 500 in the same Department, there are no Indians. Then take the Boiler Inspectors; there are no Indians among them. There is no Indian mechanic. Then take the Station Masters, A class—Rs. 480 to Rs. 580—there are no Indians. Station Masters, B class—Rs. 360 to Rs. 400—there are no Indians. Station Masters, C Class—Rs. 300 to 350—there are no Indians. I shall not trouble the House with any more figures; the few that I have given are enough to show that the picture is sad and depressing.

**An Honourable Member**: Take the North Western Railway; it is no better.

**Munshi Iswar Saran**: I have cited only a few cases by way of example. I know it will be said that some of these are Anglo-Indians who are statutory Indians and that no objection can be taken to them.

**Ident.-Colonel H. A. J. Gidney** (Nominated: Anglo-Indians): Have you any objection to it?

**Munshi Iswar Saran**: My Honourable and gallant friend, Colonel Gidney, asks me if I have any objection. I say "Yes" for this reason; Conceding the claim of Anglo-Indians, what we have to decide is whether

they should be allowed to shut out members of other Indian communities from railway services, and whether the members of this particular community should be allowed to have, if not, the practical monopoly, at any rate, the vast majority of the railway posts, I say, Sir, the present policy is wrong. It is true that, having regard to their past history and the present condition of the Anglo-Indian community, they are entitled to certain considerations and certain concessions; that is very different from saying that the Anglo-Indian community should continue to enjoy the advantages which it has enjoyed so long.

**Lieut.-Colonel H. A. J. Gidney:** Whoever said that? I do not remember to have said so, but I know you envy my position.

**Dr. A. Suhrawardy** (Burdwan and Presidency Divisions: Muhammadan Rural): You need not say it; it is a fact.

**Munshi Iswar Saran:** I wish to make it perfectly clear to them that, as far as we are concerned,—I hope I am speaking on behalf of a great majority of Members on this side of the House—we do not wish the Anglo-Indian community to be kept out of railway employment, but we do object to the unfair advantage which they are enjoying today and we do resent the disadvantages and handicaps of other Indian communities. I say to the Anglo-Indian community, "Please go into other Departments as well, have your share in them, as indeed every other Indian community is entitled to have its share". Let me illustrate this point, and it will be clear even to my Honourable and gallant friend, Colonel Gidney. Take the Judicial Service; suppose we had competent, educated and capable Anglo-Indians who came forward and said, "Let us have our share in the Judicial Service", can Hindus or Musalmans turn round and say, "No, thank you; look at past history; we have made the Judicial Service what it is"? That would not be fair. (*An Honourable Member:* "But we are kept out as a matter of policy.") There are so many interjections and interruptions that I hope Sir George Rainy will take note of their meaning, significance and force; then only will he be able to appreciate the extreme moderation of the remarks which I have the honour of addressing to the House. . . .

**Sir Darcy Lindsay** (Bengal: European): In all humility.

**Munshi Iswar Saran:** Quite right; my Honourable friend, the Leader of the European Group is perfectly right; it is in all humility that I am making these submissions, but my trouble is that, in spite of the humility, the request will not be granted. (*An Honourable Member:* "Why do you say that?") Because I know from past experience.

Intimately connected with this question is the question of the training of Indians in various workshops. I shall only ask some one, on behalf of the Railway Department, please to answer these questions:

(1) How many Hindu and Muslim boys are being trained in the various workshops such as the Jamalpur or Kharagpur workshops?

(2) Is the test of admission the same in the case of all boys, or is there any distinction made between these tests?

(3) Do the Indian and Anglo-Indian boys get the same allowance during the period of training?

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(4) Do they start on the same salary after they come out of the workshops?

I fully recognise that my Honourable friend Sir George Rainy is a terribly busy man, and I suppose his duties are so multifarious that he cannot be expected to look into every detail of every department, but I shall beg of him to consider, whether in his opinion the training that is being given to Indian boys is sufficient, whether he thinks that they are receiving the encouragement that they ought to receive or whether he feels that there is a distinction made between them on the one hand and between Anglo-Indians on the other.

These questions have been discussed, I might say, *ad nauseum*, and therefore, I do not wish to repeat them. I am only inviting the attention of the Honourable Sir George Rainy and the Railway Board to these questions.

Now, what about the education of the children of the railway employees? What amount do you spend over the education of the children of Anglo-Indian employees and of Indian employees? Have you raised the position of the teachers of purely Indian schools, or are you still in the stage of contemplation? Has the process of the digestion of the material on the subject been completed or is it still going on? The next question is, what is the East Indian Railway Company doing at the present moment in regard to. . . .

**Pandit Hriday Nath Kunera** (Agra Division: Non-Muhammadan Rural): It is a State-managed railway now!

**Munshi Iswar Saran**: Many unpleasant facts have been brought to my notice, as well as communicated to me, but I think I shall do well in not referring to them. I shall only ask the Honourable Sir George Rainy to see for himself whether there is any distinction made in respect of leave rules and the rules of promotion.

Then comes the old questions of accommodation and of medical relief which have been brought to the notice of the House and of the Railway Member, and I hope when some one gets up to reply on behalf of the Railway Board he will be able to tell us that that distinction has at any rate disappeared.

Sir, there is one other minor matter, for which of course I suppose the Railway Board cannot be held responsible, but it is a matter which I wish to bring to the notice of the Honourable Sir George Rainy in the hope that something will be done to remove a little irritation that we sometimes feel, and that is the question of platform tickets. It is a very very minor and small matter, but I know how it irritates us. An Indian goes to a railway station and the ticket collector, very rightly of course, asks, "Have you got a platform ticket?". But if the Indian has got European clothes on, the chances are fewer of this question being asked, but if an Anglo-Indian or European goes, then in nine cases out of ten he is not asked to produce a platform ticket. I know that the Railway Board have got nothing to do with it; this is a very, small, very insignificant and very trivial matter; but these little things do give rise to irritation and produce a lot of unpleasantness. I would therefore ask my Honourable friend the Railway Member to give a little attention to it.

The question under discussion is so vast that if one desired to go into all the details, one would occupy the whole day and even then the catalogue of grievances would not be complete. Having regard to the time of the House that I would be justified in taking, I have made only a few brief remarks, which indicate our difficulties, in the hope that they will be speedily removed. I wish to assure the Honourable Member in charge and other Members of Government that it is not pleasant for us to be constantly harping on this question. But Government must bear the responsibility of these unfortunate discussions. If a man has a pain, he will continue to cry, unpleasant though it may be, as long as the pain lasts. There will be no necessity for this unpleasant debate if the causes are removed.

My friend Sir Hugh Cocke last year said, "Indianisation or no Indianisation, we want efficiency". This attitude gives rise to misunderstanding and trouble as it is based on a woeful disregard of our real position. I was very pleased to read the report of a speech or interview of the Honourable the Leader of the European Group, wherein he asked his countrymen to try and get underneath the skin of Indians and to see what they feel. If Sir Hugh Cocke had anticipated the spirit and attitude of my genial friend, the Leader of the Opposition, he would not have made this remark. Sir, we are more interested in India and its future than any Member of the European Group can ever pretend to be and we desire to increase our efficiency and will not and cannot allow it to be impaired in any way. But I say, do not in the name of efficiency for the sake of Heaven perpetrate an injustice. Give us a fair chance, give us opportunities for which we are clamouring, and at the same time see that efficiency does not suffer.

Now, Sir, what is the remedy for all these troubles? The remedy is that Sir George Rainy instead of being responsible to the Governor General in Council or to the Government in England, should be responsible to this House. If he is responsible to this House, this difficulty will vanish in no time. That is the real remedy. (*An Honourable Member*: "That is the only remedy".) Yes, I stand corrected, that is the only remedy. I hope we shall get that remedy soon. I do not make a secret of this fact that I feel,—and I am very sorry to say that,—that my protest and the protests of other speakers who will follow me may not produce the desired results; but, Sir, as the late Mr. Gokhale said in the present condition of India, we have to serve her not by our successes but by our failures. ●

**Dr. B. S. Moonje** (Nagpur Division: Non-Muhammadan): Sir, I have listened very carefully to the speech of my friend, Munshi Iswar Saran, and I agree with him to a very great extent. Perhaps there is a point in his speech wherein I may not agree with him. It may be due to the fact that I may not have fully comprehended his ideas or his object. The point that is under debate at the present moment relates to racial discrimination, and racial discrimination, so far as I have been able to understand it, relates to such discrimination between Indians on the one hand and non-Indians on the other. That is what I have understood by racial discrimination. If that is so, I have not been able to understand how he has complained against the monopoly which the Anglo-Indians are at present enjoying in the railway service. I cannot understand that, in the public administration of a country, there could ever be this distinction between Indians, Anglo-Indians, Hindus, Mussalmans and Sikhs. I have always

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understood that the administration stood for equal opportunities to all, whatever their caste or creed might be. If on the point of merit, the Anglo-Indians have got the monopoly, I have not the least grudge or grouse or complaint. The complaint comes in when that monopoly has not been based on merit ascertained through open competition. If an Anglo-Indian boy competes for a certain position, along with other Indian boys, and if he is found fit physically, educationally and morally, then I would be the first man to say that that boy must have precedence over others.

**An Honourable Member:** What about military services?

**Dr. B. S. Moonje:** This is not the occasion to discuss that subject.

**An Honourable Member:** You wanted the *baniyas* for the Army. Where were they in the Great War?

**Dr. B. S. Moonje:** Whether a *baniya* is a *baniya*, a non-military man so long as he is Hindu or he becomes a military man immediately he is converted to Islam and becomes a Mussalman, or whether he remains a *baniya*, even after he has been made a Mussalman is a thing on which I will say something at the proper time. This is not the occasion for it. What I complain of now is the system under which merit and open competition are not given precedence, and which is based on distinctions of caste, creed and colour. The British bureaucracy is now doing things as it likes, in spite of our pleadings and warnings, but it must understand that its time is up, that the time is coming when power will have to be transferred, and when we get self-government or Swaraj, there will be no such distinction of creed or colour in the matter of recruitment to the public services. Public Services form the very soul of Swaraj and I hate the idea of poisoning the soul with the virus of communalism. It is on the public services that good Government, peace and order are based, and I grieve most when that fountain of good Government, peace and order is being infected with the poison of communalism, such as Indians against Anglo-Indians, Hindus against Mussalmans, Sikhs and so on. It is this kind of communalism that I condemn most.

**Mr. President:** The Honourable Member must confine himself to racial discrimination.

**Dr. B. S. Moonje:** I want to explain what the Government have done.

**Mr. President:** Communalism has nothing to do with the question before us.

**Dr. B. S. Moonje:** I bow to your ruling. I would like to know from the Government Benches on what basis they give a monopoly to Anglo-Indians as against non-Anglo-Indians.

**Mr. President:** As the Honourable Member has himself pointed out, racial discrimination is between Indians and Europeans.

**Dr. B. S. Moonje:** I accept your ruling. I should like to know from the Government on what principle they have discriminated Anglo-Indians as against non-Anglo-Indians.

**Mr. President:** I would ask the Honourable Member not to open that question.

**Dr. B. S. Moonje:** There is another kind of discrimination. I may call it racial discrimination. I may call it discrimination which is not based upon any justice or equity. I will give an instance to make myself clear. There are Assistant Station Masters. They have to pass certain examinations. I am told, I am open to correction, that when the examination is held, an Anglo-Indian is set a less stiff examination and the Indian has to pass a stiffer examination.

**Mr. President:** I thought the Honourable Member did not make a discrimination between Anglo-Indians and other Indians. The question really, according to the Honourable Member himself, is that racial discrimination means discrimination between Indians on the one side and Europeans on the other.

**Mr. Lalchand Navalrai (Sind : Non-Muhammadan Rural):** I raise a point of order. Do the Anglo-Indians admit or acknowledge that they are Europeans or that they are Indians? If they are Indians, then your ruling will hold good. In the other case . . .

**Dr. B. S. Moonje:** As this question of discrimination has cropped up, I will not qualify it as racial or communal. I would call it only discrimination. Now, is there such discrimination in the matter of railway recruitment?

**Mr. President:** The question we are discussing is racial discrimination.

**Dr. B. S. Moonje:** I would now deal with racial discrimination. Now, Sir, there are English boys who are residents in India. They are set the same examination along with Indians but the test is less stiff for them and stiffer for Indians excluding Anglo-Indians who are included in them. After passing the same examination, the English Assistant Station Master is given higher pay and the Indian Station Master is given less pay. Is that racial discrimination or not? If that is so, then I would insist upon the Government Benches explaining why this happens, and whether this kind of discrimination exists in the services or not. I appeal to the Government Benches to bring to an end this kind of discrimination as soon as possible, and if that is not going to be done, we shall give them no peace, nor shall we allow ourselves to have peace of mind. We are bent upon seeing that all kinds of discrimination, not based on merit and competency, as ascertained through open competitive examination, whether it is racial or otherwise, is removed from the services, and it is from this point of view that I support the motion.

**Mr. Fazal Ibrahim Rahimtulla (Bombay Central Division: Muhammadan Rural):** Sir, before I proceed to criticise the Honourable Member for Railways, I think it is necessary that the House should know the statement that the Railway Member made in connection with the Indianisation. In his speech on page 7, paragraph 19, under the head "Indianisation" he says:

"I should like to mention the special efforts which have been made to bring the Transportation (Power) and the Mechanical Engineering Branches into line with the Civil Engineering and Transportation (Traffic) and Commercial Branches in the matter of Indianisation. A scheme for the training of apprentices has been in force since 1926, but the period of training being six years, it could not provide fully qualified officers until the end of 1932."



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And the last sentence of this paragraph says:

"It is proposed to continue similar arrangements until 1933, when the scheme for the training of apprentices will bear fruit and provide the requisite number of Indians for these Departments."

Paragraph 20 runs thus:

"Under this head I must also refer to the elimination of racial discrimination, but I can only do so briefly. The whole question has been systematically considered, and we have now reached a stage when the material has been digested and consultation with the Central Advisory Council is likely to be both helpful and fruitful."

Sir, I can only say that this statement is not satisfactory, and also that it does not go far enough. I would therefore like to mention what we mean by Indianisation. We mean by Indianisation this, that every class of people that belongs to India or calls itself Indian should have an equal opportunity to serve in Government Departments, and the total amount of Indianisation should be 75 per cent., as stated by my friend Mr. Hayman. We want to lay great stress on the question of the gazetted officers. There are two definite issues before the House. The first is, when was the competitive examination system introduced? And the second is, why was it introduced? The impression that is created in the mind of the Indians here is that these competitive examinations are a sort of obstruction put in the way of the people who are qualified to get into Government service or the railway service. And, though my friends, Munshi Iswar Saran and Dr. Moonje, have criticised the preponderance of Anglo-Indians in the services, I think the point before the House is that what we mean by the term "Indianisation", is the equal distribution of services between all classes and communities. I particularly want to lay emphasis on this point, that racial discrimination not only between Indians and Europeans, but also between Hindus and Muhammadans should cease. That should be the objective.

**Mr. President:** Order, order. I cannot allow the Honourable Member to proceed in that strain.

**Mr. Fazal Ibrahim Rahimtulla:** I want to emphasise what I mean by Indianisation.

**Mr. President:** Indianisation is Indianisation.

**Mr. Fazal Ibrahim Rahimtulla:** Indianisation means the throwing open of equal opportunities to all Indians.

**Mr. President:** Order, order. That is a different issue altogether. It is a question between the Europeans and the Indians that we are discussing now.

**Mr. Fazal Ibrahim Rahimtulla:** Sir, the question is that Government must inform the House as to how many vacancies have occurred in the various Departments of the railways and also how many new appointments have been made by them to fill in the posts. After this information has been obtained, we would like to know how many posts have been filled by Indians, and how many by non-Indians. And I would also like to emphasise, in this connection, that in every case where the appointment has not been given to an Indian, Government must explain their reasons for doing so. If those statistics are provided to this House, I think it will



be satisfied, or at least will be able to find out, how far Government have carried out the intentions and wishes of this part of the House. This part of the House, Sir, is very keen that Indianisation should go on as rapidly as possible, and if Government find any difficulty to get suitable Indians, then efforts should be made by them, through the help of provincial committees of responsible men to bring in new recruitment. Sir, I do not believe, I must say at the outset, in any of these competitive examinations, because they are nothing but a farce, and generally lead to dissatisfaction. They are mere obstructions. Government therefore should lay down minimum qualifications necessary for particular appointments. They have suggested apprenticeship for seven years, which means that for seven years there will be no real Indianisation. Now, I think we have got enough qualified men in India who can be taken in the railway services, and, though it may look a little tiring to the Government Benches to hear a debate of this character, or it may appear that we are wasting the time of the House on this debate, I must say that this is the only place where we can make our voice felt and can also make the Government understand that they must now try their best to have Indianisation in the services, especially in the case of the gazetted officers, who are getting Rs. 250 and more. The figures, that were supplied by Mr. Hayman the other day regarding the Muslim representation, relate to a separate matter of Indianisation, and, though he told the House the other day that 75 per cent. of the services had been Indianised, I hope he will tell us today what percentage of the Indianisation has been enforced in the gazetted ranks. This is the most important point to which we would like to draw the attention of the Honourable the Railway Member, and I hope he will pay serious attention to it and meet the wishes of this House in such a way that there will not be any occasion to move a similar cut next year.

**The Revd. J. C. Chatterjee** (Nominated: Indian Christians): Sir, whatever I may say on this motion, I am extremely anxious not to say anything that would cause any bitterness between race and race. I am perfectly sensible of the statements that have been made by the Honourable the Railway Member and Mr. Hayman, that they are extremely desirous to remove, as far as they can, all traces of racial discrimination that exist in the railway services and in the matter of facilities that are given to the employees on the railways. I am not so pessimistic as my friend, Munshi Iswar Saran. I also realise that there are certain inequalities in the shape of concessions that have been enjoyed by a certain class of servants for a long time, and cannot in fairness be withdrawn at a moment's notice. I am also further prepared to admit that certain classes of His Majesty's subjects are, by reason of their upbringing or education or their physical fitness, particularly fitted for a certain kind of work in the public services of the country. But notwithstanding all that, my only desire is to call attention to one phase of the question. I would not describe it as an instance of racial discrimination, but rather of racial inequality that exists and seems to exist in a definite, distinctive and decided measure among the employees of the railways. I refer, Sir, to the inequality in the matter of educational facilities for the children of European employees as against those provided for children of Indian employees.

Now, Sir, reading from this book which is a report of the inquiry on the expenditure of railways on the education of the children of employees in the Railway Department, conducted by Mr. C. W. Jones and submitted

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to the Railway Board on the 31st October, 1927, we find that Government accepted the responsibility for the education of the children of European railway employees in the following terms. The Report says:

"The educational facilities provided by the railways seem to have had their origin in the necessity felt by the Railways, in the absence of other agencies, of providing some form of education for the children of imported European employees who, in the earliest days, formed a considerable proportion of the Railway Companies' employees and many of whom were stationed at places where no European schools were available. Almost every large railway settlement had its European school from the earliest times."

Now, Sir, the same Report goes on to justify the expenditure which the Government undertook to incur on the education of children of European employees by saying:

"Not only is expenditure in this matter required in the interests of the railway employees themselves, but the railways will be indirectly reimbursed by the greatly improved recruits they will be able to secure locally without indenting, as they now do, on England. It should be an object at these schools to bring up as many lads as possible for employment as guards, drivers, fitters, etc., and they should not be encouraged, as so many Indian school boys seem to wish to do, to qualify merely for clerkships and such like employments."

In this matter, the Government of India went further and in 1881 the Governor General, from the Home Department, issued a circular and laid it down:

"That the Governor General in Council desires that European schools may eventually be opened in every station where the average daily attendance of 12 children could be got together."

It was a good thing that the railways accepted responsibility for the children of their European employees. The Report also states that, after some time, they also accepted responsibility for the education of the children of Indian employees. The Report goes on to say:

"With the entrance of educated Indians in large numbers into the services of the railways, the railways seem to have been impressed with the desirability of providing educational facilities for the children of Indian employees in places where the local authorities do not provide schools of any description or in some cases where such authorities do provide schools which contain only primary schools."

I have shown, Sir, that the railways have accepted responsibility for the children of European employees as well as for those of their Indian employees. That is so far as it goes quite right and proper. Railways being great employers of labour, ought to set the example of how employers ought to treat their employees and the children of those employees, by providing amenities and facilities for their employees and for their children. Now, the main point is how have these responsibilities been discharged by the railways. I am quoting from the Report of the Inquiry, which was presented in October, 1927. In that Report we are told that the railways maintained 95 European schools. I want to lay special stress on this fact, that no less than 30 of these 95 schools have got only 20 pupils, or less, on their rolls. Then, again, 11 of these 95 schools have got only 10 pupils, and even less, on their rolls, and yet these schools are maintained at a large cost. Now, we find that the total employees who are classed as Europeans on the railways are 15,074.

**Mr. K. O. Neogy:** Does that include Anglo-Indians?

**The Revd. J. C. Chatterjee:** I am not going to separate Europeans and Anglo-Indians.

**Mr. K. C. Neogy:** But I want to know whether the figures you give include Anglo-Indians.

**The Revd. J. O. Chatterjee:** I think they include also Anglo-Indians, because, so far as I understand, railways class for this purpose Europeans and Anglo-Indians together. The cost of these 95 schools is no less than Rs. 7,60,009 a year, and in addition to this cost of Rs. seven lakhs sixty thousand odd, the railways also supply scholarships and other assistance in the form of free passes, and so on, to the children of European employees, and I hope to some extent to the children of Indian employees as well. I want to draw the particular attention of the Honourable the Railway Member, not to the fact that European employees have been given educational facilities,—for that is right and proper and may they long continue to have those facilities, for a better educated European is an asset to this country just as much as a better educated Indian is—I have no quarrel with that position, but what I want to point out is that the Indian employees and their children also deserve raising up in this matter. I submit that they also ought to have such facilities as are commensurate with their numbers, and to which they are entitled, because the railways have accepted responsibility for the education of the children of all their employees, whether they are Europeans or Indians. Now, Sir, the total number of employees on the railways is 692,986—there again I quote from the figures in the Jones Report—and if you take out 15,074 European employees from this number, the bulk still remains. This is for over six lakhs of employees, there are only 57 railway schools for Indians.

**Colonel J. D. Crawford (Bengal: European):** Would there not be ordinary schools available in those places?

**The Revd. J. O. Chatterjee:** We are also informed that four lines, the Bengal and North Western, the Great Indian Peninsula, the Rohilkund and Kumaon and the Eastern Bengal, do not provide any schools for their Indian children. The cost of these 57 schools for Indians is Rs. 2,95,000, whereas the cost of 95 European schools was over Rs. 7,60,000.

Then, there is another aspect that I want to draw attention to. Every European child in a railway school in the primary department costs as much as Rs. 115 per annum, whereas an Indian child in a similar primary school run by railways, costs only Rs. 19 per annum. If we compare the cost of education of each child in an Indian railway school, we find that, in a great many cases, the average cost is even less than the average cost of other civil schools in the same station, or in the same province, and who is here who can say that the average cost of an Indian pupil in an ordinary Indian school is at all large, or even say that they receive the best kind of education. We all know how poor the ordinary school is. That has been pointed out again and again in this very House. Well, Sir, my Honourable friend, Colonel Crawford, asked me whether there are no civil schools for Indian children in those railway centres. I quite see the force of that point. I see from this very Report that, in some of the schools for Indian children, which the railways maintain, the proportion of non-railway children in some cases is as large as one-third of the total. But my point is, are there not a large number of outside European children being educated in the railway schools which are maintained for European children of railway employees? But that is only one point. I want to

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point out that the Governor General in Council laid it down that, wherever 12 European children could be got together in a railway station or in a railway colony, there a school should be established. I am trying to plead for the Indian children whose parents are stationed, because of their service under the railways, in out of the way, lonely railway stations. I plead that there is hardly a railway station on a line—even a flag station—where the number of Indian children is less than 12. The number of subordinate employees or it may be the number of menials, as they are unfortunately designated, employed at railway stations—even though they are flag stations—must be larger and surely there would be more than 12 children in those stations, and in many cases the number runs into 50, 60, 100, or even more.

**Lieut.-Colonel H. A. J. Gidney:** Three children per employee is the usual calculation.

**The Revd. J. C. Chatterjee:** You can take it at that. There might be even four. I do not think there is any flag station where there are less than four employees. I am not so anxious about the children of employees in large stations because in those places you have the ordinary schools where they can send their children. It is the duty of the railways to assist those in need, and the great need lies in the case of thousands of children in little, lonely out of the way stations where they receive no education whatever. It has been repeatedly said that, whereas the railway employee in a small station, if he is a European—I am including Anglo-Indians also in the category and refer to them as Europeans generally—if he receives a scholarship, he sends his children to a boarding school at Mussoorie or elsewhere. He receives a liberal scholarship, which enables him to send his children to a boarding school. Now, is there a system where an Indian employee, living in these tiny little places, gets similar facilities? Is he able to get a scholarship to send his child to another place? It was said at first—I see in this very Report an argument—that Indians do not desire and do not care to send their children to boarding schools, and therefore the question of scholarships did not arise. I submit that that day has long passed and an Indian would now be willing to give education to his child even if he had to send him across the seas; and therefore that is a point to which I want to draw the attention of the Honourable the Railway Member, that he may be able to devise some means by which scholarships could be made available for these people to send their children away to boarding schools, or to places where schools do exist. And more than that I want to make one point as strong as I can, namely, that there is a need for the railways to provide primary schools in places where no schools exist, and there are hundreds and hundreds of such stations where no schools exist. I also want to point out that, in the case of the existing railway schools, it has been shown that they are no better than the other ordinary schools and in some cases they are much worse. The conditions of service there are worse: the salary of teachers is not higher but much lower, and there is not the same security of tenure as in other schools. As the railways have thought it necessary, and rightly thought it necessary,—I have no complaint against that policy,—to improve the conditions of employees, for instance in the Oakgrove School, or in other schools which they maintain for European children, I want them to do all that they can to improve the status, pay and salaries of their teachers in Indian schools, so that the

right kind of education may be given there. Then I also want to make it clear that whereas the railways justify their expenditure upon the education of the children of their European employees on the score that it makes them more efficient guards, more efficient Station Masters and more efficient railway servants, the same argument applies with equal force as a plea for their doing more for the education of the children of the Indian employees. There is no reason why these children should not make as efficient guards or Station Masters or whatever is required of them if proper education and training is given to them.

In conclusion, I will say only one thing. In his Budget speech, the Honourable the Railway Member laid great stress on this, that whereas the Budget in many respects was of rather a despondent character as it was a lean year, he said that the one bright spot,—he may not have used those words but that is how I interpret them,—the only bright spot was, that money was being provided to ameliorate the conditions of the subordinate staff, and he said that everything would be done to make their conditions brighter and more hopeful. Now, Sir, I ask, is there anything which they value more than educational facilities? People who are already in service may be labouring under certain handicaps; they may be inefficient in certain ways, but all our hope lies with the rising generation.

He has also laid great stress on the subject of Indianisation. He wants efficient Indians, and the best way to produce them is to provide good schools for the children of the Indian employees. I do hope that, in all the concessions that he desires to grant to the subordinate staff, and in all the prospects that he has held out to them, that one question of the education of their children and facilities for them will be put in the forefront, and that something will be done and done before long. This Report was submitted as late as 1927. I am told that the Central Advisory Council were to be taken into confidence in considering this Report. I have been a member of that Council, being a member of the Railway Finance Committee for the last year. I know of no proposal that has been brought before us for the education of children of railway employees, and I do not know what action Government have taken. So far we know no definite scheme, and certainly no definite action, seems to have been taken. I urge, therefore, that this matter should be expedited and the hopes that have been raised may soon be fulfilled.

**The Honourable Sir George Rainy:** I should like to intervene in the debate at this stage, Mr. President, to deal specially with what fell from the last speaker on the subject of education, and I should like, if I may, at the outset, to express my appreciation of the admirable manner, if I may say so, in which he put forward his views. I propose to leave my Honourable friend, Mr. Hayman, to deal with the greater part of the remarks made by other speakers.

Now, as regards this question of the education of the children of railway employees, I should like to explain how the matter stands. A scheme was drawn up and it was provisionally approved by the Central Advisory Council, I think about a year ago. Then we consulted the Railway Administrations about certain details, and the matter was mentioned in the Central Advisory Council last September. At that time the Council appointed a sub-committee to examine the case further, and it was hoped that it would be possible to assemble the sub-committee to discuss the question

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before the Budget was introduced. It has not been possible, and I should like to explain exactly why. The scheme which has been drawn up provides that, in respect of all railway servants admitted to the service after the 1st February, 1929, there shall be no discrimination according to race, community or creed, and that if assistance is given to one class of employees, that will also be given in similar circumstances to others. That is the vital element in the scheme. At the same time it was thought right that the privileges, which existing employees enjoy under the rules at present in force, should not be withdrawn from them.

The second essential point in the scheme is this, that for the future, that is, in the case of those recruited after the 1st February, 1929, assistance should be given only when suitable education cannot be obtained at the place where the parents of the child are posted, and it is necessary to send the child away from home to be educated. A further limitation is imposed in the scheme, namely, that assistance should cease when each child has completed the middle course, and should not extend to high school education. I have given a considerable amount of time and thought to that question since the papers reached me from the Railway Board just five or six weeks ago. I know how deeply interested in it Members of this House are, and coming from a nation myself which has a certain reputation in educational matters, it is a question in which I take a personal interest. I could not satisfy myself that we ought to acquiesce finally in the position that the assistance is to stop with the termination of the middle course. The House will note that I do not contemplate going back on anything we have already agreed to. We will go on with the scheme as it stands at present. But I am anxious that the question of continuing assistance up to the high school course should be fully explored. I do not feel that I personally could acquiesce finally in discontinuing assistance after the termination of the middle course unless it could be demonstrated that the cost of granting assistance during the high school course also was prohibitive. I quite recognise, of course, that there are important financial considerations to be taken into account. It was because I was unable to place before the sub-committee or the Central Advisory Council any considered proposal for a modification of the scheme in respect of high school education that I did not summon a meeting of the sub-committee. Perhaps I was wrong. Perhaps I was too sanguine in thinking that

1 P.M. it would be possible to work out a scheme. At any rate the scheme already approved by the Central Advisory Committee does, as I have said, provide for the grant of assistance to children of Indian employees during the primary and middle courses in all cases where the children cannot obtain suitable education at the place where their parents are posted and have to be sent away from home in order to obtain education. Whatever else may happen, that stands. I am afraid it will be necessary, before we can work out any scheme for extending to high school education, to try and ascertain what the number of children is at places where there is no high school within easy reach. It is obvious, I think, that it is likely to be much larger than the number of children whose parents are posted at places where there is no primary or middle school. That question, however, will be explored.

**Mr. K. C. Neogy:** What about discrimination? May I know whether it is proposed to abolish the discrimination that obtains in regard to the rates of expenditure per head?

**The Honourable Sir George Rainy:** No, Sir. We do not propose to abolish it as regards employees who were already in our service on the 1st February, 1929. But we definitely issued orders last year that all employees recruited after the 1st February, 1929, are to be entitled only to such benefits as may be admissible under the new scheme and not in accordance with any rules or system previously in force.

**The Revd. J. O. Chatterjee:** May I ask the Honourable Member if he proposes either making an inquiry or taking steps to provide primary schools in small stations where no such primary schools exist?

**The Honourable Sir George Rainy:** That, Sir, is a very difficult question. I was impressed by the earnestness of my Honourable friend. What the Railway Board have felt is this. They do not consider that Railways are usually well organised for the management of schools, and they doubt whether railway officers are the most suitable persons to run schools. For this reason an essential part of the scheme provisionally approved by the Council is that we should try, as opportunity offers, to make over the schools already in our possession to be managed either by Local Governments or by local bodies, or by suitable private trusts or committees. I think that the Railway Board would be averse to undertaking a large increase of responsibility in the way of establishing new railway schools in large numbers. In certain cases, there may be special reasons for establishing railway schools. Let me take the case of the Bombay, Baroda and Central India Railway Workshops, which have been transferred to Dohad in Gujrat, or the new workshops of the South Indian Railway at Golden Rock in Trichinopoly. Where you have got a case like that, where a new railway colony is established, we cannot expect that Local Governments or local bodies will establish schools at once to meet the needs of the school children at such places, and the Railway may have to establish its own schools. But I should feel a good deal of difficulty myself about embarking on any large programme of railway schools scattered up and down the country. I feel that, for the present, I would rather concentrate on the system already adopted, and confine our assistance to helping the parents to get their children educated by sending them elsewhere. The only limitation I can think of is this. If it could be shown that you could do it more cheaply by having a school at a particular place instead of giving the grants to all the children to go elsewhere, that would be a fair case for consideration.

The only other point that I wish to mention before sitting down, Mr. President, is this. The Honourable the Mover of this motion said, if we were in earnest in removing racial discrimination, why do we consult the Central Advisory Council? May I inquire whether the Central Advisory Council is regarded as unnecessary in any case in which the Government of India are in earnest?

**Munshi Iswar Saran:** I did not say that.

**The Honourable Sir George Rainy:** What I particularly wish to do is to inform the Council fully of the action we have already taken, and in my reply in the general discussion of the last Budget I gave half a dozen instances in which we have already taken action. In addition to that, there are some other points which present difficulties, and it seemed to me that it was a fair thing to do, a proper thing to do, to put these difficulties before the Central Advisory Council and hear what they had to say. I think that completes what I can usefully say at this stage.



**Lieut.-Colonel H. A. J. Gidney:** Sir, it is often asked, what is there in a name? Others say, "a rose by any other name would smell as sweet". I have today been honoured with such a multitude of names that I really do not know what I am, but I do know the value of a name. First of all, I desire to thank the Honourable the Mover for the very very reasonable and moderate way, in which he referred in his speech to the community I have the honour to represent, though he made a pointed attack on it. Sir, as railway employment forms the chief source of existence for the Anglo-Indian community, I feel I am entitled, with your permission, to enter into this matter in some detail. I was not present last year when this discussion took place; but, I feel very fortunate in having the opportunity of listening to my Honourable friend, Munshi Iswar Saran. The speeches that have fallen from previous speakers have revealed a confusion of thoughts which never fails to manifest itself when the subject of racial discrimination or call it "Indianisation" is discussed. (Hear, hear.) Sir, I yield to no one in this House in my desire to effect Indianisation, compatible with efficiency, at the quickest possible moment. You may call it racial discrimination if you like,—to my mind these two terms are homologous. But, Sir, I decline to entertain the suggestion for one single moment, that the plea of Indianisation can be in any way whatever connected with the charges of racial discrimination—in favour of Anglo-Indians,—charges which resolve themselves in the last analysis into nothing more than a covert attack on the established tradition which the Anglo-Indian community occupies on railways. Now, Sir, as you rightly pointed out, racial discrimination as referred to by the present motion can only be practised where many races are concerned. I should like to hear from my Honourable friend, Munshi Iswar Saran, how many races there are in India, and how many races are represented on the Indian Railways. I thought my Honourable friend was a Nationalist—

**Munshi Iswar Saran:** You are right.

**Lieut.-Colonel H. A. J. Gidney:** And I thought that, as a Nationalist, he always looked at a question of this character from a nationalistic point of view and not from a racial or communal angle, yet, I have had the misfortune to listen today, to what I would not but call (though moderately worded) a diatribe against the Anglo-Indian community employed on railways, a community which possesses only 14,000 jobs out of almost a million—a fraction only. Sir, as I listened to him I wondered, whether he was serious or whether he was pulling my leg. But I seemed to discern in what he said that the fly in his mental ointment was a tiny little yet very important community called Anglo-Indians.

**Mr. President:** I have so far restricted Honourable Members to the European community in this discussion, but if the Honourable Member wishes to drag in the Anglo-Indian community, it will open up a very wide field.

**Lieut.-Colonel H. A. J. Gidney:** Thank you, Sir. I have no desire to open up a wide field of discussion. I am only dealing with the points my Honourable friend the Mover made in his speech with reference to my community and which you allowed.



**Mr. President:** The Honourable Member must take the risk.

**Lieut.-Colonel H. A. J. Gidney:** Very well, Sir, I am not afraid of the opposite Benches or to take risks. To prove any racial discrimination you must bring facts and figures in support of it. Generalisations are useless, for they always react on the speaker, as my Honourable friend Mr. Kolkar realised the other day, and I am afraid the Mover's speech lost much of its weight because it was devoid of any facts or figures. Fortunately, Sir, I possess a large number of official facts and figures, which I have carefully collected, to show that, as far as the community which I represent is concerned, any discrimination that exists, places me in the position of a plaintiff rather than that of a defendant as the Mover has indicated. I ask Honourable Members of this House to refer to the Pink Books that were supplied to us the other day, and to devote their attention—because it wants serious attention—to the last four or five years' figures, 1926 to 1929. I am talking about State Railways in particular, but my figures include all first class railways. Now, Sir, it will be found, by reference to those books, that Government have divided railway employees into two categories or into two races, and these are the only two races between whom there can be any real racial discrimination, the two races being Europeans and Indians, who are generally called Statutory Natives, which is sub-divided into Hindus, Mussalmans, Anglo-Indians and other classes. (*Munshi Iswar Saran*: "Not Statutory Natives, but Statutory Indians.") These are the two categories. Now, Sir, I want this House to take particular notice of the category in which the Anglo-Indian community is included. It is included along with Hindus, Mussalmans and the other classes as Statutory Indians. (*An Honourable Member*: "You go to European schools.") Yes and you go to Moslem schools. Now, Sir, a perusal of the figures that I shall presently quote will give rather astounding results. In the year 1925-26 there were 721,242 total employees on the railways, and in the year 1928-29 there were 773,888, a difference of 52,646. Now let us see who these new employees are. We find—I want my Moslem friends to listen—of those 52,646, there were 31,290 Hindus or 59 per cent. of the total, 9,691 or 18·4 per cent. were Muhammadans, and 11,143 or 21 per cent. belonged to other classes. (*An Honourable Member*: "What about you?") There were only 672 Anglo-Indians recruited or 1·28 per cent. of the total. And this notwithstanding the fact that during this period 2,500 miles of railway were added and an equal number of miles are under construction and traffic returns had increased by 70 per cent. The figures for 1927-28 and for 1928-29 further show that there has been a decrease of 14 Anglo-Indians as against 5,501 new Indian employees. Indeed, the total figures for 1928-29 show that there was only one additional Anglo-Indian employed during the whole year.

I see some Honourable Members are smiling; no doubt they will say that such general figures are of no use at all. Now, Sir, these figures are of use because, in general terms, they show that there is no racial discrimination though there is a marked reduction in the Anglo-Indians. These figures include all grades of employees, from the menial to the highest official. But taking them as a whole, I challenge my Honourable friend, the Mover, to prove that there is even a vestige of racial discrimination. In fact, Sir, the figures that I have just quoted prove quite the reverse. Surely

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neither he nor any of my Honourable friends on the opposite side—I know I have very many friends on the opposite side, except when railway matters are discussed in this House—do not deny these 14,000 appointments that are held by the tiny Anglo-Indian community on the railways or the 672 new appointments out of 52,646 recruited within five years, surely none of you want to deny this to my community, and which you have tried to exclude . . . . .

**Mr. President:** I have tried my best to save the Honourable Member, but if he is subsequently attacked by other Honourable Members, he will have to thank himself for it.

**Sir Purshotamdas Thakurdas:** The Honourable Member is misleading himself, Sir, by quoting these figures.

**The Honourable Sir George Rainy:** I wish to submit just this point, Sir. Perhaps other Honourable Members who were called to order at an earlier stage might have some sense of grievance if the subsequent debate were allowed to take a wider latitude in its course.

**Mr. President:** I entirely agree with the Honourable Member. But if the Honourable Member himself does not take the hint, the Chair will not give him any protection when he is attacked.

**Lieut.-Colonel H. A. J. Gidney:** I ask for no protection. I do not fear the opposite Benches—I am prepared to attack and to be attacked and to defend myself, but I am not prepared . . . . .

**Maulvi Muhammad Yakub** (Rohilkund and Kumaon Divisions: Muhammadan Rural): Are you an Indian or not?

**Lieut.-Colonel H. A. J. Gidney:** I now want to show to Honourable Members what these 14,000 Anglo-Indians' appointments consist of and to do so I must divide these 14,000 appointments into (a) those lower subordinates receiving salaries from Rs. 25 to Rs. 250 per month, (b), those in receipt of salaries above Rs. 250, and (c), officials. Such division will give you a correct idea of the actual appointments held by Anglo-Indians. This will give you a real idea as to how many appointments you are attacking and how many you envy. Out of these 14,000, there were in the year 1929, 10,262 jobs occupied by the community carrying salaries less than Rs. 250 per month. There are 3,800 upper subordinates' jobs carrying salaries over Rs. 250 per month, and there are some 168 or 169 jobs as officials. Now, Sir, it is these 3,800 upper subordinate jobs which are the storm centre of the Mover's criticism. There are 3,800 Anglo-Indians today as against . . . . .

**Mr. President:** The Honourable Member is answering a charge that I have never allowed other Honourable Members to make.

**Lieut.-Colonel H. A. J. Gidney:** But, Sir, if the appointments held by the Anglo-Indian community are to be attacked by the Honourable the Mover, I want to attack him back. I am not afraid of him, and I want to come to grips with him.

**Mr. President:** Very well.

**Lieut.-Colonel H. A. J. Gidney:** I want to attack and to challenge the Honourable the Mover's charge of racial discrimination and his remarks against my community.

**Dr. B. S. Moonje:** We wish, Sir, we had been given that opportunity.

**Lieut.-Colonel H. A. J. Gidney:** What I mean is this: these 3,800 upper subordinate appointments should be added to the similar appointments held by Indians; and why? Because we are Indians; we are classified as Indians in official records, we have admitted ourselves as an Indian community and the Statute, Victoria XXXIII, gives us our status as Statutory Indians . . . . .

**An Honourable Member:** What about the schools? Why do you go to European schools?

**Lieut.-Colonel H. A. J. Gidney:** For the same cultural reasons as you go to Indian Schools—but you can go to European Schools if you like.

**Maulvi Muhammad Yakub:** If you are an Indian, why do you belong to the European Group in the Assembly?

**Lieut.-Colonel H. A. J. Gidney:** For the same reasons as you belong to the Muslim groups. Therefore, Sir, the contest is between Indians and Europeans and this is the only racial discrimination that can exist. There can be absolutely no racial discrimination between Anglo-Indians and Indians, because Anglo-Indians are an Indian community, the same as the Hindu, the same as the Muslim, etc. After this classification by Government, by Parliamentary Statute and by the community's own acceptance, why do you ask me if I am an Indian? That question was settled in 1870 when Act XXXIII was passed—years before I was born—and it stands good and is legal and occupational tender whether you or I want it or not.

**An Honourable Member:** Why do you sit on those Benches then?

**Lieut.-Colonel H. A. J. Gidney:** That is my business, just as it is your business to sit on your particular benches. With the position of the Anglo-Indian community clarified, how can the Honourable the Mover say that there is racial discrimination between me and him? Therefore even in the lower and upper subordinate ranks, Indians preponderate by more than 75 per cent. because in 1929 together we hold 6,890 out of 8,941 upper subordinate jobs. The Honourable Member has already been told that, the official grades, nearly 75 per cent., are Indians; i.e., the high water mark has almost been reached. This being so, Sir, how can the Mover now state that there is racial discrimination? He would certainly be right if he said there was communal discrimination. The whole trouble lies in the Government responding to appeals from the opposite Benches, in the shape of questions, Resolutions and such motions, calling upon Government to answer how many Europeans, how many Indians and how many Anglo-Indians are employed in a particular service. The fault does not lie with the community which I represent, because the Government, in their replies, forget the undeniable and legal fact that Anglo-Indians and for that matter, Sir, even pure-blooded Englishmen, permanently resident in this country, are Statutory Indians, the same as Hindus, Muslims, etc., (Hear, hear), and I stand here and state that I am proud to be recognised as belonging to an Indian community. (Mr.

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*K. C. Neogy*: "Oh!") You can say "Oh" if you like, Mr. Neogy. In fact I do not care what you say on this matter, for neither you nor any one or the opposite Benches can deprive me of this right.

**Mr. President**: Order, order.

**Lieut.-Colonel H. A. J. Gidney**: I am sorry, Sir; but when the Honourable Member wants to interrupt me, I think he ought to stand up in his seat. Anyhow I desire to add that it matters not whether the Anglo-Indian community say they are Europeans or Indians. You Indian-Indians have decided to refuse to accept them as such: He is by statute and by every law an Indian community and he is advised by Government to accept this status, yet you reject him and say he is not an Indian nor is he a European—but let me tell you—you won't deprive me of my jobs for this reason.

**An Honourable Member**: Do not claim better rights than the ordinary Indian.

**Lieut.-Colonel H. A. J. Gidney**: That is a right I have never claimed, though I have more claims to such rights than you.

**Mr. N. C. Kelkar** (Bombay Central Division: Non-Muhammadian Rural): May I ask the Honourable Member one question? I say that, notwithstanding the definition of Anglo-Indian as a statutory Indian, Government themselves make a distinction between Anglo-Indians and Indians. Are you aware of that?

**Lieut.-Colonel H. A. J. Gidney**: Sir, I am not here to answer for Government's action or the distinctions they make; I am here to state . . .

**Mr. N. C. Kelkar**: But if they do make that distinction, are you prepared to take cognisance of it?

**Lieut.-Colonel H. A. J. Gidney**: I take what is given to me and more if offered; so would you if given the opportunity.

**An Honourable Member**: You take more than you should.

**Lieut.-Colonel H. A. J. Gidney**: Certainly, I'd take more if I could get it. Sir, I want clearly to define our position on the railways. It is not the fault of the Anglo-Indian community that you object to it being classed as Indians; it is the fault of my friends on the opposite benches in their envy of my position. I realise the fact that India is changing and I want you to realise that the policy of the Anglo-Indian community has also changed—the unfortunate thing is that to suit your own purposes you refuse to realise it. According to the 1870 Parliamentary Statute, I am an Indian and my Honourable friends opposite know it; but if they want to twit the community on the matter, this racial or communal discrimination degenerates into a farce. Do not twit the Anglo-Indian with not being an Indian when you will not accept him as such. A concerted attack was made on the community last year by my friends on the opposite side; unfortunately I was not here then; but I am here now to fight it. I am, however, glad to see that the Honourable the Mover has not done so in his speech and I much appreciate it; but I do repudiate that any

racial distinction exists in the railways today in the sense that the Honourable the Mover has tried to prove; and I would ask Government in future, when replying to questions, not to encourage the opposite side on this question of racial discrimination. (Hear, hear.) The Legislative Assembly Debates are full of questions, "How many Hindus, Muslims, Anglo-Indians and Europeans are there in various services?" and the Government in their replies place Europeans and Anglo-Indians apart to other communities. (Laughter.) You are apparently dissatisfied, and are hungry to secure these four thousand upper subordinate jobs which we hold today after long and continuous service (*An Honourable Member*: "Prescription?") amounting to nearly 70 years, during which period we have helped the Railway Administration of this country and made the railways what they are today. The Anglo-Indian community has gone unrecognised for the great services it has rendered to the railway administration of this country. I call upon the Government to deny whether it would have been possible for the railway administration of this country to have run, especially during the many recent crises, I mean the strikes, without the loyal and patriotic work of its Anglo-Indian employees? That is an undeniable fact, Sir. You on the opposite Benches can say what you like, but the fact remains that you envy these 4,000 upper subordinate jobs which we have gained by long, faithful and loyal service to our railways and our Government. One of the Members now, in the year 1930, asks the 'Anglo-Indian community on the railways to make up its mind and to determine on their loyalty their aims and objects? To whom? Our loyalty, Sir, has been determined years ago. It has never faltered—may be to our loss—but our loyalty is to the British Raj; and our loyalty has always been on the side of law and order and to the railways we serve.

**Maulvi Muhammad Yakub**: Is he talking relevant to the motion, Sir?

**Lieut.-Colonel H. A. J. Gidney**: As I say, Sir, these 4,000 jobs are the storm centre of the opposition on that side, but they may take consolation in the fact that more than fifty per cent. of the Anglo-Indians in these jobs today are men over forty years of age; this will give you some indication of how many years' service they have rendered before they got these jobs. In another ten years at least half of these men will have been superannuated and that will be your time for Indianisation of these jobs, and your desire will be satisfied. In the last five years Indians were given 852 upper subordinate jobs, while Europeans were decreased by 75, and Anglo-Indians by 9. Is this not 75 per cent. Indianisation since railways came under State control? Again in the official grade, during the past five years, Indians secured 148 appointments, Europeans lost 27 and Anglo-Indians gained 17 only.

Now, Sir, I submit, it is up to the Government to boldly state on the floor of this House whether it is their intention to respond to this clamour of the Opposition Benches by taking away these jobs we occupy today by virtue of our long and continuous service. Surely my friends on the other side are not so envious of these 4,000 jobs as to dispossess us of them? Surely you can allow us to be superannuated after we finish our term of service and then get into our shoes. Surely you do not want to drive us out when for years yourselves merely sat down and refused to enter railway service and only did so after we had made it more attractive for you? (*A Voice*: "Really?") Yes "really," only the illiterate and partially educated Indian went into railway service about 15 years ago, but now more educated

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Indians are coming in and, though I admit you have got every right to get your rightful share, for God's sake do not try to step into the shoes of these four thousand before their time is up; men who have done well by the country and who have served the Government and railway for nearly 70 years.

Now, Sir, I call upon Government to state in unequivocal terms that it is not their policy in any way to bargain with any party in this House, be it Hindu or Muslim (*An Honourable Member*: "Or Anglo-Indian"), in their clamours to dispossess us of these jobs. Mr. Hayman stated yesterday in very clear terms that Government were not going to deprive any community of their present jobs. But since then we have had forceful appeal from my Muslim friends to recognise their claim for a higher percentage of appointments. I remember the time, Sir, two years ago when I pointed out to my Muslim friends the paucity of appointments they held on railways and I think my friends Mr. Abdul Matin Chaudhury and Mr. Ghuznavi will remember how I urged on them to make their demand. I am delighted to see today they are demanding a proper share of appointments in the railway services. I sympathise with them in their just claims and I am prepared wholeheartedly to support them.

Having disposed of alleged racial discrimination, Sir, I will now deal with those instances where true racial distinctions exist.

**Mr. President:** Order, order. Does it mean that the Honourable Member was irrelevant so long?

**Lieut.-Colonel H. A. J. Gidney:** No, Sir.

**Mr. President:** He says he will come to racial distinctions now?

**Lieut.-Colonel H. A. J. Gidney:** No, Sir. I am now, referring to genuine racial discrimination as between Europeans and Indians in certain matters. I have explained the position of my community . . . . .

**Mr. President:** Order, order. Considering that the Honourable Member was in the minority of one, I tried my best to save the Honourable Member's community from attack; but he has not taken the hint from the Chair.

The Assembly then adjourned for Lunch till a Quarter to Three of the Clock.

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The Assembly re-assembled after Lunch at a Quarter to Three of the Clock, Mr. President in the Chair.

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**Lieut.-Colonel H. A. J. Gidney:** Sir, having shown that racial discrimination cannot and does not exist between Indians and Anglo-Indians, and that none exists between Europeans and Indians as far as the percentage of railway employment is concerned, I shall now refer to the subject of covenanting employees to the railways from Europe, as this is a matter in which there is real racial discrimination. Formerly the practice of covenanting railway servants was largely resorted to, but as time went on, these covenanted employees were replaced by recruitment in India.

My complaint is that, though our railway workshops have been in existence for 80 to 50 years, covenanting of employees in the disguise of skilled workmen still continues, and under the excuse that skilled workmen cannot be obtained in this country. I had a recent communication from the Railway Board, which states that, during the last three years, 101 employees were covenanted from England to State and Company railways. I refer to subordinate employees, mainly in connection with the workshops, and from the statistics of various railways I have been able to extract a table of figures. I have before me the figures of nine of the largest railways in India. There is a total of 294 Foremen in these nine railways. Of these, 197 are Europeans, and of the balance, 95 are Indians. If you were to add to these European Foremen, those who claim a non-Asiatic domicile, you would get a total of about 215 European Foremen, as against 79 Indians, i.e., about 66 per cent. are Europeans. I should like to add that the Indian Foremen are mainly composed of men employed in two or three of the largest railway workshops. I take as my illustration the most modern railway workshop in India today, the one at Golden Rock. Now, in the Golden Rock Workshops, there are 12 European Covenanted Foremen and 22 Indian Foremen, and on this Railway—the South Indian, there are only two European Loco. Foremen as against 11 Indians. Compare this with what obtains in other railways where there is 80 per cent. of covenanted imported men, as against 20 per cent. of those recruited locally. This recruitment of covenanted men today is supposed to be due to want of properly trained men in this country. As I said, our railway workshops have been in operation for over half a century in the case of some railways and yet we are told that we cannot produce skilled workmen to undertake these jobs. These workshops are maintained at an enormous expenditure. Trained Works' Managers and trained specialists, skilled mechanics and Foremen have been brought out from Europe on large salaries, and in the year 1930 we are told that we are still wanting in knowledge and are unable to provide our own needs, although there are many engineering firms in this country that are able to produce skilled Indian workmen who can turn out work of as good quality. Recently, the North Western Railway with a knavishness native to that railway, asked the Railway Board to covenant 12 Chargemen from Europe, as if we could not produce Chargemen in our railways in India. Mr. Hayman, the Labour Member in charge, rightly objected to this. He asked the Agent to recruit these men locally, and the Agent replied that he was unable to get any suitable Chargeman from the workshops. Yet we have these 11 first class railway workshops annually turning out skilled Indian Chargemen by the hundred, indeed there are 892 Indian Chargemen in these eleven workshops today, and in the South Indian Railway Workshops alone over 50 per cent. of the Foremen are Indians. Still this Agent writes to the Railway Board that he can not get these Chargemen locally and urges on the Railway Board to recruit them from England. Surely 12 Chargemen were procurable from the State Railways. The Labour Member, be it said to his credit, refused to comply, and asked the Agent to recruit his men locally. Finally the Railway Board agreed to four Chargemen being recruited from England.

Now, what happens when these covenanted men arrive from England? They are insinuated into a cadred service, they are entertained on a higher initial salary and for this reason they are put on the top of the list over



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the heads of every one of the other Chargemen; in other words these men of 25 and 30 years of age become senior to experienced men of 40 and 45, who are waiting for promotion, and so block the promotion of all those who are senior to them in service. I consider this to be unjust and fundamentally wrong. This is what I call genuine racial discrimination, and a very glaring type. It affects nearly 600 to 700 locally recruited skilled workmen—Foremen, Assistant Foremen and Chargemen in our railway workshops. Now, let us see what happens in the case of covenanted railway officials. When a young European official comes out, he is not placed in a cadred service above locally recruited officials. He takes his place along with others—Indians—according to the date of his enlistment. He moreover gets his basic pay, the equivalent of locally recruited officials, but to that is added his overseas Lee Commission allowance. He therefore receives a higher salary, but he is not for this reason placed in the cadre above those recruited locally. But in the case of a young Chargeman who comes out to this country, he is supposed to be a more skilled and experienced mechanic. I ask, what skill could he have attained at the age of 25? He is brought out as a specialist in some piece of modern machinery. Now, I submit, with the rapid changes in mechanical devices, that any new machinery of today is old machinery tomorrow. These men are therefore specialists for a very brief period, but they are permanently engaged and in time they are mainly used as supervisors or Sergeant Majors looking after the discipline of the workshops, and they not only start on a higher initial salary, but receive other advantages, such as passages to England, etc., which are denied to Indians, but the gravest injustice is that they are placed in a cadred service above the heads of senior and more experienced and higher trained technical men recruited in India. Furthermore, that Chargeman by virtue of his being brought out to India on a higher salary, gets the first vacancy as an Assistant Foreman, although there are hundreds of better and senior men waiting for promotion. For that reason he has prior promotion as a Foreman and ultimately becomes an official. I submit that that is absolutely wrong.

I want the Government Benches to state what their future policy is going to be in this matter. I know that the covenanting of these men has been considerably reduced during the last few years. We have no objection whatever to the covenanting of these workmen from England, but what I do object to is this, that they should be placed above all locally recruited men on the top of the cadre and given priority and all these privileges over locally recruited men. We welcome them as workmen and as comrades, but when they come to this country to work in a workshop they must be given their position in the cadre according to the date of recruitment and not initial salary. They should be given the same basic pay as we receive, but they can be given an overseas allowance as is given to officials and in that way may be allowed to make up any deficiency of their present pay. But to put them in a position prejudicial to the other workmen is, I consider, unwarranted and unjust racial discrimination, and I call upon the Railway Board to take the earliest opportunity to discontinue it. It cannot be denied that Indian railway workshops are quite capable of providing all their skilled workmen. Of course, I can well imagine most of the Railway Agents denying this fact, and from what



I have recently witnessed I do sincerely sympathise with the Honourable Member in the possession of some of the Railway Agents that he has today working the railways. But apart from this I want to know the reason why the Government of India should continue to allow Railway Agents to covenant at the rate of about 40 men annually, especially when I confront them with what the expert engineering officer of the Railway Board, a man who has made himself famous in the production of railway workshops—I mean Mr. Wrench, has said in a recent contribution from him to the *London Times*, dated 18th January, 1930. This is what he says:

"India can now claim that so far as the railway workshops are concerned she has little to learn from the rest of the world."

Now, Sir, I would ask the Railway Board, in the face of such an admission, if the importation to India of covenanted workmen can be justified any longer on the plea of superior training or on the plea that, because a man comes from England, he must *ipso facto* be superior to men trained in Indian workshops, that have nothing to learn from the rest of the world.

I now come to my next point, Sir, another case of genuine, not alleged racial discrimination. Perhaps Members of this House are familiar with a system of confidential reports that is practised on railways. Certain railways do not practise it, but you may take it from me that in most State Railways these confidential reports are of a demi-official nature in which records are kept on the file right up to the end of a man's service. In other words, this poor subordinate's future and promotion are ruined, i.e., he is stabbed in the back by such reports and does not get a chance to defend himself. The Railway Board issued a circular in July, 1929, to all Agents, instructing them, in regard to confidential reports on officials. Thus, they have brought into practice a procedure which is in operation for all Government servants, officials and subordinates, especially in the Army. Under that system, any adverse remarks made against an officer, are communicated to the officer concerned and he is given the option of defending himself. The Railway Board has very rightly introduced that system so far as their officials were concerned, but no such system has been introduced regarding subordinate officers recruited in this country. I consider that this is not right and should be remedied. In my opinion, every man, official or subordinate, who is adversely reported on should be given an opportunity of defending himself and should not be attacked in the dark and carry that stigma throughout his service to his prejudice and detriment. I submit that demi-official correspondence should be stopped.

My next point is one of very marked racial discrimination between Europeans and Indians—based on domicile. It has been generally admitted, and the newspaper reports have broadcasted the complaint that

the medical administration of the railways in India is sadly  
 8 P.M. deficient. I would qualify that criticism by adding that the *raison d'être* of that deficiency or inadequacy is the want of money. And when you have no funds, you cannot make progress at the rate at which you want to. Notwithstanding that extenuation, there is no doubt that the medical administration of Indian Railways is really at a very low level, both from the quantitative and qualitative points of view. The result is that railway workmen in India have great trouble in obtaining

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medical relief, because of the pressure that is brought to bear on medical officers by District Officers of the railways. There are many instances when skilled medical or surgical aid is necessary, but in all such cases Indian workmen have to pay from their own pockets. Let me illustrate my point. If a man suffers from an infectious disease, he is taken to a civil hospital and he has to pay all the expenses of his stay there, which sometimes come to Rs. 20 or Rs. 30 a day. It is true this money is returned to him after a few months when the railway authorities have satisfied themselves. In the meantime, the employee is driven to the money-lender and contracts a debt. This is a small matter compared with what I shall now refer to.

There is a circular which has been in operation for years in all railways regarding medical relief for officials with a non-Asiatic domicile as against those with an Asiatic domicile. This I look upon as not only racial but unjust discrimination. All officials who can claim a non-Asiatic domicile are entitled by this order to free medical and surgical attendance including skilled nursing not only in their railway hospitals, but also in civil hospitals. They are entitled to the services of specialists, surgeons, physicians and nurses and even special medicines when necessary. They have to pay for their food only. In short, no matter what happens to this official, he is entitled to all these privileges simply because he is born in England and not in this country. The Railway pays for all such expenses. But an official born in this country of Asiatic domicile is denied all these privileges and the order says that when such medical aid is necessary, he has to pay for everything. I can understand racial discrimination in the case of active workmen, but when it is practised among officials who do equal duties and bear equal responsibilities and who are exposed to the same diseases, I must confess I am lost in amazement to justify this marked racial discrimination. This House should not tolerate such treatment and it should insist that such difference be stopped at once. It is a thing that is not fair either to the workman or to the administration, and would not be tolerated in any other civilised Government.

**Mr. President:** The Honourable Member will now conclude his observations.

**Lieut.-Colonel H. A. J. Gidney:** I will take only five or ten minutes more, Sir. There is another important racial matter, which concerns recruitment in this country. Honourable Members must be aware of the fact that there are, practically speaking, two classes of officials engaged on railways. One class of official is imported from England, and the other class is recruited in India. I am not referring for my purpose to Indian officials permanently recruited in India, my criticism refers only to subordinates officiating as officials. I will take one railway to illustrate my point, namely, the East Indian Railway. On that Railway I believe there are to-day over 50 subordinates who are officiating as officers. Now, Sir, when a subordinate—say a Station Master is promoted to officiate as an official on the junior scale—he is given his own grade pay of Rs. 300 or so plus an extra monthly allowance of Rs. 10, which I would call *bakhshish*. He therefore starts as an acting railway official on Rs. 310 with an annual increment of Rs. 20. The official whose duty he is performing is on the grade pay of Rs. 300—50—900 per month. This sort of racial difference

should not be tolerated by this House. In my opinion equal duties with equal responsibilities, should be the rule, and whether the employee be black, brown or white, he should be given equal remuneration and status. Evidently the Railway Board do not think so. They utilise these skilled and experienced upper-subordinates as their hewers of wood and drawers of water. While occupying these responsible posts, these subordinates are expected to maintain an adequate social position and carry out these responsible duties, and yet they are paid an extra Rs. 10 on starting, with Rs. 20 increase per annum. I have previously brought up this matter in this House and I received assurances from Mr. Parsons last year that it would be remedied. I now once more appeal to the Honourable the Labour Member on the Railway Board not to delay any longer. I call this practice dishonest economy, because you are making use of a class of subordinates as officials not only at one-third the wages, but as a leave reserve to your permanent officials. You are estimating a class of subordinate officials on a mere pittance of Rs. 10 extra. Surely you cannot call this honest economy?

Two more points, Sir, and I have finished. One point refers to racial discrimination in a particular service, I refer to the Signal Engineering service. Sir, officers recruited into this service from India are called "Probationers" and those recruited from England are either "on probation" or "short time covenant". All are generally recruited to the junior scale. Those locally recruited are invariably started on Rs. 300 per month while those recruited from England are started on higher salaries ranging from Rs. 435 to Rs. 1,000 per month. Now, Sir, the point is this, a junior scale officer has to put in 16 years of service to reach the senior scale, the pay of the junior scale man recruited in India being Rs. 300. In reply to a question I asked the Honourable Member on this very point last year, he said there were no officers at present who were placed in higher positions than the dates of their entry into service justified. I refer here to those imported from England. I also asked the Government of India whether it was not a fact that officers who were recruited from England were engaged on a higher pay, and they therefore reach their maximum much sooner than they would if they had been started on the lower scale of pay, and who by virtue of their higher initial salary would supersede those officers recruited in India but senior to them in service. It is therefore apparent that those who are recruited from England have thus a great advantage over those recruited in India and the latter, for no fault of their own have to suffer. I should like the Honourable Member to look into this and remedy this injustice, otherwise the chances of promotion and the future of those Indian recruited officers who are now in this Department will be seriously affected. The Honourable Member also stated, in reply to the same question, that the initial salary of an officer was fixed according to age and qualifications. This is the sort of loophole possessed by those in whose hands the power of making such appointments lies. The Honourable Member may take it from me that, out of six men who were recruited from England and who would affect the promotion of those locally recruited, none of them possesses a degree in Signal Engineering and some of them were previously employed as subordinates in English railways and yet they have been brought out as high officials and supersede Indian recruited men. Two of them are younger than all the locally recruited men and most of them do not possess qualifications, equal or better than the locally recruited men. How can the

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Railway Board justify such recruitment, which is unfair to its locally recruited officers? Why should such imported officers be placed, simply on account of a higher initial salary, in a cadred service above locally recruited senior men? This is racial discrimination with a vengeance, and in my opinion should be stopped forthwith.

Before I sit down, Sir, I want to ask the Honourable Member, when he is deciding on a policy of standardisation of wages in the various communities—I am now referring to those recruited in England as against those recruited in this country—to see that the standardisation is not done with reference to the domicile of the employee, but purely on merits. In standardising and any reduction in wages of those recruited in India, I wish the Honourable Member to give to this House an assurance that he will take into serious consideration the minimum living wage of the particular community and assess the wages accordingly. All I ask is for a living wage compatible with one's standard of living—not an existence wage. I ask the Honourable the Railway Member to give this House a clear pronouncement on this matter.

**Pandit Hirday Nath Kunzru:** Sir, the subject of racial discrimination has been before the House ever since 1925. The Railway Board wrote to the various Railway Administrations in that year and informed them of the views expressed in this House regarding the treatment of Indians in matters of employment, etc. But it is strange that the Board called for no report from the Railway Administrations. Perhaps they have complete confidence in the railway managements. Perhaps they do not attach too much value to the opinions expressed in this House. But if the Railway Board had taken the trouble of circularising the company-managed railways on the subject of Indian employment, I think it was up to them to inquire to what extent these managements proposed to give effect to the policy recommended by the Railway Board. If they had done so, the question might have been solved earlier. It was only two years later, Sir, that the Railway Administrations were asked to submit their report. Very nearly all of them stated that they well knew what the wishes of the Railway Board were and that they were trying to act up to them. Not one of them, so far as I remember, admitted that there was racial discrimination in connection with the employment of Indians. A year later, after the debate that took place in this House, the various Administrations were circularised again. Some of them found, strange to say, that there were some matters in regard to which objection could be legitimately taken, but these were all of a minor character. On the whole the replies received last year are of the same kind as those received earlier. I do not know whether the Honourable the Railway Member has any papers in his possession on this subject which have not been placed in the Council Library. But if the papers placed in the Library are all that he has in his possession, I must say that the memoranda that we have received are not worth the paper on which they are written.

In 1928, when the question of racial discrimination was brought prominently to the notice of the Railway Member, various points were raised showing how Indians were discriminated against. Besides, general figures were given to show what were the proportion of Indians in what are known as the subordinate grades. But apart from that, definite instances were given with regard even to lower grades to show how Indians were being treated. Specific illustrations were given with regard to the manner

of appointments of guards, drivers and ticket collectors. Attention was drawn to the different methods of selection of Indian and European apprentices at Jamalpur for the technical services. The question of medical relief was also prominently drawn attention to. So far as I was concerned, I concentrated my attention on the East Indian Railway. But other Honourable Members, who took part in the debate, pointed out that the distinctions I had complained of were rampant on other railways also. It was the clear duty of the Railway Board, when asking the railway managements to report on the action they proposed to take to remove all traces of racial discrimination, to inform the Board what the existing rules were in regard to matters complained of in this House, what were the other matters in regard to which racial discrimination existed, and how the Administrations proposed to change the rules against which legitimate complaints had been made. That procedure does not seem to have been followed. If it has been followed, at any rate we have not been informed of it, and there are no papers before us to show what replies have been sent by the railway managements. I must therefore trouble the House again for a while with our grievances in the East Indian Railway with regard to the very subordinate services of which I have just made mention. I will not repeat what was said in this House last year or the year before last. I only propose to place fresh instances of racial discrimination in regard to these services before Government and this House.

First, take the question of Guards. I should like to know how these guards are selected for "A" grade, because that was the grade in regard to which complaints were made in this House. I understand that selections are arbitrary, and neither seniority nor educational qualifications are the determining factor. Again, I should like to know how many Indians have been either appointed direct to "A" grade or even promoted to that grade. I should also like to know whether the Sunday allowance is now allowed to Indians. Perhaps my Honourable friend, Mr. Hayman, will tell me that a rule has been made now on the East Indian Railway that no man appointed after the 1st April, 1929, would be eligible for this allowance. But I understand that, in spite of this recent rule, men bearing European names have been allowed the Sunday allowance, while it has not been allowed in the case of a single Indian.

I will now pass on to the case of Drivers. Have Indians been promoted to the "A" grade of drivers as yet? If not, why not? Has the period during which an Indian can rise from fireman to driver, which is 10 to 15 years as compared with 5 to 10 years in the case of a European, been shortened? There is nothing in the replies that we have received to show that any action has been taken in this direction.

Coming, Sir, to the technical services, I understand that, while Indians are required to have passed the Matriculation examination in the first division, the passing of the Junior Cambridge examination is considered adequate in the case of Anglo-Indians. Exceptions are not made in the case of Indians, while they are made in the case of Anglo-Indians. Indians are required to compete amongst themselves, and people bearing European names amongst themselves. Even when Indians have passed out of Jamalpur, I understand they are not employed in the Loco. sheds. I have been told that no technically trained Jamalpur Indian has yet been sent to these sheds either as a fitter or as a supervisor or as an inspector.

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Take the question again of medical relief. Questions have been asked on this subject repeatedly in this House, and my Honourable friend Mr. Parsons has answered them in his usual unsatisfactory manner. I should therefore like to tell the House again what the grievances of the Indian staff in respect of medical relief are. There are no nurses for indoor Indian patients. There are Anglo-Indian nurses, but they attend Anglo-Indian indoor patients. When there are no Anglo-Indian patients, I understand, even then, they do not attend on Indian patients. (*Lieut.-Colonel H. A. J. Gidney*: "Yes, it is so.") I know of cases where they have refused to attend on private Indian patients, even when promised adequate fees. Then, Sir, there are no proper arrangements for Indian maternity cases. Some time ago my Honourable friend Mr. Parsons sent me a statement, showing the number of cases confined in East Indian Railway hospitals. I should have liked to know what were the fees that Indians had to pay in those cases to the District Medical Officer, or to the officer subordinate to him. I should have liked to know how many of these cases related to lady passengers and not to the wives of the railway employees. Again there are no midwives employed for Indians. The staff of the East Indian Railway has, I believe, approached the Agent more than once in that respect, but a deaf ear has been turned to their request. There are other questions that can be put in that connection, but I am perfectly certain that my Honourable friend Mr. Parsons is thoroughly aware of them. They can all be easily removed if he would only exert himself a little in this respect.

Lastly I will take the question of housing accommodation for Indians. Indians, whatever their pay, are allowed quarters in exceptional cases: Europeans and those who are allied to them, are allowed quarters as a rule. In the second place, the amenities allowed to Indians are far inferior to those allowed to Europeans, and those classed with them by Government. Then, Sir, all quarters for Europeans and cognate classes are fitted up with electric fans and lights, irrespective of pay. Indians getting above Rs. 125 per month can be allowed electricity, but in practice their applications are turned down. I could give many other instances of this nature which are exceedingly galling and humiliating, but I will give only one which relates to the Fines Funds, to which the attention of the House was drawn last year. I see that the deputation of the All-India Railwaymen's Federation, which waited on the Honourable the Railway Member last May, also drew his attention to this subject. The complaint has generally been made that the Fines Funds, although contributed to largely by Indian employees, are used mainly for the benefit of European and allied railway servants. Government promised last year to convert the Fines Funds into Staff Benefit Funds, and to have committees representative of railway employees for their management. I should like to know what has been done in this respect. If these funds were properly used, institutes could be set up for Indian employees as they are in existence today for European employees. I trust, Sir, that some satisfactory explanation on this subject will be given; for connected with these institutes are many other questions which I do not wish to raise today. There is one other point with regard to which I should like some explanation from my Honourable friend Mr. Hayman. I understand that the East Indian Railway Company employs a musical band, which is reserved for the use of European institutes, and that wherever swimming baths are provided, they are reserved for Europeans and those who are supposed to be allied to them.



I hope, Sir, that the instances that I have given will convince the House of the existence of grave racial discrimination in connection with the employment of Indians and their subsequent treatment. As regards housing accommodation and medical relief, I have the testimony of the Honourable the Railway Member himself on my side. Speaking during the Railway Budget debate last year, he said with regard to these two matters:

"Now, Sir, we have received reports from the Agent which refer, amongst others, to these two matters, and I think it is clear, that as things stand at present, there is not complete racial equality in those particular matters. I think there are differences in the quarters allotted to European and Anglo-Indian subordinates which apparently are in some cases more spacious and comfortable than those allotted to Indian subordinates. As regards medical attendance and medical assistance, it appears from the reports we have received that there are differences in the rules as regards the kind and quality of attendance that is to be given."

This confession was made by the Honourable the Railway Member last year. Has any improvement taken place during the last twelve months? If not, how long are we to wait for it?

Sir, I shall now deal with one case relating to those services which are technically regarded as subordinate. I refer to the local traffic service. I understood from my Honourable friend, Colonel Gidney, last year that all the direct recruits for the local traffic service were Indians. The House should therefore know how these direct recruits had been treated. When the Local Traffic Service was formed, it was laid down that men belonging to this service would be eligible for 20 per cent. of the annual recruitment to the superior traffic service and that promotion would usually be made at an early period of service. In 1926 the rule was changed and the subordinates were included in the allowance of 20 per cent. which was laid down only for the direct recruits formerly. My Honourable friend, the Railway Member, promised in September last to look into this matter. But we do not know what the result of his inquiries has been. Take another point, Sir, in this connection. Since 1925-26, when direct recruitment to the Local Traffic Service ceased, only six persons had been promoted from the subordinate services and the Local Traffic Service to the Superior Traffic Service. I explained that point during the discussion on the Railway Budget last year. Only one of these, Sir, was a man directly recruited to the Local Traffic Service. Of the other five, I believe only one was an Indian and the rest all bore European names. My Honourable friend, Mr. Parsons, promised to look into this matter, and to see whether those men in the Local Traffic Service, who were considered fit for promotion, could not be speedily promoted, so that there might be no sense of grievance amongst the members of the Local Traffic Service on this point. On this point again, we are ignorant of the action taken by the Government. Indeed we have some right to complain that, although this matter has been before the House for the last three years, they have taken no action, either to give satisfaction to their employees or to assure this House that they mean to treat their Indian employees in the same way as they treat their European or other employees.

Just one more point, or two points more, Sir, before I sit down. My Honourable friend, the Railway Member, knows that I have frequently drawn his attention in this House to the position of the teachers of the Indian Railway High schools. I do not know whether provision has been made in this Budget for an increase in their salaries. But I understand that the East Indian Railway is trying, despite the clear orders of the Railway Board, to introduce a lower scale than that recommended by the

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Board. I asked for a definite reply regarding this matter from my Honourable friend opposite the other day; but none was forthcoming. I press my point again and I want to know whether the East Indian Railway is subordinate to the Railway Board or its master? Is it to be allowed to defy the express instructions of the Railway Board or must it bow to them and loyally and ungrudgingly carry out the instructions that have been issued? Sir, this House is in no mood to tolerate the idiosyncrasies of the individual Agents on these matters. The Railway Board must show that they can control their subordinates.

**Mr. President:** That is not a case of racial discrimination.

**Pandit Hirday Nath Kunzru:** It is, Sir, for this reason. The question arises because the salary of the teachers in the Oakgrove High School, which is meant for Europeans, are much higher than those allowed to the Indian teachers. The salaries allowed to the Head Mistresses of the European primary schools are in many cases higher than those allowed to the Headmasters of the Indian Railway high schools. While as a rule free quarters are allowed to the Head Mistresses of the European primary schools, these quarters are allowed only in exceptional cases to teachers in Indian Railway high schools. I had placed these facts before the House earlier and therefore did not wish to weary it by repeating them. But I am obliged to you for reminding me that, but for the additional explanation that I have given, what I have said might not have been fully intelligible to the House.

There is one point in this connection, on which the Railway Board themselves have to make up their mind. The Railway Board, while directing that the provincial scale of pay should be applied to teachers in the Indian Railway high schools, have laid down that it should be applicable only to those teachers who possess qualifications corresponding to teachers of similar grades in Government high schools. Now, Sir, the Government of the United Provinces, at least, made no distinction between teachers already in Government service when it reorganised the educational service in 1921. Men who have been with you for years may be supposed to have made up in experience for their deficiency in respect of technical training. It is only fair that the benefit of the new scales should be allowed to existing teachers unreservedly. Otherwise there will be very few who would be able to take advantage of the new scales. Unless the condition laid down by the Railway Board is abrogated in connection with the existing teachers, it will be a case of breaking in the spirit the promise uttered to the ear.

The last point I wish to refer to is in connection with the higher services. My Honourable friend, Mr. Hayman, the other day said that the Railway Board was trying to do all it could to increase Indian recruitment and that this year it had recruited Indians for 71 per cent. of the vacancies. I have a little difficulty in that respect which, I hope, will be removed with the assistance of my Honourable friend, Mr. Hayman. I have consulted the Railway Administration Report for 1928-29, and I find that, in that year, there were 49 vacancies that were actually filled on State-worked Railways. Twenty-five of these were given to Europeans, so that more than 50 per cent. of the vacancies were filled by Europeans. Now I know that the rule with regard to the appointment of Indians to 75 per cent. of the vacancies, which is connected with the recommendation made by the Lee



Commission, refers to the superior revenue establishment of State Railways. The spirit of that rule should be understood if the wishes of the House with regard to Indianisation of the services are to be given effect to. It is not sufficient that the revenue services alone should be Indianised. Adequate opportunities must be given to Indians for employment in other directions also. My Honourable friend, the Railway Member, said the other day, that definite attempts were being made now to increase the employment of Indians, in the Transportation (Power) and Mechanical Engineering Departments, but there are other Departments too in which I see that a larger number, a majority of the vacancies has gone to Europeans. I think this is a thing that requires some explanation, and I trust that it will be forthcoming.

There is, Sir, no subject on which this side of the House feels so keenly as on that of racial discrimination. We have been assured that the matter is under consideration by the Railway Board and that their policy is to eliminate old differences based on race or colour. But of what use is their sympathy? Of what use are their enunciations of policy? Of what use are their circulars, if they cannot compel their subordinates to fall into line with their wishes? This House expects the Railway Board, Sir, to make its pressure felt. If the Railway Board is incapable of it, it is time that it made room for other men who can show greater efficiency and managing capacity.

Sir, I have, during the discussion, deliberately refrained from referring to the community which is so ably represented in this House by my Honourable friend, Colonel Gidney. My Honourable friend, Sir, did not deserve the indulgence that I have shown to him. He failed to take the hint you gave him, and instead of resting, under the protection which you so kindly accorded to him, he attacked us right and left and asked the Government to continue to show that preferential treatment to his community which it has received in the past. I do not wish, Sir, to deal with my Honourable friend according to his deserts, but since his speech might have misled this House I think it is pertinent to point out what position the Anglo-Indian community themselves take in regard to their relations with Hindus and Muhammadans and other Asiatics of pure descent. My Honourable friend, Colonel Gidney, in a memorandum, which he has submitted to the Royal Commission on Labour in India, has stated:

"It is an undisputed fact that it was with British capital that the pioneer Englishman and his offspring the early Anglo-Indian and domiciled European laid the first railway sleepers in India about seventy years ago."

Here he claims kinship with the European. As a member, Sir, of the Territorial Force Committee he asked that Anglo-Indian accused should enjoy the same privileges as the European accused in the matter of juries. In regard to enlistment in the Army, he did not ask that Anglo-Indians should serve along with Indians in the Indian Territorial Force; he wanted that they should be in the Indian Auxiliary Force, and that having been conceded, he used it as a lever to press Government to treat Anglo-Indians on the same footing as Europeans in the matter of trials before law courts. This shows, Sir, that the Anglo-Indian community think that they are more nearly related to Europeans than to Indians. If this is their view they ought not to object to their being classed by us as Europeans in matters of employment. They must be prepared to fan the criticism that is directed against Europeans and to bear the consequences of their action.

**Lieut.-Colonel H. A. J. Gidney:** I am not afraid of the consequences. Your criticisms refer to 1928. This is 1980.

**Pandit Hirday Nath Kunzru:** I am not perturbed that my Honourable friend has decided upon this course. He has resolved to throw in his lot with Europeans. I wish him well, but let him not complain if we, hereafter, relying on what he has said, treat him as a non-Indian. I do not say that there is no time for the Honourable Member to retract what he has said; I will give him unlimited time to change his position, but so long as he classes himself with Europeans he must be content to be regarded as a non-Indian.

**Mr. Lalchand Navalrai:** I thought he became a good boy in the end?

**Pandit Hirday Nath Kunzru:** Now, Sir, my Honourable friend took the figures relating to the employment of Indians in all grades, even in the lowest grades—he took Indian scavengers and peons too—and showed to what extent their number had increased. If my Honourable friend's argument is sound, then no trace of racial discrimination exists even as between statutory Indians on one side and Europeans on the other. I am sure when he proved his point, he proved too much. (*Lieut.-Colonel H. A. J. Gidney:* "Too much for you.") Too much for the Honourable Member himself, who, at the end of his speech, indulged in special pleading on behalf of his own particular community. Sir, my Honourable friend told us that the Anglo-Indian community occupied its present position in the Railway services because of its aptitude for Railway work and because of their proved fitness and efficiency for the duties that had been entrusted to them.

**Lieut.-Colonel H. A. J. Gidney:** I never used the word "aptitude".

**An Honourable Member:** He is improving on your language.

**Pandit Hirday Nath Kunzru:** I am not using the exact words of the Honourable Member. I am only quoting the substance of what he said. He must remember that Indians were definitely kept out of the railway services in the past, and that the educational qualifications were deliberately kept low in order to permit of the admission of Anglo-Indian candidates. If that is the situation, the Honourable Member cannot say that he is coming through the open door and that no favour is being shown to his community. If the same standards are observed in regard to recruitment, if equal opportunities are given to all communities for admission to the railway services and if then the Anglo-Indian community can hold their own, he would be justified in getting up in this House and saying that the Anglo-Indian community possessed what it did because of sheer merit. But so long as the present position remains, so long as he allies himself with Europeans and the Europeans take his community under their protecting wings, it is no use pretending that the Anglo-Indians enjoy predominance in the railway services because of their special merits or qualifications.

**Lieut.-Colonel H. A. J. Gidney:** That does not take us very far.

**Pandit Hirday Nath Kunzru:** One word more, Sir, and I have done. My Honourable friend, Colonel Gidney, drew attention to the grievances of the Anglo-Indian community towards the end of his speech.

**Lieut.-Colonel H. A. J. Gidney:** I did not. I referred to genuine cases of racial discrimination of which the Member was ignorant.

**Pandit Hirday Nath Kunzru:** In so far as he wished to point out that Anglo-Indians were treated differentially from Europeans as a class, I am entirely with him. Should he desire that Anglo-Indians should have the same privileges as are afforded to Indians, he will have our hearty support.

**Lieut.-Colonel H. A. J. Gidney:** Yes, I do.

**Pandit Hirday Nath Kunzru:** But should he desire that Indians should remain where they are, but that his community should be afforded a privileged position, there will be no greater opponents of that claim than we on this side of the House. We recognise Anglo-Indians as our countrymen. We are prepared to deal generously by them. We are not going to insist on proportions in their case. We are not going to say that they should not be given a single appointment more than they are entitled to by virtue of their population. But the Anglo-Indians must definitely regard themselves as Indians. They must throw in their lot with the people of this country. They must develop an Indian patriotism and remember that their glory lies in serving the land of their birth.

**Mr. Amar Nath Dutt** (Burdwan Division: Non-Muhammadan Rural): Sir, this subject of racial discrimination has been discussed only from one aspect so far, namely, the percentage of the various communities in the railway services and the amenities offered to the various communities in the service in the shape of medical relief and other things. A certain amount of heat was also generated, as it must do, when such racial questions come up. I for one stand for nationalism and do not believe in any racial discrimination and in that I am backed by the gracious message of Her Most Gracious Majesty, Queen Victoria, of revered memory, who, when assuming the reins of Government of this continent of India, assured her people that, in all appointments there would be no distinction of caste, creed or colour. But of late the rulers sent out to India, have overlooked that policy, and have introduced racial and communal discriminations in the matter of appointments to services from political motives. I remind them that, in the near future, they will be hoisted with their own petard as the engineer was. If they rake up these questions of communal antagonism in the way in which they have been doing, at times sedulously asking one community to come in and make its representations, and assuring them of appointments, then you are bound to create bitterness in other communities by rousing racial jealousies.

(At this stage Mr. President vacated the Chair which was taken by Pandit Madan Mohan Malaviya.)

I for one believe that efficiency should be the sole test for the public services. I do not believe in any communalism. It may be to the interests of our foreign rulers to rake up the worse feelings in us, but I warn them that such things will not last long. The majority communities are in a position to bid goodbye to you and all your services; in fact this hankering after service has been the bane of our public life in this country and has dissuaded many a patriot from active service in the field of politics. I know, Sir, that it has spoiled even the Calcutta Bar. When one man was raised to the peerage, there were twelve other aspirants in the Calcutta Bar who thought they would one day become peers of the United Kingdom of Great Britain and Ireland.

So, Sir, I want to say nothing about the racial discrimination so far as the percentage of appointments in the railways is concerned or the

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emoluments that are given to the various communities, because it has been, to a certain extent, thoroughly discussed. But, Sir, there is another aspect, namely, the matter of railway construction, where racial discrimination is rampant. It is the policy to carry on railway construction on the basis of racial discrimination. I can give you instances if you please. I think the Honourable the Railway Member knows that there is such a place as Talcher, where we had no railways before; but the reason why a railway was constructed there was because certain European miners went there with prospecting leases at a very advantageous rate when no Indian would think of taking leases of those tracts, because they knew that to carry coal from that place would cost them so much that they could not carry on a trade profitably; but these European miners who went there knew very well that, as soon as they got advantageous terms, they would be able to have a Railway line constructed with the help of the Railway Board. This is one aspect of racial discrimination which should also be condemned.

Now, Sir, there is another tract of country in West Bengal, far more civilised, which was in fact the harbinger of civilisation in Bengal, which is called Gangarides or Rarh; and will you believe it, Sir, that that tract of country has got no railways up till now? Why? Because eminent men like Sir Rash Behari Ghose and others came from that tract and they wanted that the tract should have railway communication. If the Government could postpone a line like the Dacca-Aricha Railway, about which we had ample discussion the other day, a proposal which they had before them for fifty years for which they have been rightly condemned, their conduct deserves greater censure for neglecting this tract of country for more than half a century. It was in the early seventies that Horace Bell the great engineer first thought of having a railway through that tract. It was in 1878. Ten or twelve years afterwards there was another survey, about 1888 or 1889, and after thirteen or fourteen years, there was another survey, during Mr. Chadwick's time. I do not know whether the Railway Department is in possession of all these facts; but I know all these facts personally from my childhood as my father happened to be a railway engineer. In 1906 the project took the shape of the Howrah-Bishnupur Chord, and we thought the line was going to be constructed. But somehow or other it dropped though the late Mr. Bhupendra Nath Bose, a Member of the old Imperial Legislative Council tried his level best to have this line constructed. But as soon as Mr. Bhupendra Nath Bose was away from the council, the Railway Board did not think it necessary to take any further steps. Since then, Sir, humbler individuals like myself have come in their places in this Council and they have been approaching every one possible from the Honourable Member downwards to construct a line through that tract, but the Government have turned, so far, a deaf ear to all these requests. Two or three years ago the District Magistrate of Hooghly and another Honourable Member and myself approached Mr. Parsons, and he told us that he would look into the matter. This tract of country is the birth-place of the greatest of Bengali poets, Kavi Kankan and other poets like Rupram and Ghanaram and others. It is inhabited by a highly civilised race, and therefore, probably, the Honourable Member thinks that this tract should be cut off from other parts of the country.

Sir, the Bankura-Damodar River Railway was constructed with a guarantee from the Government, and what are the figures of that line? In 1927-28, the gross earnings amounted to Rs. 2,12,000 while the working expenses were Rs. 2,28,000 or a loss of Rs. 16,000 in running the railway.

In 1928-29 the gross earnings were still less—Rs. 1,82,000—and the working expenses came to Rs. 2,85,000, or a loss of Rs. 58,000. Besides this, the Government have to give to this railway line the guaranteed interest which they promised. Why is this line not paying? Because it would not traverse that portion of the country from which there could be enough traffic. There is the sub-divisional town called Arambagh, which is about fifteen miles from the railway station of Sehara on the Bankura-Damodar River Railway, and ten miles North is the town of Burdwan intercepted by that great river, Damodar, whose floods create havoc. Am I to understand, Sir, that because they have to construct a bridge over the Damodar, they will not extend the line from Sehara to Burdwan? Or is it because we, humbler people, are there and they don't want to do anything for us. (*An Honourable Member*: "Where is the racial aspect?") This is the racial aspect.

**Mr. Chairman** (Pandit Madan Mohan Malaviya): Will the Honourable Member confine his remarks to the question before the House, which is racial discrimination in the railway service?

**Mr. Amar Nath Dutt**: Now, Sir, why should the Railway Board make this racial discrimination against people who reside in this highly civilized part of the country which is known as the Dakshin Rarh? I believe the Dakshin Rarh has been responsible for producing the greatest men of Bengal, who have been a thorn in their side. Beginning from Raja Ram Mohan Roy, up to date, most of the greatest men like Sir Rash Bihari Ghose and Mr. Bhupendra Nath Basu came from the Dakshin Rarh, and therefore the Railway Board will not care to build a railway . . . .

**Mr. M. S. Aney**: Discriminating against the gifted Bengalee race?

**Mr. Amar Nath Dutt**: Yes, you might say so. Sir, I once more reiterate from my place in this House that racial discrimination is observed not only in the matter of employment of the children of the soil in the railways, but also in the matter of railway construction, and we condemn it in no uncertain voice. As I have already submitted, there is the Dacca-Aricha Railway, about which we had a long discussion yesterday, and as there was no chance of the cut about the Bankura-Damodar River Railway being reached, I have taken this opportunity to speak on this subject in connection with racial discrimination.

**Dr. Ziauddin Ahmad** (United Provinces Southern Divisions: Muhammadan Rural): Sir, I do not grudge the privileges given to any particular class, nor do I propose today that they should be withdrawn, but I do advocate that those privileges should be extended to all. I would confine my observations to educational matters to which reference has been made by my Honourable friend, the Revd. Mr. Chatterjee, and also by the Honourable Member in charge of Railways. There is no doubt that the Railway Board will have to maintain a certain number of schools for reasons which I will give later on, but I do not like that these schools should be labelled as European schools and Indian schools. This racial discrimination ought to be removed. I can certainly understand that certain schools should be maintained for those boys who live in European style, but I also maintain that the Indians who desire to live in European style should also be admitted to these schools; but if you maintain an efficient school for those boys who live in European style, I would demand that equally efficient schools should also be maintained for those boys who desire to live in Indian style. I can also understand it if you have a school in which the medium of instruction is to be English, but that

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school ought to be open to everybody who desires that his sons or wards should be taught through the English medium. I can also understand, if you have a special school to prepare the boys not for the Indian University examinations but for the examinations conducted by the Oxford and Cambridge Universities, but such schools should be open to every boy whose parents desire that their sons should pass these English examinations. I can further understand a differentiation based on the cost of education, and it may perhaps be necessary to provide a school where fees may be comparatively high. But it does not follow from this that you should overlook the education of those children who cannot afford to pay the high fees. You have to care for those who can afford to pay the high fees as well as for those who cannot afford to pay those fees.

Now, Sir, it is not possible for the Railway Board to establish an Education Department of its own, and nobody on this side will advocate the establishment of such a department; but it is absolutely necessary for three main reasons to establish some schools for the benefit of the children of the employees of the Railway Department. Unfortunately the policy of education and the way in which it is carried out is very much to be blamed. Of course, I do not like to discuss the educational policy, because we will have ample opportunity for it when we take up the Education Budget.

I now give the reasons on account of which it is necessary for the Railway Board to establish some schools. One of these reasons is, that all these schools, on account of the special policy adopted by the Education Department for the promotion of secondary education, are overcrowded. If the present railway schools are closed today, then the children now attending those schools will find it exceedingly difficult to find admission either in the European schools or even in the High Schools maintained by the Education Department. My second reason is that the railway officials are transferred along the same line from one province to another, and the children who are being educated, say in the United Provinces, will find it exceedingly difficult to receive their education, say in Bengali, if their parents are transferred to that province. The medium of instruction is different, and the curriculum of studies is also different. The third reason is that the number of students in every school is very limited. There are certain facilities afforded to civil servants. In every province, if a civil officer is transferred to another district, he finds very often a school of the same type, and there is a provision that, whatever the number of the students in a particular class may be, the sons of the civil servants so transferred should be admitted. But I doubt whether such facilities will be extended to these railway servants. For these reasons I think it is desirable that the Railway Board should maintain a certain number of schools of their own.

Then the Honourable Member raised a question whether the schools maintained by the Board should be Middle Schools or High Schools. I very emphatically say they should be High Schools and not Middle Schools, and this for two reasons. In the first place, it is more difficult for these children to find admission in the High Schools than in the Middle Schools. The number of Middle Schools is comparatively larger. Middle Schools also exist in smaller towns. Besides the boys can also find their way to High Schools through what they call the special classes provided in vernacular and High Schools. Therefore, wherever a school is established, it ought to be a High School. My second reason is that, even for low paid



appointments, as my friend just stated, the Matriculation certificate is necessary, and therefore it is highly desirable that the Railway Board schools should see that the boys, after leaving those schools, are enabled to enter the Railway Department if the parents desire their boys to do so.

Now, the cost of a High School maintained on public school lines, that is the line which we have advocated for the English boys, is not very prohibitive. A school of this kind will cost about Rs. 50,000 per annum and this cost can be reduced by the amount of fee which we may charge. And the amount will be increased if the students are lodged and fed at the expense of the Railway Board. But if the students are required to pay the ordinary fees which they usually pay in other schools, then the cost of maintaining a High School will be reduced to Rs. thirty thousand a year. If the Railway Board be not in a position to establish schools of their own, then they can arrange with some of the good existing schools to admit the sons of the railway employees, especially sons of those who are posted at stations where no schools exist, at a moderate cost. Now, this arrangement can conveniently be made with a number of selected schools in different localities, and by this arrangement the cost of education per head will substantially diminish. So much I have to say about education. There are two more things to which I should like to draw attention. Reference has been made to the Report of the Lee Commission and the percentages of 50 and 75. I maintain that this Lee Commission Report is out of date. It was written at a time when the country was not seriously considering Independence or Dominion Status. Now, with the new political outlook, this Report is out of date, and we want a much higher percentage, as high a percentage as the country can afford.

I would also draw your attention to item No. 53 standing in my name which is co-related to this motion. As I will not have the time to move that motion, I do request the Governor General in Council, through the Member for Railways, that, whenever a vacancy occurs in the Railway Board, it should be filled up by an Indian and not by an Englishman. If you take the total figures of the Indians and the Europeans, the figures of the Indians will always be high. I admit that all the coolies in the Railway Department are Indians, that all the clerks drawing salaries of Rs. 25 and below are Indians, but they are not now the subject under discussion. We want that the higher services, the Members of the Board, the Agents, the Staff officers and the posts carrying higher salaries should be Indianised.

**\*Mr. N. C. Kelkar:** I just want to say one or two words very briefly. I support the cut motion for this reason, that in the latter part of the speech of Colonel Gidney we have received complete support for our contention that there is racial discrimination as between Europeans and others. I also welcome the cut motion because, in my opinion, it is going to give the Honourable Member for Railways a welcome opportunity for making a statement, which I suppose he has yet to make, by way of laying down the general policy of the Railway Board in the matter of racial discrimination. I may be wrong, but I may remind him that, on the 4th February last year, Mr. Parsons, in reply to Pandit Hirday Nath Kunzru, with reference to the removal of this discrimination, stated, that a full statement would be laid on the table as soon as all the replies had been received, and any action, which it was found necessary to take, on them had been determined. I plead guilty to the charge of ignorance if that statement has been already laid on the table, but if it has not, then here is an

\*Speech not revised by the Honourable Member.

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opportunity for the Honourable Member to make a full statement bringing the results and facts up to date.

Now, with regard to Colonel Gidney's remarks about the Anglo-Indian community, I think his defence is absolutely weak. He knows very well that his community does enjoy considerable patronage and preference, and yet he wants to pretend that there is no such favour shown to his community. He wants to run with the hare and hunt with the hounds. His community is a kind of Dr. Jekyll and Mr. Hide, with two faces, one towards the Indian, the other towards the European. He has also got faces turned towards the Indian and also towards the European, and through both these mouths he is prepared to get for his community all possible advantages that could be secured under one pretext or another, whichever may be suitable to him for the moment. He is an Indian when there is a policy of Indianisation.

(At this stage Mr. President resumed the Chair.)

He is included among the Indians in filling the 75 per cent. of posts reserved for Indians. There is nothing wrong in that, because they come in as Indians. That would be his line of argument. But when it is a question of reaping the special educational facilities through schools reserved for Europeans, then he is an European and not an Indian. When it is a question of reaping the benefits of the Auxiliary Force, then he is an European, at least a non-Indian. So this Anglo-Indian community is very conveniently playing a double game of being Indian at one time and non-Indian at another. All that mischief comes out of the dubious definition of Anglo-Indian as a statutory Indian for practical purposes. The merits of this definition are on a par with the other definition of an Indian nation of which we have heard a good deal. We know what an Indian national is when it is convenient to the European, and we know what an Indian national is when it goes against the interests of the Indian. So under the darkness of this dubious definition, a number of sins of selfishness are being committed both by the Government and by the Anglo-Indian community.

Now, whereas, Colonel Gidney says that there is no distinction between Anglo-Indian and Indian, Government say that there is a distinction. He cannot get over that, and with regard to that distinction, however, there are two different reasons given by the Government and the Anglo-Indian community. Colonel Gidney puts it on the basis of loyalty. But Government are more shrewd. They do not want to put it on that ground. They say, "You have got aptitude; you are the bone of our bone, the flesh of our flesh; how can you avoid having special aptitude? Though in your innocence you do not know that you have got special aptitude, we know that you have special aptitude. It is not for your loyalty that we are showing this favour, but it is on account of the special aptitude that you have got." In this letter which the Railway Board wrote to the different Agents of all railways with a view to get information about Indianisation and racial discrimination, they say the same thing. I do not know whether Colonel Gidney is aware of the great compliment which Government are deliberately paying to the Anglo-Indian community for their special aptitude. Next time when he speaks about this, he should have regard to the reason of aptitude along with the reason of loyalty. This is what Government say: "Agents have already been informed that for the purpose of Indianisation, Anglo-Indians are statutory Indians, and the Government desire it



to be clearly understood that they do not suggest, and never have suggested, that Anglo-Indians should be discharged merely in order that they may be replaced by Indians. Also they recommend to the full the aptitude of the Anglo-Indians for certain branches of railway work, and they are not in favour to any policy which would oust the Anglo-Indians from those branches. (*They consider, however, they must be also good to the Indians for they are also under the same Government and the Government must appear to be impartial.*) They consider, however, that Indians should also be recruited for these branches, particularly the subordinate Traffic Service (*not the higher*) and should be given equal opportunities of showing their aptitude and capacity for the higher and better paid posts."

I want the House to mark the words: "They consider, however, that Indians should also be recruited for these branches." What does it mean? It means this, that primarily the Anglo-Indians should be recruited, and, of course, there should not be any room left for saying that Indians have not been admitted and therefore they must also be taken. That really gives the clue as to what percentage Government really intend to give to Anglo-Indians and Indians. Sir, the word "also" reminds me of the race-course talk that I heard some time back. I have not seen a race myself, but of course I have talked about racecourse matters. "So-and-so won the race and so-and-so also ran." So, it is like that. The Anglo-Indians won the prize and so-and-so Indians also ran in that direction. Then, again, once they are admitted, Government do not say how many Indians will be given the same opportunities for promotion and training, etc., as the Anglo-Indians. And who has answered the question as to how many Indians will be admitted in the first instance? Even the railways have made that distinction, and in the letters received from the Agents, this appears to be the case. Of course, they are not so innocent as my friend Colonel Gidney is, because he wishes to ignore the distinction between Indians and Anglo-Indians. In all the details that the Agents have given, they have included Anglo-Indians along with Europeans as distinct from Indians. In this letter from the Assam Bengal Railway, dated the 22nd December, 1927, the figures are given for Agency, Audit, Medical, etc., for Europeans and Anglo-Indians and Indians. We find there that in the Traffic Department there are 21 posts given to Europeans and Anglo-Indians and only 10 are given to Indians and yet the Agents are prepared to say that there is no racial discrimination. I would repeat again what I said the other day: "God said, 'Let there be light, and there was light'." And the Railway Board said, "Let there be no racial discrimination", and there was no racial discrimination. But when you go through all the replies, you will see that the Railway Agents have taken shelter under the same pretext as the Railway Board, *viz.*, particular people or groups of people have a special aptitude for a particular kind of work. Who is going to solve this riddle? Who knows what aptitude is required for a particular kind of work? After all, the Agent is in the highest position, and he is the sole judge of the quality of the work and the quality of the human being that does the work. There is an end to it. When he says that that is his final opinion, that is the end of the whole thing. Therefore, I entirely support the cut motion of Colonel Gidney because he has, in the latter part of his speech, very clearly brought out the distinction that is observed and the favouritism that is shown to Europeans as against Indians.

**Mr. A. M. Hayman** (Railway Board: Nominated Official): Sir, when I got up to speak last Saturday, I said that I felt myself under a great disadvantage. Today too, Sir, I feel under a disadvantage even

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greater than I felt on Saturday. I feel it because one of my Honourable friends on the other side made an observation—I think it was Munshi Iswar Saran—that I tried to mislead the House in regard to certain figures I had quoted.

**Munshi Iswar Saran:** I did not say that.

**Mr. A. M. Hayman:** I am sorry, Sir. Then it was somebody else who said that I had tried to mislead the House by quoting certain figures, and that I ought to remember that I was a baby in this House and that he and several others had been here for many years. Well, Sir, actually in the matter of the study of the figures and drawing inferences from them, I claim to be very old at the game. I have spent 31 years in the Government service almost entirely in compiling and studying figures and drawing inferences from them. But from another point of view there was a lot of truth in his remark, and it is because of this that I feel myself under this great disadvantage. It is true that I am a baby in this House when it comes to a question of speaking, because I only come here for a few days now and then each year, and I do feel a certain amount of nervousness when I have got to deal with such a big subject, on which so many Honourable Members have spoken. Although I have all the facts and figures with me, I feel that on this subject I cannot readily marshal my case in such a way as fully to convince the other side of the House. Therefore, I will ask the Honourable Members on the other side to bear with me a little and have a little patience if I do not present my case as strongly as I ought to.

I think I should first begin by saying a few words on the question of the Indianisation of all our superior services of railways. Although the Railway Board have, for many years past, followed the policy of progressive Indianisation, it may be said that this policy was only pursued systematically from the year 1925. In that year, Government set before itself the goal to Indianise the superior services by filling 75 per cent. of the vacancies by officers of Indian domicile. It was just about that year that this House, when dealing with a proposal for the separation of the Railway finance from the General finance of the country, added a recommendation to the main Resolution which was not part of the Resolution, and urged upon the Government that the Railway services should be rapidly Indianised. It was shortly before this that the Lee Commission had reported and they made this definite recommendation in regard to State Railways superior services:

“That the extension of the existing facilities should be pressed forward as expeditiously as possible in order that recruitment in India may be advanced as soon as possible up to 75 per cent. of the total number of vacancies in the Railway Department as a whole.”

I have read these words over because I think in a way they are a direct answer to an observation made by my Honourable friend Pandit Hirday Nath Kunzru, that we ought to examine our position carefully in respect to each of the separate departments of our railway service, and proceed as rapidly as possible to get 75 per cent. in each of our different services. Lest I should overlook the point, I think I might tell the House, as a further answer to the observation of my friend Mr. Kunzru, that, while the goal which we have set before us is the attainment of 75 per cent. for all the services taken together, we ourselves for practical reasons have got to take some of the services apart, because of the different rules of recruitment for these services and the different way in which we have to obtain

the Indians for the vacancies in each of them. Sir, we have laid all the information that we have on the subject before the House, and if the House, or any Member of the House, will read page 64 of the Railway Board's Report for 1928-29 he will find that we have given figures there which show the rate of recruitment in the different sub-divisions in the year 1928-29. The figures given there are significant figures, and I will read them to the House; to the Engineering Branch, 80 per cent., to the Transportation, Traffic and Commercial Branch, 83 per cent., to the Mechanical Branch 18 per cent. and to other Branches 94 per cent.

I will now make one or two observations to meet the criticisms that were made in connection with recruitment to our superior services. The criticisms were mainly directed against our rules of recruitment. Our rules of recruitment were drawn up soon after we applied ourselves to the task of going in for rapid Indianisation, and those rules were all discussed with the Central Advisory Council before Government put them in their final shape and issued them.

The first applications for appointment, under the Regulations, to the Indian Service of Engineers, and Transportation and Commercial Departments, were called for only in July, 1926. In the case of Mechanical Engineering and Transportation (Power) Departments, we have explained here from time to time that our method of recruitment was to train apprentices partly in this country and partly in the United Kingdom, and we prescribed that the total training should be completed within a period of seven years. Later on, we found by re-examination of the position that we were able to reduce the term to six years. We have now got, Sir, 37 young men under training, all of Indian domicile, and we hope that we shall be able, both on our State railways and on our Company-managed railways to find employment for every one of them who eventually qualifies. I just mention the fact about these dates, because I think there is some credit due to Government for having done so much in these few years, that is from 1926 in some of the services, from 1925 in some other services, and from 1927 in yet other services, in these few years from then up to now. We have, in the last year for our State worked railways, recruited 71 per cent. of our vacancies for our superior services.

I should like to say a word about that figure, because two or three of the Honourable Members today, in their speeches, paid great attention to the figure of 49 per cent. which appears in our Report. Now, Sir, what happened was this, and it is explained in a note at the foot of the statement. We say here, of the total vacancies filled during the year, 49 per cent. were filled by Indians as against 54 per cent. in 1927-28 and 47.5 per cent. in 1926-27. Now comes the significant point. "The drop in the percentage of Indian recruitment is accounted for by the fact that 20 recruits of the permanent establishment for 1928-29—9 for the Engineering Department, 7 for the Transportation Traffic and Commercial Departments and 4 for the Medical Departments joined their duties after 31st March, 1929. They were actually recruited for 1929, but they joined rather late. That makes up our 71 per cent. That is a straightforward and honest claim. It is not 49 per cent. but it is 71 per cent." Then, Sir, I have got to give a short explanation . . .

**Mr. R. K. Shanmukham Chetty** (Salem and Coimbatore *cum* North Arcot: Non-Muhammadan Rural): Is it not a fact that in the recruitment of officers to gazetted rank in 1928-29, 51 per cent. of those who were newly recruited were Europeans? The Honourable Member would find it at page 64.

**Mr. A. M. Hayman:** If I am correct that for our State Railways 71 per cent. who were recruited were all of Indian domicile, then the percentage for Europeans could only be the difference between 100 per cent. and 71 per cent.

**Mr. R. K. Shanmukham Chetty:** I am asking about the recruitment of officers to gazetted rank. Is it not a fact that, out of those recruited to gazetted rank in 1928-29, 51 per cent. were Europeans? How does the Honourable Member reconcile that with his statement? These figures are to be found in page 64 of the Report.

**Mr. A. M. Hayman:** As we have in 1928-29 recruited persons of Indian domicile to the extent of 71 per cent., then the recruitment of Europeans could only be 29 per cent.

**Pandit Hirday Nath Kunzru:** Will the Honourable Member say what were the total number of vacancies that were recruited for, and how many Indians were appointed?

**Mr. A. M. Hayman:** I shall supply the Honourable Member with information about this later on. In the meanwhile I do want to get on to a few more important points in reply to the observations of other Honourable Members.

**Mr. M. S. Aney:** Will the Honourable Member explain what he means by saying that 51 per cent. of Europeans were recruited to the gazetted ranks in that year?

**Mr. A. M. Hayman:** I can only repeat what I said in reply to my Honourable friend Pandit Hirday Nath Kunzru. I must be fair to all Members, and so I must pass on to reply to some of the criticisms made by them.

**Mr. M. S. Aney:** That leads us nowhere.

**Mr. K. C. Neogy:** May I know if these 20 additional appointments will be taken into consideration also in the following year, that is, 1929-30, for the purpose of calculating the percentage for that year?

**Mr. A. M. Hayman:** The Honourable Member's observation is a very proper one, and I do not think that we would have the courage to attempt to do what perhaps he suggests that we would do.

Sir, I will repeat that the figures I have supplied relating to our State-managed railways are correct. The position of our Company-managed railways is not quite satisfactory and I am not going to disguise from the House that, personally, I am not altogether satisfied with the progress that has been made on our Company-managed railways in this matter of progressive Indianisation, namely, the wish to reach 75 per cent. at the earliest possible date.

**Mr. B. Das:** The Bengal Nagpur Railway is the worst in this respect.

**Mr. A. M. Hayman:** I am glad the Honourable Member raised that point and I can give a reply now. I faced this question with every desire to meet the obligations of Government by commencing an examination into the details for the past few years of each and every Company-worked line. It is my intention to speak to the Agents of each of the Company-worked railways when they come here next month. But very recently I had an opportunity, when I went to Calcutta, to cover the whole ground

with the Agent of the Bengal Nagpur Railway, which my Honourable friend, Mr. Das, says is the worst railway in this respect.

**Lieut.-Colonel H. A. J. Gidney:** The best railway in India—none better.

**Mr. B. Das:** For the Honourable Member's community.

**Lieut.-Colonel H. A. J. Gidney:** Perhaps it is the worst railway because the Honourable Member is not now a Member of the Advisory Committee?

**Mr. B. Das:** Don't care to be on it.

**Lieut.-Colonel H. A. J. Gidney:** Grapes are sour Mr. Das.

**Mr. A. M. Hayman:** Well, Sir, the time that I spent with the Agent was time well spent. It was not merely that we talked about Indianisation and used a number of words and then that I came away from him with a general promise that he would look into the matter and that he would do all he could. I am not satisfied with that sort of thing. I tackled the Department in which there was difficulty in getting Indians, that is the Transportation (Power) and Mechanical Engineering Departments. Mr. E. Jarrad, the Agent of the Railway, was, I must say to his credit, ready to move forward, and before I left Calcutta he had got hold of three young Indians in his shops who had gone through a certain amount of superior training and who had superior education, and he said to me, "I am quite prepared to make these three young men probationary officers in the Mechanical and Electrical Departments, if the Railway Board would help me by giving me three Probationers' posts for this purpose". I said the Railway Board would only be too glad to do so. Now, Sir, he has come up with a definite proposal officially to give effect to that discussion of ours, and it is only a matter of a little time when we shall place these proposals before the Standing Finance Committee to get sanction to the posts. Thus there will be a beginning on one of our Company-worked railways to take Indian officers into their Transportation (Power) and Mechanical Engineering Departments.

**Munshi Iswar Saran:** Are they Indians or statutory Indians?

**Mr. A. M. Hayman:** I do not really like to enter into that question, but I will answer the Honourable Member because he puts it very pointedly. They are all Hindus. (Laughter.) We went through the matter carefully to pick out the qualified people, and the three qualified people that we got hold of were Hindus.

There is one important thing which I should like to tell this House before I leave this subject, and it is this. I shall strive personally to get to this 75 per cent. on our State-managed railways and on the Company-worked lines. I do not see any difficulty, except in the Mechanical Engineering and Transportation (Power) Departments. Beginning with this year, we advertised for as many candidates as we could get for appointments in the Transportation (Power) and Mechanical Engineering Departments. My Honourable friend Sir George Rainy has explained fully to the House how far we went to lower our qualifications, to remove age restrictions and other restrictions, in order to get young Indians to come forward to fill these posts. We did not ask for a limited number of candidates to come forward, we asked for as many as we could get. We had on our State-managed railways eight vacancies. It was our intention, if

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we got more than eight, to endeavour to get Company-managed lines to take some, because they have themselves put but few Indians into those posts. Unfortunately we got only seven qualified candidates. We propose again this year, and in the next year, to continue to call for applicants for these posts. I have personally gone out of my way to see a few of the young men who applied this year and were not qualified. I have pointed out to them where their defects lay and I have asked them especially in the remaining time between now and the next call for vacancies to try and supplement their qualifications, so that next time they may be qualified. I will appeal to the Members on the other side of the House that, if they know of any young men who are almost qualified under the terms of that advertisement, to give them advice how to supplement their qualifications so that next year they may be qualified to come into these posts, because, if we do not get the full number that we require until our apprentice scheme brings fruit, we shall still not be able to get the full 75 per cent. Indian recruitment. But we will do something more. In order to make good this deficiency on the Mechanical Engineering and Transportation (Power) side, we have transferred, now and then, officers from our Civil Engineering side, to the Mechanical Engineering side. If we have found that an officer in the Civil Engineering side has an aptitude for Mechanical Engineering work, or can efficiently perform the duties of Transportation (Power) officer, we have transferred him to the other side, in order to increase the vacancies on the Civil Engineering side, simply because we know that we can get the full 75 per cent. proportion of Civil Engineering officers in this country. We shall continue that process to make up deficiencies. But, Sir, I do not want to mislead the House. I do not want the House to think that we have a large number of Civil Engineers who can take on the duties of Mechanical Engineers and the duties of officers for the Transportation (Power) Departments.

There is only one other observation, before I leave this subject of the recruitment to our superior services. I make it because I think there is a genuine misapprehension, on the part of some of the Members on the opposite Benches, about a statement I made that we had recruited 71 per cent. of our vacancies. I think some of the Members on the opposite Benches think that I said that we had not got 71 per cent. Indians in our services. That is not the case. We naturally could only recruit against vacancies.

I am not going to say a word about appointments which carry salaries of less than Rs. 250 per mensem. But I do think I ought, because of the remarks that have fallen from the other side of the House, to supplement the observations that I made the other day in regard to employees, who occupy posts which carry salaries above Rs. 250, in order that I may make the position which Government takes up in this matter quite clear. Government's position in this matter is that there shall be no racial discrimination and,—forgive me for going on to a subject which I know you do not like,—there shall be no communal discrimination,—absolutely none whatever. We will promote to these appointments, on consideration of their qualifications, with due regard to seniority and with no racial or commercial discriminations. A man must first be efficient to discharge the duties of the post which is vacant, and we will take into account his seniority. Purely to meet the point about racial discrimination in these posts I wish to read just a few figures to the House. I wish to compare

the total figures relating to the number of such posts held by Europeans in 1925, with those in 1929, and the corresponding figures of Indians.

		1925.	1929.
Number of posts	.. ..	7,822	8,941 (an increase of 1,119).
Europeans	.. ..	2,412	2,061 (a drop of 351).
Indians	.. ..	5,410	6,880 (an increase of 1,470).

The House will see that the increase under "Indians" i.e., 1,480 was greater than the total increase in the number of posts which was 1,119.

I quite realise, Sir, that, in some matters, this House feels, or some Members of the House feel, that while Government and the Railways have from time to time claimed, particularly in this matter of our higher posts and posts like apprentices in our workshops, that there is, in theory, no racial discrimination, there has been racial discrimination in practice. Sir, I have, with a due sense of my responsibilities, paid every attention to the remarks that have been made in this House on that score. I take for instance, Sir, the case of the apprentices in our mechanical workshops, and say definitely that my preliminary examination of the question led me to believe that there was racial discrimination. There was communal discrimination in the way these apprentices were dealt with, both as regards their recruitment and as regards their appointment after they qualified themselves. I do not want to disguise it at all, and I wish to take this occasion to acknowledge the very helpful assistance that I obtain in my examination of this matter by the very searching questions put in this House by my Honourable friend Mr. S. C. Mitra. Now, Sir, we did not leave the question where it was. The matter has been very thoroughly examined. The whole of the facts have been sifted by the Railway Board and placed before my Honourable friend, Sir George Rainy. He has decided that new rules of recruitment shall be drawn up for all our State Railway Workshops in India. Details of the rules for recruitment and for appointment after recruitment are ready, and it is our intention to discuss them with the Central Advisory Council for Railways before we promulgate them. We want to discuss them with the Central Advisory Council because we want to get the benefit of their advice. There are some of the Members of the Council who are in close contact with these questions. We do not want to pretend that we know all about the subject and we want to get their advice and we will give very careful attention to the advice that we receive. I would like just to read one little portion of the notes that we had prepared in connection with the apprentices' scheme.

"In the rules relating to the recruitment and training of all classes of apprentices, care will be taken to ensure that there is no racial discrimination and the rules prescribed for State-managed railways will be circulated to Company-managed railways with a view that their method of recruitment and training of apprentices be investigated, with a view to placing matters on an entirely satisfactory footing and to removing any vestiges of racial discrimination that may exist either in the rules or in their practical application."

**Mr. B. Das:** I thank you for the change in the rules. It is the Kharagpur Workshop of the Bengal Nagpur Railway.

**Mr. A. M. Hayman:** If we fail, it is not that we do not want to do the right thing. That is not all. I have here a complete memorandum prepared for all our staff of the subordinate services. It is not yet ripe to put it in



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a final shape before Government and therefore it is not ripe to be discussed by the Central Advisory Council. I propose to discuss these rules in all their details, in all their bearings, with the Agents of the railways when they come here next month. The rules have been sent to the Agents of the railways and they will study them and bring their difficulties with them. In sending out these rules, I have searched all the records of the Assembly and put down the representations made against our existing procedure. I have also had the newspapers read for two or three years, and extracts made of articles regarding our methods of recruitment. We are going to make an honest attempt to face the complaints that have been made against us.

I will pass on to the notes that I have made while listening to some of the previous speakers, and, in the short time available to me, I shall attempt to answer some of them. I take, Sir, first the point which I considered to be really very relevant to the motion moved by my Honourable friend opposite, and that is with regard to the question of racial discrimination. The case that I want to say a few words on is the reference made by Colonel Gidney regarding the practice of railways of getting covenanted men to our workshops. I think, Sir, that Colonel Gidney did quite rightly by bringing up this question. But I do not think he was absolutely fair to us, because he omitted to refer to some portions of an important communication that we sent to him. It is an important one and I wish to read to the House the important parts:

"The Railway Board being anxious, in accordance with their policy, to confine the recruitment of subordinates from England to cases where the efficiency of work would suffer appreciably unless persons possessing the requisite qualifications were obtained for particular posts, decided that only 6 Chargemen, specialists, should be obtained from England on a five years' contract. The number has since been reduced from 6 to 4."

"This policy is followed in order to avoid recruitment from outside India, except occasionally, when specialists in highly technical grades and with experience of modern methods of properly equipped shops are required for the efficient conduct of workshop operations."

Now, Sir, Colonel Gidney while on this subject referred to the statement made to the Press by Mr. Wrynch. Is that correct?

**Mr. President:** Order, order.

**Mr. A. M. Hayman:** Let us give credit where credit is due, and if our railway workshops have lately attained that position that they are equal or second to none in the world, let us give the credit to these covenanted foremen, who come out to us with up-to-date methods and up-to-date knowledge of modern shops in other countries. However, to remove one misapprehension that Colonel Gidney has in this connection, I would explain that when we bring a person out from England to a particular post, we bring him in the pay of the post; it may be that because of the age or the qualifications of the person, we sometimes give him a higher minimum initial pay than the minimum pay of the post. But this is a practice we follow when we have to recruit an expert in India who might be of Indian domicile. But I challenge my Honourable and gallant friend Colonel Gidney, Sir, and I assert that the statement that he made that we bring out these covenanted chargemen on salaries twice the salaries that we pay to people doing corresponding work in India is without foundation.



**Lieut.-Colonel H. A. J. Gidney:** I accept the challenge and am prepared to now prove my statement. I . . . . .

**Mr. President:** Order, order.

**Mr. A. M. Hayman:** Sir, I would give way to the Honourable friend, Colonel Gidney, but for the fact that time is very short, and I want to give some reply to the statements made by my Honourable friend, Mr. Kunzru. I only want to say one thing more about Colonel Gidney's remarks, and it is because I feel that I ought to say it in justice to our subordinate employees. Colonel Gidney said that we had removed an old back-door practice of ours by issuing instructions to our Agents that adverse remarks made about superior officers should be communicated to the officers at the time, and that we had not yet stopped our bad practice as we had not done anything of the kind for the subordinate service. Now, this question attracted the attention, some time ago, of this House. It was raised, very properly raised, by my Honourable friend, Maulvi Muhammad Yakub. Here is the reply that we gave to the Honourable the Deputy President:

"I am directed to state that the practice in force on all Railways, except the Burma and Assam Bengal Railways, is to obtain and consider the explanation of an employee before a decision is arrived at to record an adverse remark in his service record; and the employee concerned is advised of the entry recorded against him."

That, Sir, even goes beyond what we do for our officers. It says here, "We obtain and consider the explanation of an employee before we make an adverse remark against him". There are instances, in ordinary practice, where we make adverse remarks against our officers without first obtaining their explanation. We wrote to the Burma Railways and the Assam Bengal Railway, pointing out to them the practice in other railways and suggesting to them that they should follow suit.

**Mr. M. S. Aney:** Are you sure that it is the practice in other railways?

**Mr. A. M. Hayman:** If the Honourable Member will bring to our notice any instance where it is not the practice, we shall see that the orders of Government are carried out.

Sir, my Honourable friend Mr. Kunzru made several detailed remarks to prove that there was racial discrimination in practice in several matters. In a way, Sir, I have really pleaded guilty to some extent.

One of the cases Mr. Kunzru referred to was that of workshop apprentices. I know also that he feels keenly on the subject of the appointment of guards and drivers to the higher paid posts of these ranks. As time is short, I offer to show him personally at my office that I have been pursuing that question with vigour for the last ten months; I offer to show him what the several railways have done. I think the North Western Railway have during the last twelve months made a very decided move forward in this direction. The Eastern Bengal Railway, Sir, has done fairly well. (*An Honourable Member:* "What about the East Indian Railway?") So also the East Indian. The Great Indian Peninsula Railway, I admit, has practically done nothing at all, but I am in correspondence with the Agent on this matter, and I am going to find out what his difficulties are, and I am going to make a serious attempt to see why he cannot do what the others have done and are doing. My Honourable friend made a point—and a good point too, I think,—that Sunday allowances were allowed to one class and were not allowed to another class. I promise him that I shall get the

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papers and see that justice is done in this matter. I would like, Sir, to make a remark in connection with the complaint that there is racial discrimination in the matter of the allotment of residential houses to subordinate employees. I have a distinct recollection that orders have issued because, I moved a good deal to get those orders issued some time ago to our State-worked railways, that every quarter was to be allotted to a post and was not to be allotted to any individual or to any community. It was to be allotted to a post, and the holder of that post was entitled to live in that house no matter to what community he belonged. I will have the practical application of those orders looked into, and if they are not being followed, I will give my Honourable friend my assurance that it will not be long before they are given effect to on State-managed railways.

My Honourable friend also referred to the Staff Benefit Fund. Sir, my Honourable friend, Sir George Rainy, explained briefly the other day that we have come to the stage where complete rules for the Staff Benefit Fund have been drawn up; we are at the stage, Sir, where we have necessarily to consult other Departments of the Government of India who control labour forces, Department like the Industries and Labour Department, and we also have to consult other Departments who are concerned. For this reason we have decided that the Staff Benefit Fund shall come into force on the 1st April, 1981, and then, Sir, I would like to emphasize that the Fund is going to be run on lines whereby the men themselves will have a deciding voice, subject only to the veto of the Agents.

5 P.M. as to how the money in the Fund is to be spent.

(It being then Five of the Clock.)

**Mr. President:** Order, order. The question is:

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

**An Honourable Member:** No.

**Another Honourable Member:** It is too late.

**Mr. President:** Honourable Members must make up their minds whether they desire a division or not.

**Several Honourable Members:** No.

The motion was negatived.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 12,90,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Railway Board'."

The motion was adopted.

#### DEMAND No. 2—INSPECTION.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 2,50,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Inspection'."

The motion was adopted.

## DEMAND No. 3—AUDIT.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 17,75,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Audit'."

The motion was adopted.

## DEMAND No. 4—WORKING EXPENSES: ADMINISTRATION.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 13,88,50,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Working Expenses: Administration'."

The motion was adopted.

## DEMAND No. 5—WORKING EXPENSES: REPAIRS AND MAINTENANCE AND OPERATION.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 41,10,25,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Working Expenses: Repairs and Maintenance and Operation'."

The motion was adopted.

## DEMAND No. 6—COMPANIES AND INDIAN STATES' SHARE OF SURPLUS PROFITS AND NET EARNINGS.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 1,22,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Companies and Indian States' share of surplus profits and net earnings'."

The motion was adopted.

## DEMAND No 9—APPROPRIATION TO DEPRECIATION FUND.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 13,25,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Appropriation to Depreciation Fund'."

The motion was adopted.

## DEMAND No. 10.—APPROPRIATION FROM DEPRECIATION FUND.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 8,50,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Appropriation from Depreciation Fund'."

The motion was adopted.

## DEMAND No. 11—MISCELLANEOUS.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 17,30,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Miscellaneous'."

The motion was adopted.

## DEMAND No. 12—APPROPRIATION TO THE RESERVE FUND.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 33,95,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Appropriation to the Reserve Fund'."

The motion was adopted.

## DEMAND No. 14—WORKING EXPENSES AND MISCELLANEOUS (STRATEGIC LINES).

**Mr. President:** The question is:

"That a sum not exceeding Rs. 1,63,75,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Working Expenses and Miscellaneous (Strategic Lines)'."

The motion was adopted.

*Expenditure charged to Capital.*

## DEMAND No. 7—NEW CONSTRUCTION.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 4,98,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'New Construction'."

The motion was adopted.

## DEMAND No. 8—OPEN LINES WORKS.

**Mr. President:** The question is:

"That a sum not exceeding Rs. 11,49,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'Open Lines Works'."

The motion was adopted.

## DEMAND No. 15—NEW CONSTRUCTION AND OPEN LINE WORKS (STRATEGIC LINES).

**Mr. President:** The question is:

"That a sum not exceeding Rs. 25,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1931, in respect of 'New Construction and Open Line Works (Strategic Lines)'."

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Thursday, the 27th February, 1930.