

Thursday, 26th February, 1931

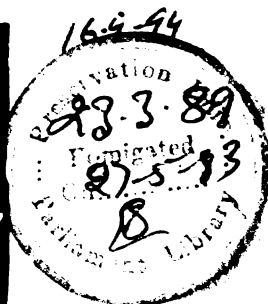
THE
LEGISLATIVE ASSEMBLY DEBATES
(Official Report)

Volume II, 1931

(19th February to 11th March, 1931)

FIRST SESSION
OF THE
FOURTH LEGISLATIVE ASSEMBLY,
1931

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LEGISLATIVE ASSEMBLY.

Thursday, 26th February, 1931.

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

STATEMENT OF BUSINESS.

The Honourable Sir George Rainy (Leader of the House): With your permission, Sir, I desire to make a statement as to the probable course of Government business in the week beginning March, the 2nd. On that day, the first business before the House will be a motion for the election of Members to the Indian Research Fund Association. The next business will be the election of Members to the Central Advisory Council for Railways, and this will be followed by the election of Members to the Standing Committee on Emigration. On the conclusion of this business, the House will proceed to the discussion of a motion in connection with the White Paper issued on the Round Table Conference. The terms of the motion will be placed on the agenda paper. The House will not sit on Tuesday, the 3rd, and Wednesday, the 4th, which are gazetted holidays for Holi. Thursday, the 5th, and Friday, the 6th, have been appointed for the general discussion of the Budget. As at present arranged, there will be no sitting of the House on Saturday, the 7th.

THE RAILWAY BUDGET—LIST OF DEMANDS—*contd.*

DEMAND No. 1.—RAILWAY BOARD—*contd.*

Indianisation Policy in the Railways.

Mr. President: The House will resume further consideration of the cut motion by Mr. Ranga Iyer, No. 17.

Maulvi Muhammad Yakub (Rohilkund and Kumaon Divisions: Muhammadan Rural): I do not want to make a long speech on this cut. My purpose in participating in the discussion of this motion is only to associate myself with the motive underlying the cut. It should not be considered that we, the Mussalmans, who always press for their share in the public services are not anxious for any general advance in the way of Indianisation. In fact, we heartily support this motion for Indianisation, and I think that we, the Mussalmans, cannot get our proper share unless Indianisation is carried on in the services. I will add one word in regard to the threat which was uttered by the Leader of the House, that if we go on carrying cuts in the extravagant expenditure of the railways we may not have the improvements for which these motions are passed.

The Honourable Sir George Rainy (Member for Commerce and Railways): May I say, in order to make my meaning perfectly clear, that no number of 100-rupee cuts will make the slightest difference. It was a question of a substantial cut in the Demand, and I did not mean in any way to convey any suggestion of pique as regards what happened. It is purely a question of substance, whether if a certain large sum is taken

[Sir George Rainy.]

away from the Budget, we shall have enough money to do all that we should like to do.

Maulvi Muhammad Yakub: I certainly think that a big administration like the railways, in which, as has been pointed out, there is so much extravagance, can spare a lakh of rupees from the monies that they spend on their luxuries. As I said yesterday, economies should be made on luxuries and not on necessities. The Leader of the House thought that the Mussalmans are a docile and weak people, and whatever you may do with them they will not raise their hands, and therefore he hurled this threat at the Mussalmans. Probably, if it were the case of a stronger interest, he would not have used that threat.

With these remarks, I associate myself with the motion moved by my Honourable friend.

The Revd. J. C. Chatterjee (Nominated Non-Official): I think that these debates on Indianisation, which come up like a hardy annual from year to year, have served a very useful purpose. There is no doubt that they have contributed very largely to the change of heart in the Railway Board and those who have the patronage in the railways. In these days the question of Indianisation needs no argument. It has been accepted in principle by the Honourable the Railway Member and by his officers, and it has been urged by this House year after year. I believe that there is no doubt whatever that the Railway Member is, of all persons, most sincere in his attitude on this matter. He has tried to do his best to carry out Indianisation as far as he could, and I can say the same thing of Mr. Hayman, namely, that he has also shown a very sincere desire to carry out the wishes of the House in this direction. For the rest, I can only say that Rome was not built in a day and that all good things come to him that waits.

Now, Sir, bearing in mind that the principle has been accepted by the Government, the question before the House is what are the best methods of giving effect to this policy, of accelerating its progress, and also for guaranteeing that Indianisation is carried out on the right lines. In this matter I welcome the information, or rather the announcement that was made by my Honourable friend, Mr. Hayman, regarding the introduction of a new set of rules for recruitment to the subordinate services. He has very kindly said that these rules are being now framed, and that he will place them for consideration before the Central Advisory Council for Railways and then take action on them. Here I would like to make a suggestion, and it is this, that when these rules have been placed before the Central Advisory Council for Railways and their opinion taken, they should also be made available to all Members of this House. I find myself in a certain amount of difficulty and it is this. I represent in this House a very large community, though, of course, taken as a whole and compared to the total population of the country, it is not very large, but still it is five millions strong, and though I have at all times exercised the greatest restraint in pressing their claims and have not pressed communal representation of any kind, I do feel that, since I come to this House as their representative, a certain duty is laid on my shoulders. I personally feel that a fair field and no favour is the best method for recruitment to the public services, and therefore, I have always kept silent whenever the

question of communal representation has been urged. Now, the Government have clearly stated that they will do their best to further the legitimate claims of the Muhammadan minority in the matter of employment in the railways. I have no quarrel with that. I believe that even the question of efficiency can be made into a fetish and that all communities should have their share in the public services of the country. I therefore feel that, if that claim is accepted, and as I have said, I have no quarrel with it, I feel that the claims of other communities also ought to have some consideration. For example, there are so many minorities; there is the Sikh minority, there is the Indian Christian minority, and there are other minorities. And though I do not at this time want to make the position in any way difficult for Government, I do feel that when these rules for recruitment are brought out after they had been considered by the Central Advisory Council, we, as representatives of minorities, should have a right to know, or rather an opportunity to know, what these rules are and how far the claims of the communities that we represent have been kept in view. I do hope that Mr. Hayman will agree to my suggestion that these rules should be placed at least in the Library of the House.

Coming on to another subject, I am, naturally, very much interested in discovering careers for university graduates. My work lies among them. I feel that a large number of them are anxious to obtain employment in the railways; and it is only right that these men with superior education and better training received in their colleges should find a field of service in the railways. What happens now is that the appointments generally open to them are very inferior appointments. I do not think that it is right and fair that a man, after his father has spent all the money that he now-a-days has to on his university career, and after the number of years that the young man spends there, he should be asked to go and work on the railways, say, at a starting salary of Rs. 25 or 30 a month and then have to wade his way wearily up to something like Rs. 100 or 150 a month at the end of his career. No doubt, a system of recruitment that compels these young men to join on such low salaries does not attract the best type of men. Mr. Hayman has said that an announcement will be made on what may be described as the recruitment to the intermediate grades of the subordinate services. I think that is an opening for our educated young men and their claims ought to be carefully considered when recruitment is being made to the intermediate grades of the subordinate services.

Then again there is another suggestion which I should like to make and it is this. When recruitment is made to these services, there ought to be carefully appointed selection committees. I had something to say yesterday about the composition of the quota committees formed for the superior services, and I believe that the recruitment to the intermediate grades of the subordinate services should be made not by a single individual officer, who may be open to all kinds of persuasions. Their lives are made a burden by the number of letters of recommendation that they receive. I therefore suggest that carefully appointed selection committees should be appointed to recruit for the intermediate services and on those committees it is necessary that there should be not only railway officers but representatives of the various communities. I would also make a strong plea that there should be appointed on those communities some educational experts

[The Revd. J. C. Chatterjee.]

who understand and have personal knowledge of the university men who apply for jobs. If care is taken in the formation of these committees, we will be able to get the right type of young men, and I hope, Sir, that these few suggestions will receive consideration at the hands of my Honourable friend, Mr. Hayman.

Mr. Jagan Nath Aggarwal (Jullundur Division: Non-Muhammadan): Sir, the remark just now made by the Honourable the Railway Member calls for more than a passing notice. The Honourable the Railway Member was pleased to point out that a few cuts of Rs. 100 had no terrors for him and that it was only the substantial cuts that he objected to. This cut of Rs. 100 proposed by Mr. Ranga Iyer is a token cut in order to ventilate a matter on which the House feels strongly. It is not the magnitude of the amount involved, that is in question. There is a certain policy behind these cuts, to which the attention of the Government has to be drawn and I was surprised to find that the Honourable the Railway Member attached more importance to the amount of the cut than to the underlying principle involved. The point is that a certain policy is attacked, and we put forward certain suggestions by means of these token cuts and place our point of view before the Government, and it is for them to accept the suggestion if they can bring themselves round to accept that point of view. The Honourable Member should not look upon it in terms of Rs. 100 or Rs. 1,000, and from that point of view I certainly take objection to the way in which he has put the matter to the House. If a cut of a lakh of rupees is carried, it is certainly uncomfortable, but it is not from that point of view that the discussions have got to be looked at.

Now, Sir, there are just a few remarks about the subject that is being discussed. I wish to draw the attention of the House to a certain class of employees on the railways, whose claims in making these appointments under the scheme of Indianisation, have for a long time been ignored. Statistics have been placed before you and statistics can be made to tell any tale. Looking at page 8 of this Memorandum on the removal of racial discrimination, I find that some figures are given for State-managed and Company-managed railways. According to this Memorandum, Indianisation has been understood to mean the employment of a larger number of Indians in the services. I respectfully submit that is not the proper interpretation to be put upon it. Indianisation as we understand it means the growing employment of Indians in substitution for the foreign agency that was already there. That, I think is the implication of it, and the second implication which follows it is the idea of economy. The employment of persons belonging to this country ought ultimately to lead to economy. These are the two implications of it. Now, I should like to draw the attention of the House to the figures given in this Memorandum. On the State-managed railways there were 4,043 Europeans and Anglo-Indians in the year 1926. In 1929, we have 4,041, a decrease of 2. In 1930, the figure stood at 4,067, an increase of 24, so that, taking the figures for 1926 and 1930, you find that there is no replacement. Therefore, so far as Indianisation goes, it does not exist in this branch. How does Indianisation come in? Now, there were 1,443 Indians in 1926, and in 1929 they have increased to 2,178. Now, Sir, my objection comes in here. Whenever there is a demand for Indianisation, the policy of the Railway Board is to create more jobs and give them to Indians, instead of replacing

the Europeans and Anglo-Indians. I submit that this is not the object of Indianisation. It is extravagance, pure and simple, and it defeats the object of Indianisation. It is neither economy nor replacement of persons other than Indians. The figures for the Company-managed railways are better. There, in 1926, the number of Europeans and Anglo-Indians was 1,892, and in 1920 it was 1,827, that is 65 less. Indians were 795 in 1926 and they were 1,049 in 1930, that is 254 more. The Company-managed railways know their business. They could not create so many extra jobs as the State-managed railways did. That is one aspect of the case. It is in the subordinate services that you have created more jobs and given them to Indians. That is not Indianisation.

Now, there is another aspect of the case. Recently I put a question to inquire whether in the Loco. Workshop at Moghulpura there was any Indian as Foreman and I was told there was only one. Now these Loco. Foremen get a pay of Rs. 500 to 650. I find that there is only one Foreman or Assistant Foreman. These latter draw a salary of Rs. 425 to 500 p. m. Now, what is the reason for the paucity of Indians? Reading between the lines, one finds that the recruitment of some persons in the upper subordinate grades is made in England. They are recruited on a pay of something like Rs. 300 or so for a certain number of years, and after their term of contract is over, they are pushed up to these jobs of Foremen and Assistant Foremen. How is Indianisation to be effected if these people, who come on short-term contracts, are pushed up to these posts? This is how Indianisation goes on. The real way to do this is not to increase the jobs, but to supplant the foreign agency. You must get these temporary men to train Indians and fit them to take up these jobs, instead of pushing up these covenanted men into these jobs, after their term is over. It is impossible to suppose that at this time the N. W. Railway could not put into the ranks of Foremen and Assistant Foremen any qualified Indians. I would therefore cut this matter short and submit that this outside recruitment should in future be reduced to the minimum and attempts should be made to push up Indians so far as they are available into the services, and the recruitment of outsiders should as far as possible be stopped. That does not mean doing it in the old world sense—"as far as may be to go on for fifty years"—but rapid Indianisation; and I submit the Railway Department should give careful attention to this aspect of the question.

Several Honourable Members: The question may now be put.

Mr. E. F. Sykes (Bombay: European): Sir, as my Honourable friend, Mr. Chatterjee, has observed in his speech just now, the policy of Indianisation is one that has been accepted by the Government of India ever since, I suppose, the date of the Lee Commission. During this debate, I think it has been sufficiently borne out that the action that the Government of India have taken has been as near as possible equal to that which they had promised, and it is therefore surprising that the House should have given so much time to a debate on this particular subject. Certainly, Sir, in this part of the House there is no intention of questioning the policy, and it has always had our support. There is, however, only one consideration we would like to urge, and that is that it should be carried out with strict justice, and I would like to invite the attention of the Government of India to the statement that was made by Mr. Hayman the other day. Mr. Hayman announced that in the matter of recruitment during

[Mr. E. F. Sykes.]

the current year they proposed to absorb into their permanent establishments a number of officers who had so far been employed in their temporary establishment. Now in 1926 the Government initiated a very large programme of construction, and a policy of construction always demands the employment of a large number of temporary engineers. The Government, pursuing its policy of Indianization, engaged as many men as it could find in the country and exhausted the country's resources—resources which, I may say, are perhaps not so extensive as are generally supposed; at any rate my experience goes to show that there is a fairly early limit to the extent to which you can expand your cadres by recruitment in India. Well, after exhausting the country's resources, the Government of India proceeded to recruitment on short-term contracts, of a large number of gentlemen of other nationalities. When this absorption of the temporary employees into the permanent establishment takes place, I hope, Sir, that the Government will make a point of seeing that all persons who have been or are on their temporary establishment receive equal consideration in the matter of the allotment of permanent posts.

Several Honourable Members: The question may now be put.

Mr. President: I accept the closure. The question is that the question be now put.

The motion was adopted.

Mr. C. S. Ranga Iyer (Rohilkund and Kumaon Divisions: Non-Muhammadan Rural): Is not the Honourable the Railway Member going to reply before me? Very well, Sir, I shall exercise my right of reply, but shall not take more than a minute to express my agreement with my Honourable friend, Mr. Sykes, in what he has said in his reasoned speech that these things must be approached from the stand point of "strict justice".

Mr. E. F. Sykes: We cannot hear you.

Mr. C. S. Ranga Iyer: The "strictest justice" demands, Sir, that the Government should not cling to corpses, and the Lee Commission's Report is a corpse. It is as dead as a corpse and it was the Lee Commission's Report which my Honourable friend, Mr. Hayman, clung to when he talked of 75 per cent. Indianization, or rather he quoted words from paragraph 84 of the Administration Report for Railways in which it is said *apropos* of recruitment that it shall be carried "*as soon as practicable* up to 75 per cent. of the total number of vacancies in the Railway Department as a whole, the remaining 25 per cent. being recruited in England". Sir, we want that 75 per cent. of Indians, at least, should be in those services. I would say "cent. per cent." of Indians, but as a compromise for this transitional stage I am saving 75 per cent. of Indians. The Lee Commission's Report, Sir, is a discredited document,

An Honourable Member: Certainly so.

Mr. C. S. Ranga Iyer: and the Government ought not to adhere to a discredited document which this side of the House—as perhaps the Honourable the Leader of the House is not aware because he was not a Member of this House then,—would not touch with a pair of tongs, and if they did touch it with a pair of tongs it was only to put it into the waste-paper basket. Therefore, I do not think it is for the Honourable Member representing the Railway Board here to come and tell us that, "We go by what the Lee Commission's Report has laid down".

We want here and now that the Honourable the Railway Member must give an undertaking that the recruitment of Anglo-Indians and Europeans must stop for the railway services until the racial proportion is equalised. There must be strict justice done to all the communities in the country—the Hindu community, the Mussalman community, the Sikh community the depressed classes, the Parsis, the Indian Christians, the Jains—every other community including I admit the Anglo-Indian community; but at present the Anglo-Indian community and the European community are dominating the services. Sir, does the Honourable the Railway Member mean to say that, the smaller the minority, the larger should be the domination? Therefore, I take strong exception to the Honourable Mr. Hayman saying that “we go by this—the Lee Commission’s Report”. I question the very foundation of his argument. Once you accept his premises, you cannot resist his conclusions. Government laid down certain laws and rules to regulate their action. We repudiated those laws and rules, and they come and say, “We have acted according to those recommendations.” Has not recruitment taken place of Europeans? Are not Europeans there at present in the services? Surely, Mr. Sykes cannot pretend that the Indian engineers are not obtainable. They have unnecessarily stiffened the qualifications of Indians as engineers to exclude them from the services. As a matter of fact, as I pointed out the other day, Indians do not at present have the opportunities which Englishmen have in England of facilities in the workshops. England, Sir, is “doped”—as Pandit Jawaharlal Nehru pointed out a few years ago—and I know from my own experience that England is doped so far as the admission of Indians to the workshops is concerned. I know from my contact with Indian students in Germany that in Germany greater facilities are given to Indians. On the Continent and in France also greater facilities are given to Indians—and do you mean to say, Sir, that there are no bridges in Germany? Do you really pretend that railways do not run in France and there are no bridges there? Why not recognize German and French qualifications? And when I made this point, the Honourable the Railway Member greeted it with what shall I call it—indifference? Sir, that is not the way to treat this House, and if the Honourable the Railway Member, here and now, does not undertake to stop all recruitment of Europeans and Anglo-Indians and provide for Indians the opportunities that every community has been persistently and consistently pressing for, I propose, Sir, to press this motion to a division.

The Honourable Sir George Rainy: Perhaps, Sir, I might begin by referring to what fell from my Honourable friend, Maulvi Muhammad Yakub, and the only reason I have for going into that subject is that I think my Honourable friend, Mr. Aggarwal, misunderstood what I said on that point. Apparently I conveyed an impression to his mind that whereas I regard a Rs. 100 cut as a matter not worth consideration, I was much moved by a cut of one lakh of rupees. That was not my meaning at all. When a question of policy is involved the weight of the opinion of this House with Government is just the same whether the cut is of one rupee or one crore of rupees. That makes no difference. The point is what is the opinion of the House. What I said, when I interrupted my Honourable friend, Maulvi Muhammad Yakub, was quite a different matter. The point there was that we have been asked to take measures to carry out a certain policy. In order to carry out that policy we have to have money to employ officers for carrying it out, and the particular

[Sir George Rainy.]

Demand under which the money would have to be found is the Demand for the Railway Board. If that Demand is reduced by a substantial amount and the House desires that Government should accept the decision of the House in that matter, then of course we have got to consider what we can leave out. All I did was to give a warning that I could not then undertake to find money for the particular measures which my Honourable friend, Maulvi Muhammad Yakub, wants. There is no question of a threat of any sort or description. I merely wished to bring the House face to face with the situation which had actually arisen.

Now, Sir, my Honourable friend, Mr. Hayman, has replied to several points in the debate and to most of the points raised by the earlier speakers. For that reason it will not be necessary for me to speak at any great length or enter into any great detail. But with reference to what fell from my Honourable friend, Sardar Sant Singh, I should like to repeat what I said yesterday, that there never was any intention, either in my mind or in the mind of Government, to apply one set of principles to the Muslim community and another set of principles to other minority communities. That I wish to disclaim altogether. And as regards the particular community which he represents, the Sikh community, of course we shall always be ready to hear what can be urged as regards their difficulties.

My Honourable friend, Mr. Chatterjee, made certain suggestions, which I will certainly promise to consider. In particular he asked that, when our recruitment rules for subordinates are placed before the Central Advisory Council, copies should also be placed in the Library of the House. I do not think there ought to be any difficulty about that. When my Honourable friend sees the draft rules, he will see that we certainly propose in suitable cases to make use of selection committees. As regards the constitution of these committees, I cannot go beyond saying that his suggestion will be considered.

My Honourable friend, Mr. Aggarwal, raised one or two other points on which I should like to touch. In particular he referred to the figures on page 8 of the Memorandum on Racial Discrimination, and complained that though there has been a substantial increase in the number of Indians there has been no decrease in the number of Europeans. I should like to draw attention to one point. Honourable Members will see, if they will glance at the page, that whereas between 1926 and 1930 in the State-managed railways there was an increase of 24 in the number of Europeans and Anglo-Indians employed, there was a decrease of 66 in the Company-managed railways. The reason for that is simply this that, between the two dates, the Burma Railway ceased to be a Company-managed railway and became a State-managed railway; and therefore the figures for 1930 when compared with the figures of 1926 exaggerate the figures for the State-managed railways and diminish the figures for the Company-managed railways. I thought that point was worth mentioning.

Then there is another point to which I would like to draw attention. It will be obvious from the figures, that between 1926 and 1930 there has been a substantial development of the railway business. The total number of appointments has increased, and in substance what has happened is this, that the number of European and Anglo-Indian subordinates has remained stationary, and the whole increase has gone

to the Indian. That in substance is the position. But there is a little more than that to be said, because, if my Honourable friend will turn to the statement on page 59 of the Administration Report, he will see that there has been a substantial decrease between 1925 and 1930 in the number of European subordinates. The number on the 1st April, 1925, was 2,402, and the number in 1930 is 2,005, a decrease of nearly 400. I should like to give an example of what this reduction means. In the State railway workshops, for example, we have definitely adopted the policy of not recruiting covenanted subordinates from abroad, until we have made every possible attempt to provide for these specialised appointments by training our own men and in our own workshops. I think I may say that our experience has shown that, if trouble is taken about it and a real effort is made, it is quite possible to fill the appointments efficiently without bringing from England the covenanted subordinates whom we used to employ. That I think is a point of importance. On the other hand, turning now to the Anglo-Indian question, I should like to point out that that does not really fall under the head of Indianisation. It is a separate matter, and has regard to the pace taken by a particular community in the railway service in India. Now, my Honourable friend, Mr. Ranga Iyer, referred to the Report of a certain Commission as a document which he would not touch with a pair of tongs. I do not know that that carried any great conviction to my mind, nor was I quite sure what inference I was expected to draw from that.

Mr. C. S. Ranga Iyer: I was telling the Honourable the Leader of the House that the Legislative Assembly would not touch it with a pair of tongs and after discussion threw it into the waste-paper basket.

The Honourable Sir George Rainy: My Honourable friend has repeated himself, but he still carries no conviction to my mind, nor do I know what inference to draw from his statement. But what he asked me for was an undertaking that until the proper proportion of other communities was restored, there would be no further recruitment of Europeans and Anglo-Indians. I may say at once, in spite of the threat that he will vote against me in the Lobby, that that is an undertaking which I am not in a position to give. It is quite certain that in connection with the new constitution the question of whether European recruitment for the railway services should go on will arise. That every one recognises, but in advance of what may be settled in that connection, it is impossible for me at this stage to give an undertaking. As regards the Anglo-Indian recruitment, that question stands in a totally different position, and I think on two occasions in this House in previous Budget discussions, I have tried to make clear what the position of Government was. I pointed out that to suggest that a single community should in permanence hold such a high proportion, as they hold at present, of the railway appointments was not a proposition that any one would support. I said further that we would make it plain to the Agents that other communities must have the opportunity—and a fair opportunity—of showing their capacity in the classes of employment which had hitherto been mainly filled by Anglo-Indians. I also said that the change must come about gradually and that Government were not prepared to proceed at a pace which involved the dislocation of the whole economic structure of the life of the community. To what I said on these occasions Government still adhere. I quite understand and sympathise with the obviously natural desire—I will not say

[Sir George Rainy.]

on the other side of the House—but in all quarters of the House where the Indians sit, the natural desire to see appointments in their own country filled by the sons of their country. (Applause.) I come from a country myself where we are emphatic about that, although we make it a point, when we can, of occupying as many positions as possible in other countries. (Laughter and Applause.) But nevertheless I do sympathise with that desire. Only I would ask the House to consider this, that if possible they should strive, in satisfying their ambitions, not to do injustice. Of course, I recognise that there may be differences of opinion as to what is or is not injustice. But I do say that in the matter of the Anglo-Indian community, there is a big question to be faced and it is not to be solved in a rough and ready manner by the proposal that from now onwards we should recruit no Anglo-Indians until they have been reduced to the proportion of appointments which they would get on a population basis. I do not believe that if my Honourable friends were today sitting on the Treasury Bench with the actual responsibility upon them, they would adopt any such policy. That, Sir, I think, concludes what I have to say on this subject. This question of Indianisation has come up year after year. No doubt, my Honourable friends opposite think that we are very slow indeed. On the other hand, I think, my Honourable friend, Mr. Hayman, was able to show that we have made and are making substantial progress. Before very long the control of these matters may pass into other hands, and all I wish to say as regards that is that the best wishes of all of us who sit here at present will go with those who may sit in our places. (Applause.)

Mr. President: The question is:

“That the Demand under the head ‘Railway Board’ be reduced by Rs. 100.”

The Assembly divided:

AYES—53.

Abdur Rahim, Sir.
Aggarwal, Mr. Jagan Nath.
Azhar Ali, Mr. Muhammad.
Bhuput Singh, Mr.
Chandji Mal Gola, Bhagat
Das, Mr. A.
Das, Mr. B.
Dudhoria, Mr. Nabakumar Singh.
Dumasia, Mr. N. M.
Fazal Haq Piracha, Shaikh.
Gour, Sir Hari Singh.
Harbans Singh Brar, Sirdar.
Hari Raj Swarup, Lala.
Ibrahim Ali Khan, Lt. Nawab
Muhammad.
Ismail Ali Khan, Kunwar Hajee.
Isra. Chaudhri.
Jadhav, Mr. B. V.
Jehangir, Sir Cowasji.
Jha. Pandit Ram Krishna.
Jog, Mr. S. G.
Krishnamachariar, Raja Bahadur G.
Lahiri Chaudhury, Mr. D. K.
Maswood Ahmad, Mr. M.
Misra, Mr. B. N.
Mitra, Mr. S. C.
Muazzam Sahib Bahadur, Mr.
Muhammad.

Neogy, Mr. K. C.
Pandian, Mr. B. Rajaram.
Phookun, Mr. T. R.
Puri, Mr. B. R.
Puri, Mr. Goswami M. R.
Raghubir Singh, Kunwar.
Ranga Iyer, Mr. C. S.
Rao, Mr. M. N.
Rastogi, Mr. Badri Lal.
Reddi, Mr. P. G.
Reddi, Mr. T. N. Ramakrishna.
Roy, Kumar G. R.
Sadiq Hasan, Shaikh.
Sant Singh, Sardar.
Sarda, Rai Sahib Harbilas.
Sen, Pandit S. N.
Shafee Daoodi, Maulvi Muhammad.
Shah Nawaz, Mian Muhammad.
Shahani, Mr. S. C.
Singh, Mr. Gava Prasad.
Sitaramaraju, Mr. B.
Sohan Singh, Sirdar.
Sukhraj Rai, Rai Bahadur.
Thampan, Mr. K. P.
Tun Aung, U.
Uppi Saheb Bahadur, Mr.
Yakub, Maulvi Muhammad.

NOES—41.

Abdul Qaiyum, Nawab Sir Sahibzada.
 Acheson, Mr. J. G.
 Alexander, Mr. W.
 Allah Baksh Khan Tiwana, Khan
 Bahadur Malik.

Ayyangar, Diwan Bahadur V.
 Bhashyam.

Bajpai, Mr. R. S.
 Banarji, Mr. Rajnarayan.
 Baum, Mr. E. F.
 Boag, Mr. G. T.
 Chatterjee, The Revd J. C.
 Cocke, Sir Hugh.
 Crerar, The Honourable Sir James.
 Da'al, Dr. R. D.
 Fazl-i-Husain, The Honourable Khan
 Bahadur Mian Sir.

Fox, Mr. H. B.
 French, Mr. J. C.
 Graham, Sir Lancelot.
 Gwynne, Mr. C. W.
 Hamilton, Mr. K. B. L.
 Hayman, Mr. A. M.

The motion was adopted.

Heathcote, Mr. L. V.
 Hezlett, Mr. J.
 Jawahar Singh, Sardar Bahadur
 Sardar.
 Khurshed Ahmad Khan, Mr.
 Montgomery, Mr. H.
 Moore, Mr. Arthur.
 Morgan, Mr. G.
 Mukherjee, Rai Bahadur S. C.
 Parsons, Mr. A. A. L.
 Rafiuddin Ahmad, Khan Bahadur
 Maulvi.
 Rainy, The Honourable Sir George.
 Roy, Mr. K. C.
 Sahi, Mr. Ram Prashad Narayan.
 Sams, Mr. H. A.
 Scott, Mr. J. Ramsay.
 Sher Muhammad Khan Gakhar,
 Captain.
 Shillidy, Mr. J. A.
 Studd, Mr. E.
 Sykes, Mr. E. F.
 Tin Tut, Mr.
 Young, Mr. G. M.

Mr. President: The next two motions on the Order Paper are from Dr. Suhrawardy* and Maulvi Muhammad Yakub†, the subject matter of which has already been disposed of. I understand that Mr. Ranga Iyer does not wish to move the next motion‡

Mr. C. S. Ranga Iyer: I do not want to move it, Sir.

Lease of the Bengal and North Western Railway.

Mr. Gaya Prasad Singh (Muzaffarpur cum Champaran: Non-Muham-
 madan): Sir, I move:

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

I make this motion in order to elicit certain information in regard to the future fate of the Bengal and North Western Railway. I understand the lease expires at the end of this year, and I should like to have a clear statement of policy from Government as to how they want to dispose of this question. In reply to a question which I put to my Honourable friend the Railway Member the other day, he said that a committee was going to be appointed in order to report upon this question. I should like to know specifically what sort of committee it is going to be, how many members are likely to sit on it, and whether the materials necessary for a correct determination of this question have been collected or not. So far as this House is concerned, Honourable Members know that it has already declared itself unmistakeably in favour of State management in preference to Company management. I am not going to commit this House to any particular view so far as the future position of the Bengal and North Western Railway is concerned.

*"That the Demand under the head 'Railway Board' be reduced by Rs. 100. (Representation of the Moslems.)"

†"That the Demand under the head 'Railway Board' be reduced by Rs. 100. (To raise the question of the representation of the Muslims on the Railway Services.)"

‡"That the Demand under the head 'Railway Board' be reduced by Rs. 100 (Communal Representation in Railway Services.)"

[Mr. Gaya Prasad Singh.]

But I should like to have a clear statement of intention from my Honourable friend the Railway Member on this point. I understand other railways pay a very small amount of dividend to their shareholders; but this railway last year paid its shareholders as high as 18 or 19 per cent.; and undoubtedly this is a paying proposition. I should like to know as to when this railway is to be taken under State management, and the functions and scope of the committee which is going to be appointed.

Mr. E. F. Sykes: Sir, I should like to say a few words on this motion of Mr. Gaya Prasad Singh. I am not discussing the rights and wrongs of the matter any more than he did, but I think it is necessary for the Government to throw a little more light on this matter and say what progress they are making. A decision has to be arrived at by the end of the current year. The committee has not yet been appointed; when the committee has been appointed it will have to consider its procedure and the information it requires; and presumably no decision can be arrived at until the views of the Company as regards the terms on which they are willing to modify their existing contract have been received. If I remember rightly, at the last meeting of the shareholders of the Company, the Managing Director stated that they had received no communication from the Government of India on the subject of the renewal of their agreement. I am only speaking from memory; I may be wrong, but I should like to hear from the Honourable Member whether that means that they have received no formal communication, or whether the matter has been under discussion with the Company through the various channels open to Government without writing formal letters to them through the Secretary of State.

Mr. B. Das (Orissa Division: Non-Muhammadan): Sir, my Honourable friend Mr. Sykes has brought me to my feet. I did not want to take part in this discussion, but I wish to remind my Honourable friend, Mr. Gaya Prasad Singh, of what happened last Simla Session. The Government gave out they had to find only £12 millions to purchase this particular railway and the Assam Bengal Railway. I wish to reply to my Honourable friend, Mr. Sykes, that the procedure will not take much time; it does not require to take any time. If Government apprehend that they cannot collect this £12 millions, although I am not a sharebroker, I will underwrite this amount, and from what I know of India, India will find ten times this amount to purchase this particular railway. I wish to remind the Honourable the Railway Member of the Resolution passed in the United Provinces Council and of the Resolutions passed in the Bihar and Orissa Council, which show that the people who inhabit that part of India and use this railway are most anxious to see that Government possess that line. I do not see any necessity for the appointment of a committee to consider whether the Finance Member cannot get £12 millions from India on this date. The money is there. It is the will that is necessary. Sir George Schuster spoke during the debate in Simla and I think my Honourable friend, Sir George Rainy, also took part in that debate. India is in no

12 Noon mood to see that any part of its railway should be managed by any outside companies, and if successive Secretaries of State have in the past allowed the railways in this country to be managed by foreign companies, as they did particularly in the case of the B. N. R., without imposing any conditions, limitations or penalties from 1912

to 1950, I warn the Secretary of State, as well as the Government of India, that they should know that India wants to acquire every bit of the railway line in this country. Even if we borrow 12 crores at 6 per cent interest, there will still be a surplus left, because the B. N. W. R. is paying a 16 per cent. dividend to its shareholders. It may be contested by my friends Mr. Hayman and Mr. Russell and they might say that when it comes to actual management, the establishment charges will go up, expenditure will rise and the dividends may not be as high as 16 per cent., but still let the dividends come down to 12 per cent. or 10 per cent., but the money that will be borrowed for paying the external capital for investment on that railway will recover its interest amply.

The Honourable Sir George Rainy: Sir, I do not think I shall have much difficulty in answering the points that have been raised in this discussion. In the first place, as regards the policy of the Government—and the policy of Government is to take the House fully into its confidence—we wish to place before the Committee we propose to appoint all the information we have and all relevant considerations and to get the advice of the Committee.

As regards the constitution of the Committee, I should be very willing to meet the wishes of the House in this matter as to the method by which it should be constituted. Possibly, before I move a motion on that behalf, there may be opportunities for consultation with representative men from the various groups in this House. We have no particular preference for one method over another so far as Government are concerned.

Then as regards the point raised by Mr. B. Das, I am very grateful to him for informing me that the money, that is I think 12 million sterling, is there. The question is where is "there", because I want it here in order that I may make use of it, and the House must realise that there is a very big practical question to be faced and a grave doubt whether the sum required could be obtained. If the money cannot be obtained we have to consider what other alternatives are possible; and if we cannot secure everything that we want, can we secure part of it. All these questions will have to be considered by the Committee. I have not moved for its appointment earlier, because until we have had the replies from the Local Governments of Bihar and Orissa and the United Provinces, the information that we desire to place before the Committee is not complete, but the motion will be made before the end of this Session. The Committee, I think, would very likely wish to have a meeting towards the end of the Session or just after the Session, and future procedure will depend on what the Committee may desire. In any case, the matter would come before the Assembly at its next Session.

My Honourable friend Mr. Sykes wanted to know whether there had been any communication between the Government of India and the Company. The point is really this. So far as the sum which the Government of India would have to pay if they purchased the line, there is no occasion for any communication, because that has already been settled some years ago. There is no question about that, and it is only in the event of an attempt being made to find some intermediate path that the question of communication with the Company would arise. Before making any such communications, the Government of India would wish

[Sir George Rainy.]

to have at any rate the approval and concurrence of any Committee that might be set up. It would not be right, I think, that the Government of India should enter into negotiations with the Company in advance of ascertaining either the opinion of the Assembly, or at any rate the opinion of those who may represent it on this Committee. That, I think, Sir, completes all I can say on this subject.

Mr. Gaya Prasad Singh: Sir, in view of the information the Honourable the Railway Member has placed before the House, I wish to withdraw the motion.

Mr. President: Does the Honourable Member wish to withdraw his motion?

Mr. Gaya Prasad Singh: Yes, Sir.

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

Remodelling of the Patna Junction Railway Station.

Mr. Gaya Prasad Singh: Sir, I beg to move:

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

I make this motion for the purpose of eliciting information with regard to the proposed remodelling of the Patna Junction Railway Station. I may say, Sir, that the Patna Junction Railway Station is an important one, Patna being the capital of Bihar and Orissa. The accommodation is very limited at that station, and it is very cramped. In the lavatories of 1st and 2nd class waiting rooms, as well as in the bathrooms there is no water tap. There is one other important defect at that station, and it is this, that while the European refreshment room is very conveniently located on the platform itself, the Indian refreshment room is relegated to outside the station at a distance, and the result is that, Indian passengers have to suffer a great deal of inconvenience. I took up this matter so far back as 1928, and I asked a question also on the 5th February, 1929. In reply to that question, I was informed that the Agent of the Railway wished to take up the question of remodelling in 1930-31, but so far, I understand no steps have been taken in that direction. I would therefore like to know whether it is the intention of the Government to take up the question of the remodelling of that station at an early date. I see that huge sums of money have been wasted over stations like Lucknow, Cawnpore, Bombay Central and at other places, and I do not know why Patna has been quite neglected. I only desire that the necessary improvements should be made at that station as soon as funds permit. When His Majesty the King Emperor as well as the Prince of Wales visited Patna, the station was found to be so inconvenient and unsightly that a special platform had to be constructed for their landing at some distance from the railway station. I would therefore like to know when this point is to be taken up, especially with regard to the refreshment rooms.

Pandit Ram Krishna Jha (Darbhanga *cum* Saran: Non-Muhammadan): Sir, I come from Patna and I realise the difficulties which my Honourable friend, Mr. Gaya Prasad Singh, has just mentioned. At Patna Junction Station the waiting room is as bad as any waiting room could ever be, and although the attention of the Station Master and of the higher authorities concerned there was drawn to this defect, they said that they could not do anything in the matter. I therefore support the motion moved by my Honourable friend.

Maulvi Muhammad Yakub: Sir, it is not my intention to minimise the importance of the Patna Junction Railway Station. Of course, the railway station at Patna is not so important because it is the seat of the Provincial Government, but I really attach greater importance to that station because it is the junction railway station of the province to which my friend Mr. Gaya Prasad Singh belongs. If his motion is restricted only to eliciting information about the inconveniences which the passengers experience at that station, I will have nothing to say to it. But if my Honourable friend wants something more, if he wants that improvements like remodelling or extension of the railway station should be taken in hand in the near future or in the present year, then I am sorry to say that I cannot agree with him on that point. If follies were committed in the past by the Railway Board in constructing big stations at Lucknow and Cawnpore—they have constructed a huge station at Lucknow which is never used by the passengers, and which was never required by the passengers—if they have spent in the past huge sums which they ought not to have spent, there is no reason why they should commit another folly and build another very big station at Patna and other places. Especially in this year when we are pressing for retrenchment and when we want that retrenchment should take place in the Railway Department in all directions, I think that it would not be reasonable for us, at this stage, to press for an improvement of the sort which my Honourable friend wants. With these remarks, I should say that I do not agree with my Honourable friend.

Mr. A. A. L. Parsons (Financial Commissioner, Railways): The Honourable the Railway Member has asked me to reply to this motion because I believe he shares that local patriotism which is so marked a feature of my Honourable friend Mr. Gaya Prasad Singh, and he perhaps thought that somebody who had no bias in any direction should deal with the matter.

The position has been stated quite plainly by my Honourable friend. Attention has been drawn to the matter by him in recent years, and in reply to one of his questions he was told that it was recognised that the arrangements at the Patna Junction were not as good as they should be, and that we had told the Agent that when he had money to take up the remodelling of the junction, he must arrange to improve them, more particularly, in connection with the Indian refreshment room. But that can only be done when we take up the remodelling of the junction.

Here, I would like to interpolate one remark on the question of building railway stations. Even at the stations mentioned by my Honourable friend Maulvi Muhammad Yakub, the main object we had was not so much to improve a station building as to remodel the station itself, the lines and so on, because the traffic had grown so large that with the existing junction arrangements, it could not be carried conveniently. I believe that is also the case with Patna, and the remodelling of the junction there is, I would not say a matter of great urgency, but a matter of some importance. On the other hand, on the main point, though I agree that the arrangements at Patna are not all that they should be, I must agree with my Honourable friend, Maulvi Muhammad Yakub, that in the circumstances of the present time, we are not able to put down money for it in 1931-32. But I will not commit myself to saying anything about the future; there may be a better turn of affairs in 1932-33; I do not know when we will again consider whether that remodelling can be taken up.

Mr. Gaya Prasad Singh: Sir, my Honourable friend Maulvi Muhammad Yakub, as usual, misunderstands the point of every motion except the one which relates to communal representation. (Laughter.) I never wanted to say that the follies committed in Lucknow and Cawnpore should be repeated at Patna Junction, and I do not think that any other Member of this House got that impression from my speech. It was left to my Honourable friend to read that meaning into my motion.

Maulvi Muhammad Yakub: But I understand the importance of that station all right because you belong to that place. I have understood you very well.

Mr. Gaya Prasad Singh: The only point of my motion was that there appears to be a sort of racial discrimination existing at that station, as the Indian refreshment room is located at some distance from the station building itself, and the Indian passengers are put to very great trouble and inconvenience, while the European refreshment room, which is run by Kellners, is conveniently located on the platform itself. I want that this inconvenience and this discomfort to Indian passengers should be removed. I gather from my Honourable friend Mr. Parson's reply that most probably they will be prepared to take up this question at the next opportunity when the financial situation improves. Do I understand the Honourable Member aright?

Mr. A. A. L. Parsons: What I explained was that we should not be able, owing to financial reasons, to take it up in the next financial year, and that I could not bind myself one way or the other whether we should be able to take it up in the following year. It all depends on the money that we are able to get in the year after next, and I am afraid I cannot venture a prophecy.

Mr. Gaya Prasad Singh: I quite recognise the financial stringency that exists at the present time, and we on this side of the House have been trying to cut off as many items as we can in order to tide over the present stringency to which my Honourable friend referred. In those circumstances, I do not wish to press my motion, but I would only wish to say that when the next opportunity occurs this point may not be overlooked at Patna, and the discomfort which the people there are put to should be removed. I ask for leave to withdraw the motion.

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

Mr. Gaya Prasad Singh: I do not move motions Nos. 23* and 24†. I am anxious to give my Honourable friend, Kumar Gopika Romon Roy, an opportunity of speaking on the maladministration of the Assam Bengal Railway, if his motion is reached.

Recommendations of the Public Accounts Committee not given effect to.

Mr. B. Das: I beg to move:

"That the Demand under the head 'Railway Board' be reduced by Rs. 1,000."

*"That the Demand under the head 'Railway Board' be reduced by Rs. 100. (Convenience of travelling public—over-crowding, etc.)"

†"That the Demand under the head 'Railway Board' be reduced by Rs. 100. (Substitution of competitive examination for railway appointments in place of nomination, abolishing all preference based on religion, race or community.)"

I have given notice of this cut in order to seek information from the Railway Board about the recommendations of the Public Accounts Committee and what effect has been given to them. I do not wish at this far end of the budget discussion to inflict any speech on the House, but I will only put a few interpellations so that it may be possible for my Honourable friend, Mr. Parsons, to reply to the same.

I do not wish to go into the Reports of previous years, and I would only ask him questions about the last Report. Of course, as I said the other day on the discussion of the Report of the Public Accounts Committee, there is a special officer in the Finance Department whose duty is to ask from every Department of Government of India for three-monthly Reports, wherein the Departments show what action they are taking on each individual recommendation of the Public Accounts Committee. But, so far, we on this side of the House have had no opportunity of knowing what sort of Reports have been received from the respective Departments.

I want to know whether commercial accounts have been introduced in the railway collieries, both in the Company-managed and State-managed railways. I want to know what steps Government are taking to show the results of each railway in the form of regular trading and profit and loss accounts and balance sheets. If I understood the witnesses from the Railway Board aright, they promised that they would bring them out this year. Then, I would like to know what the Railway Department are doing to give increased orders through the Indian Stores Department,—whether they are going to confine their action only to pious promises, or whether they are taking real steps in order to increase the purchases through the Indian Stores Department. The Public Accounts Committee pointed out that reappropriations from State-managed railways to Company-managed railways under each grant should not be made in every case, but left a discretion to the Financial Commissioner of Railways that in special cases he could make such reappropriations.

Mr. A. A. L. Parsons: Will the Honourable Member tell me the paragraph of the Report to which he refers?

Mr. B. Das: Paragraphs 22 and 23 on page 9. I wish to concede to the Honourable Mr. Parsons that he could make reappropriations under the same head from State-managed to Company-managed railways in exceptional cases. I would like to know the decision of the Railway Board—whether they agree to the recommendations of the Public Accounts Committee that it should not be a general practice. Then, Sir, we have found that there is always bad blood and bad feeling between the Agents of the railways and the Audit Department. It was pointed out in the last year's examination that in the Company-managed railways, formerly much ill-feeling existed between the Government Examiners and the Agents and Engineers of the Company-managed railways. Mr. P. R. Rau made special investigations into it and he submitted a Report which showed that there would be in future better co-operation between the Agents and the Engineers of the Company-managed railways and the Government Examiners and the Committee recommended:

"We hope that as a result of that action taken there will be better co-operation between the Railway Accounts staff and the Government Examiners and that discrepancies in the evidence tendered to the committee will be things of the past."

[Mr. B. Das.]

I want to know what steps are being taken by the Railway Board to issue instructions to the Engineers and Agents of the Company-managed railways and also their accountants. Then, Sir, strategic railways are not really necessary for the public of India. The expenditure is carried out on account of military necessities and the Military Department have thrown this expenditure on the railways and the Military Department receives concessions in rates of goods and passenger traffic, which cost the tax-payer a lot of money and it is not charged to the military side but to the civil side. It came out only in last year's discussion that a small railway, the Decauville Railway, which my friend Mr. Ramsay Scott visited while he was doing military duty during the War and about which he took considerable part in the discussion, which was worthless and not worth even a rupee, was purchased at eight lakhs and shown as capital charged to the railways. The Public Accounts Committee on page 25, para. 46 said:

"The Committee were of the opinion that, so far as they were concerned, the necessity for debiting the purchase of the Decauville Railway to railway capital, by credit to the Army Department, had not been established."

This item involves only a sum of Rs. 8 lakhs but I want to point out to the House that crores of such expenditure like this lie concealed, which ought properly to be charged to the Military expenditure. I would like to know what further action has been taken by the Railway Board on that particular recommendation of the Public Accounts Committee, and as no Public Accounts Committee has been constituted, I would like to ask my Honourable friend Mr. Parsons what has been done about the classification of stores on the E. I. Railway, whether the work has been completed, as it was assured by him and the Controller of Accounts that it would be done by February of this year. Then I would like to ask the last question about the Kangra Valley Railway of which the Public Accounts Committee took serious notice. Governors come and Governors go, and they have got fads and want to build railways. The Kangra Valley Railway was a fad of a particular Electrical Engineer of the Punjab Government, who wanted to have a hydro-electric scheme in Mandi. To save themselves a few lakhs of rupees, which will have to be spent by the Punjab Government in building a light railway for the transportation of electric machinery and plant, the Punjab Government came to the Government of India and persuaded them to construct the Kangra Valley Railway at a cost of three crores. The scheme was undertaken without complete estimates and this happened only three years ago. The expenditure was three crores, while the original estimate was only one crore, and to the discredit of the financial control of the Railway Board and the technical engineers of the Railway Board, they only asked the Punjab Government to guarantee four lakhs of rupees as interest for a period of 10 years on the capital spent by the Government of India. It is a disgrace. This is one of the instances to show how money is squandered by the Railway Board. I want to know certain particulars on the floor of this House as to the action taken by the Railway Board on the special Report of the Kangra Valley Railway Committee.

Mr. A. A. L. Parsons: Sir, Mr. Das has put rather a difficult task to me because the Report of the Committee, of which he is so energetic a member, came into my hands only in December, and though in spite

of our preoccupations with the Budget and so on, we have taken some action on it, there are a good number of points mentioned in it, which have not yet been considered. In his desire to enumerate a very considerable number of points, Mr. Das began with one which does not relate to the Department for which I am speaking, the preparation of the three monthly Reports. I am afraid he must put his question with regard to that to the Honourable the Finance Member and not to me. I can however give him certain information with regard to a good many of the items which he has mentioned, and I will take them in the order in which he dealt with them and attempt briefly to indicate how the position now stands. About the commercial accounts of collieries, we are anxious to get them, and I think that the outstanding questions will probably be settled in the course of the next two or three months, so that we shall soon be able to have these commercial accounts. Next there are considerable difficulties, as I explained to the Public Accounts Committee, in getting a proper balance sheet and profit and loss account for each individual railway, the particular difficulty being this, that we have not distributed loans over the several railways, so that we can say that for expenditure, for instance on the E. I. Railway, so much capital has been raised by a particular loan bearing interest at $3\frac{1}{2}$ per cent. or whatever it might be; and until we can do so it is very difficult to get a really accurate profit and loss account. We are however working out as accurate an account as we can, and I propose, when the session of the Assembly is over, to discuss the matter with the Honourable the Finance Member and see if we cannot get at something which will give the Public Accounts Committee what they want. It is really, as I understand their desire, not so much an absolutely account commercial balance sheet as something which will enable them to review the results on any one railway over a period of years. I shall explain what we have done to give effect to the desire of the Public Accounts Committee when I discuss the matter with them.

The Indian Stores Department is the next point that Mr. Das mentioned. We are increasing the number of items of stores which we buy through Mr. Pitkeathly's organization. Our method now is to have twice a year meetings with Mr. Pitkeathly and his officers in which Mr. Pitkeathly puts forward those articles of use on railways which in his opinion he could purchase advantageously for us. We discuss these items with him, and if he can show us that, by buying through his organization he can save us money, we buy through his organization. If not—we ourselves being a commercial concern—we are not prepared to pay one per cent. as commission for his services unless we ourselves see that we shall get some definite advantage.

If Mr. Das will forgive me, Sir, I do not think he at all accurately described the recommendation in the Report with regard to reappropriations between State-managed and Company-managed railways. The recommendation in the Report had nothing whatever to do with the powers of re-appropriation to be exercised by the Government of India. It was recognized in the Report that the Railway Board are entitled to reappropriate funds from one railway to another within the same grant. There was no recommendation for any alteration in those powers. There was in fact no positive recommendation of any kind. What was recommended was that we should carefully consider whether we should have separate

[Mr. A. A. L. Parsons.]

grants for the working expenses of Company-managed railways and State-managed railways. I should like to explain to the House exactly what the effect of that suggestion, if adopted, would be. It would affect Demands Nos. 4 and 5—the two Working Expenses grants. Instead of having as we have at present, all the railways shown together in those Demands under the heads for their various departments—Agency, Medical and so on—we should have two Demands for Administration, one for the administrative expenses of the State-managed railways and one for the administrative expenses of the Company-managed railways and the same for the Working Expenses, Repairs and Maintenance and Operations. Now the matter was very carefully considered by the then Standing Finance Committee for Railways when we drew up the existing forms of Demands, and it was decided that, as they are now drawn up, the Assembly would be given a better opportunity of discussing them and of controlling the expenditure under them than if we adopted in their place a distribution either by individual railways or by groups of railways. I should like to take an instance. Assuming that the Budget was before the House and that the treatment of labour generally on the railways was a subject which the House or any Member of it desired to raise, the normal way of doing so at present would be to put down a motion for a reduction under the Demand No. 5. As we stand at present, Sir, the House could then discuss the treatment of labour on railways as a whole. If, on the other hand, you were to split up these Demands into two groups, Company-managed and State-managed Railways you would have to confine your debate to the treatment of labour on Company-managed railways or to the treatment of labour on State-managed railways. I am speaking now with some knowledge of previous rulings on that subject. It therefore seems to us that a further splitting up of the Demand heads is probably not desirable. I may say that from the point of view of railway administration or of the Railway Board's control of expenditure, it would not affect us in any way; but I think from the point of view of this House it would be a retrograde step.

The next subject touched on by my Honourable friend was co-operation between audit and the Railway Administrations. I am hopeful that the measures taken last year will bring about the desired result. It has to be realized that a very considerable sum of money has recently been spent on extending the activities of audit on the Indian railways, and that at the moment, this extended audit is in the nature of an experiment. In a few years' time reports are to be made whether the experiment has been working satisfactorily or not. Those reports will be obtained both from the audit officers concerned and from the Railway Administrations, so that both sides' points of view will be available to the persons who have then to make the decision. I should like to say only one thing. I think the extended audit may be useful, but it will only be useful if it is not too meticulous and if it is conducted in a spirit of help rather than of mere criticism of the Railway Administrations.

Sir, I do not know that I need discuss at any great length the question of the Decauville Railway. What happened was that this small line in 1928—or it may have been a year or two earlier—was transferred from the control of the Army Department to that of the Railway Department. At that time there was no separation of Railway finance from General finance,

and it really did not very much matter where the accounts of that line were shown. Even now it does not matter because the line has been treated as a strategic line, and the cost of writing-off the loss will fall in effect on general revenues.

As regards the classification of stores on the East Indian Railway, in pursuance of a promise which I made to the Public Accounts Committee, I gave the Controller of Railway Accounts all the staff that he considered necessary to put the stores position right. I have not myself had time to read the Report which he has just submitted and which will be presented to the new Public Accounts Committee when it is elected, but I gather, since Mr. Mitra does not ask me to continue the extra staff any longer, that in his opinion the position is very nearly cleared up.

Lastly, my Honourable friend referred to the Kangra Valley Railway. In a reply which I gave in this House some days ago I explained that though the Committee which we had appointed to investigate the matter had reported, and though the Government of India had practically formed their conclusions on the subject, it was a matter of correspondence with the Secretary of State, and that until that correspondence had been finished and a final decision reached, it was not possible to make any statement. I am afraid that is still the position today. There is no doubt whatever that as soon as a final decision has been reached, it will be made public both to the Members of the Assembly and to the Public Accounts Committee.

Mr. B. Das: Sir, I congratulate my Honourable friend, Mr. Parsons, on the way in which he has tried his best to reply to the points raised by me. While I have the recommendations of the Public Accounts Committee at my finger-tips, it is very difficult for him, occupied as he is with the Railway Budget and various other things, to come prepared or to pay attention to all the recommendations of the Public Accounts Committee as regards Railways. I should give him some advice and ask him to adopt the same procedure as the Finance Department is adopting. The Finance Department has got a special officer to look into the recommendations of the Public Accounts Committee and to see that those recommendations are enforced on every Department of the Government of India. As his Department is one in which the Budget is almost equal in importance to the General Budget, he should see that the recommendations of the Public Accounts Committee are scrutinised by one of his Accounts officers and enforced. It has come to the notice of the Public Accounts Committee that there are various subordinate Departments of the Government of India that pay no heed to the recommendations of the Public Accounts Committee until the Budget officer or one of the officials of the Finance Department draw their attention to it. Sir, I do not want to argue much with my Honourable friend, Mr. Parsons, as I hope that as time goes on his Department will see that the recommendations are given effect to. I wish only to draw his attention to paragraph 38 on page 14 of the Report:

"We do not desire to add to the length of this Report by including in it comments of minor importance which appear in the Proceedings appended. We desire that the suggestions and recommendations made therein should be dealt with in exactly the same manner as those embodied in the Report proper."

[Mr. B. Das.]

I quote this because I am not satisfied with the reply which my Honourable friend gave regarding reappropriation of funds from the State-managed railways to the Company-managed railways, although I can understand his difficulty in full. In paragraph 23 this particular point has been discussed in full by the Public Accounts Committee:

"The policy of over-allotment has been given up in the case of capital expenditure, and it does not appear to us that the discretion should be allowed in all cases of expenditure chargeable to Railway revenues. We are prepared to agree that it may be allowed in the case of grants relating to administration, operating expenses and surplus profits to Railway companies, but not in other cases."

I am drawing his attention to it because my friend observed as he did before the Public Accounts Committee that he will not be able to fit in his administration with the recommendations of the Public Accounts Committee; but when a final recommendation and a unanimous recommendation is made by a Committee over which the Finance Member presides, the Department of Mr. Parsons should have to give effect to it and take those recommendations into consideration.

Sir, I will make only one observation about the Profit and Loss Account of the Railways. My friend Mr. Parsons repeated the same arguments here as he advanced in the Public Accounts Committee; and in spite of his strong plea that it is difficult for his Department to at once evaluate the amount of capital and their interest charges that has been spent on the different railways during the previous year, the Director of Railway Audit, Mr. Kaula, pointed out—it was not pointed out by a non-official but by a Government member—if the Company-managed railways can produce their balance-sheets every year, why not the State-managed railways? And as far as I understood the railway witnesses, balance-sheets will be produced in the coming year. Of course my friend Mr. Parsons wants to take time and consult the Finance Member and we have to remember that the Honourable the Finance Member was the Chairman of the Committee and surely he will advise him to bring forward in book form the profit and loss accounts of the different railways. As my Honourable friend Mr. Chetty rightly tells me, this was also the special recommendation of the Dickinson Committee, and neither Mr. Parsons nor his friends have given effect to that recommendation. They have gone to the extent of getting special pressure exercised on them from the Public Accounts Committee to bring out this Profit and Loss Account which they have not yet brought out and which they will have to bring out before September next.

Sir, I wanted to bring to the attention of the Railway Member and the Financial Commissioner that they must be alive to the various recommendations of the Public Accounts Committee, and I do not want to challenge them to a division on this motion. I want to help them so that they will exercise proper financial control. With these few words I beg leave to withdraw the motion.

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

Maladministration of the Assam Bengal Railway.

Kumar G. B. Roy (Surma Valley *cum* Shillong: Non-Muhammadan):
Sir, I beg to move:

"That the Demand under the head 'Railway Board' be reduced by Rs. 100 (Maladministration of the Assam Bengal Railway.)"

Sir, it had been my lot to have had to move a similar cut regarding the same railway in the Assam Council in the year 1930, and I had the satisfaction of being able to convince the majority there. Matters have hardly improved since then. I would not have moved this cut if I had seen any intention of a forward move towards an improvement of the existing state of affairs. I have the proud privilege of stating that no railway can break the brilliant record of maladministration of our pet Assam Bengal Railway. If we go for redress to the Assam Bengal Railway Company, they turn a deaf ear to our cry and the grievances which are from time to time made in the local newspapers. If we go to our provincial Legislative Council, i.e., the Member in charge of Railways in the provincial headquarters, promptly comes the reply that it is a Company-managed railway and they have no control over it; the matter may be placed before the Central Legislature. The meaning is that railways are the pet subject of the Central Legislature. So he is unable to give us any relief there. If we try to ventilate our grievances here on the floor of this House, there comes the reply from the Treasury Benches, "paucity of funds". Sir, scarcity here, scarcity there, scarcity everywhere. That is the proverbial official red tapism which amounts to nil in the long run, and such is our lot. However, when I represent millions who do not know what I am doing here and who are quite helpless as there is no other competitive railway or any other transportation to take recourse to, we remain helpless. Sir, I appeal to the Honourable Members for their kind consideration of my grievances and ask for proper redress thereto. First of all, I will give an idea to the House about the running of trains and their timings, not of the branch line trains but of the main ones. One Up Surma Mail leaves Chandpur at 21-10. This station is a junction between the steamer and the railway. Then leaves 7 Up Mixed at 21-42, then starts 25 Up at 4-50, then comes 15 Up which leaves at 10-10; then comes 9 Up which leaves at 15. Sir, for the information of the House I must say that Chandpur is a station where the passengers have to tranship to the steamers for Goalando and Narayangunge. Now, I think the House will be interested to know the time of the arrival of the down Chandpur trains. 2 Down Surma Mail arrives at Chandpur at 8-50; this is the only train of the Assam Bengal Railway which is connected with the steamer services of Goalando and Narayangunge. If any passenger for Calcutta or any other intermediate steamer station misses the 2 Down Mail, he has to wait for fully 24 hours to get a steamer. Other mixed through trains arrive at Chandpur. 10 Down at 12-54, which is connected with the Barisal steamer and has no connection with the Calcutta mail steamer, which runs from Narayangunge to Goalando in the afternoon. The 8 Down train arrives at Chandpur at 18-34. Perhaps it is needless to say that the mail train does not stop at all the stations, but at the principal ones only. Now, if a passenger for Calcutta from any intermediate stations within Badarpur, Karimgunge, Juri, Kulaura, Shamshernagore, Bhanugach, Srimangal, Shaistagunge or Akhaura Junction is to go to Calcutta, he will have to get into a passenger train which leaves Badarpur, i.e., 4 Down at 7-55 in the morning after the train which is called 94 Down, and she leaves Badarpur at 10-45 in the morning. But for reasons better known to the Assam Bengal Railway authorities, this train stops at Srimangal from 19-47 till 22. Hence the passengers who intend travelling from the intermediate stations to any station of the steamers or the Eastern Bengal Railway must chance here for the mail depending on their luck whether they get room in the train or not. So a

[Kumar G. R. Roy.]

passenger to travel a distance of about 203 miles, i.e., the distance from Badarpur to Chandpur, must either rot for fully one day and one night, or he must take his chance by the 94 Down, which moves at the speed of a tortoise. The Assam Bengal Railway specialises in doing things which are likely to inconvenience the travelling public most. Their best friends will not be able to give them the credit for ever having done anything for the convenience of passengers. There are innumerable similar grievances which will tire the Honourable Members if I go through the list of them. (Laughter.) It might be a matter of laughter to you, but it is a real grievance to us.

Coming to the carriages, I will quote from page 134 of the Assam Legislative Council Proceedings of the 15th March, 1930. I put a set of questions to show up what they are like:

“(a) Are the Government aware that a third class compartment bearing No. 585 is running between Karimganj and Dullavcherra stations on the Karimganj-Langai Valley Branch line of the Assam Bengal Railway?”

(b) Are the Government aware that the aforesaid compartment is in the most dangerous condition with no doors on one side and the opening closed with wooden splinters.

(c) If the answer to question 39 (b) be in the affirmative will the Government be pleased to state what steps they propose to take to prevent the use of such carriages by the Assam Bengal Railway Company?”

The reply from the Railway Member was:

“(a) and (b). Government have no information, but will bring the question to the notice of the Agent of the Railway.”

The Member in charge knowing facts as they were, had not the heart to say “No”, but merely undertook to refer the matter to the Agent. This is the type of the carriages that are chosen for passengers in the Assam Bengal Railway. As regards the appearance of a train, I may refer the House to page 123 of the Assam Council Proceedings:

“Sir, I think the members of this House might have noticed the way in which the Assam Bengal Railway is allowed to run trains on the branch line, not to speak of the branch lines, on the main lines as well. First of all, a train from the first appearance could hardly be recognised whether it is a passenger train or a goods train. When the train stands at the station, the goods wagons occupy the whole of what we call the platform. But it is only a platform in name—it is rather the caricature of a platform. The passenger carriages are allowed to stop in such a way that the footboard is sometimes 3 or 2½ feet above ground-level. * * If you will kindly go to a station you will see the old type carriages are higher and the new type carriages are a bit lower. Then, Sir, not to speak of ladies and the female folks who travel by the third or intermediate class, it is hard even for a gentleman of my standing to alight from the train without the risk of an accident or injuring the feet. * * I have made a tour throughout the length and breadth of India and I have not seen a railway line without any platform and I think everyone will admit that it is only the Assam Bengal Railway in India which is allowed to run without providing platforms at stations. The passengers are to take care of their lives and property as they like.

Then, as regards proper sheds, Sir, I think my friends and my colleagues here have all noticed that excepting a few stations—Badarpur, Lumding, Akhaura, Laksam (*I need not go further*) and Gauhati in the Assam Valley—the Stations on the Assam Bengal Railway are mere caricatures of the stations of other railways.”

There are no waiting sheds. Just imagine the plight of the passengers when it rains cats and dogs during the Assam rainy season when they have to entrain with their luggage, etc. That is to say, no notice of the comforts of the passengers is ever taken in all these matters.

1 P.M.

Then regarding facilities for the passengers while travelling by trains on the Assam Bengal Railway to have their meals and baths at proper times. In India I have travelled by various railways. On other railway trains which run day and night they have got arrangements for baths, but on the Assam Bengal Railway, not to speak of third class and intermediate class passengers, I should like to point out, that for the first and second class passengers even there is no such arrangement, and the train is not so timed that it will arrive at some station where passengers may have breakfast, dinner, lunch, etc.

Mr. B. V. Jadhav (Bombay Central Division: Non-Muhammadan Rural): All at one time?

Kumar G. R. Roy: Not any at any time; it requires common sense, my dear Sir, (Laughter) to imagine such a state of affairs. Again, Sir, the Assam Bengal Railway is famous for its irregularities. The mail may be timed to arrive at a place at, say, 15.15 hours; but we will not be surprised to see that she is entering the station at 19 hours. And this is usual. And that is my point regarding that. The Honourable Members may imagine under a hot sun, on hot days, how difficult it is to travel without any bath and without any meal.

Regarding the third and intermediate class passengers, I beg to draw the attention of the House to the fact that there are only nominal arrangements for refreshments in four or five stations only. In others there are no arrangements for refreshments at all. I can cite instances of other railways in India, where in almost all stations there are arrangements for refreshments, except when there is an epidemic in the vicinity and no vendor is allowed in the station. Otherwise there is an arrangement in every station for the supply of refreshments, of fruits or some other things as the case may be. But here there is hardly any arrangement at stations other than the four or five stations, as I have mentioned before.

Further I may draw the attention of the Honourable Members to this and it may be amusing to them to learn that from Calcutta to Karimganj it is only 400 and odd miles and from Calcutta to Delhi it is 903 miles, and the wonder of all wonders is that the first class fare is almost equal.

An Honourable Member: What about the third class?

Kumar G. R. Roy: The third class fare is almost the same. Again all over India we have the return ticket system, whereas here there is no return ticket on the A. B. Railway lines. But when a passenger travels jointly say with steamer or with another foreign railway, then there is the provision of a return ticket. Why should we not have the privileges that the other railways in India give?

Then there is the other question, *viz.*, that the Assam Bengal Railway lines are not protected by proper fencing to avoid accidents. Perhaps it has not passed without notice that from the last year on the Sylhet Kulaura line there were many accidents. I have hardly seen a railway in use in other parts of India without any fencing. But here there is no fencing and therefore there were many accidents and the worst accidents have been on the Longai Valley and Dullavcherra-Karimganj line. The line runs through the villages where the people are mostly uneducated and it is the people at least that need our attention. And we have to safeguard the lives also of the cattle there.

[Kumar G. R. Roy.]

I sent in a few questions as regards the fencing, etc., in the local Council. The questions were:

“(a) Are the Government aware that most of the level crossings on the Karimganj-Longai Valley branch line of the Assam Bengal Railway are not provided with any gates, chains or bars and even where there are gates there are no gate-keepers?”

(b) If so, do the Government contemplate immediate action in the matter?”

The reply of the Honourable Member for Government was:

“(a) and (b) Government have no such information, but are making inquiries.”

(Laughter.) Here is a book which will show how the lines are kept there.

Mr. A. A. L. Parsons: Will the Honourable Member lay it on the table?

An Honourable Member: Why not have it printed?

Kumar G. R. Roy: I do not know why I should print it. You may see it or if you like you may print it; but what I want is redress; that is all.

Mr. President: Please proceed with your remarks.

Kumar G. R. Roy: I would not have disturbed the tranquillity of the House, especially of the Honourable the Railway Member, but I could not keep reminding the authorities of the Assam Bengal Railway of their responsibility towards the travelling public. Nobody need jump up from his seat or rule me out on the ground that it is a Department which is not directly under the control of the Central Government, but here in the Budget I find a provision of Rs. 9,000 has been made to be paid as a subsidy to the Assam Bengal Railway. I do not in the least grudge my young friend the Honourable the Deputy President, who hails from some Madras constituency, the good fortune of a subsidy in the shape of a small salary but the cut is given only to put forward some local grievances and to condemn the action of the Government in giving a subsidy to a company who, the taxpayers feel, has not the courtesy of listening to their wail, not to speak of redressing their grievances. Sir, redress of grievances before supply is a well known maxim

Mr. B. Das: On a point of order, Sir. Cannot the quotation which the Honourable Member is reading out from the Assam Council be laid on the table to be included in our proceedings?

Mr. President: It is the privilege of the Honourable Member to place his full case before the House. I find his speech is very interesting. Please go on. Mr. Roy.

Kumar G. R. Roy: But, Sir, what is good for the gander is not good for the goose.

Mr. A. M. Hayman: Will the Honourable Member kindly repeat his last sentence?

Kumar G. R. Roy: What is good for the gander is not good for the goose. (Laughter.) Now, how can we be reasonably asked to grant this sum to the Railway Board if they cannot accept responsibility and see that our grievances are redressed? The Central Government will call for the tune but the Provincial Government will have to pay the

piper. It does not matter if Nero goes on fiddling, when Rome is in fire but still like Dickens' comic character, whenever we meet the Honourable Member in charge, we shall have to whisper into his ears times without number the most uninteresting piece of information, and he will tell like the Lady of Love that "Barkis is willing", however much she may sneer at us; but Willis is barking? (Loud Laughter.) Sir, the grievances against the Assam Bengal Railway are innumerable. I say there are as many grievances against the Assam Bengal Railway as there are hairs on one's head. But the most important of all the grievances is the callousness of the Company towards the comforts of the passengers. Even if a certain thing will not cost much, they will not move in the matter to remove the inconvenience of the passengers.

Then, Sir, the lighting arrangements at Sylhet Station are almost nil, though it is a district headquarter. It was known as Sylhet Bazar before, but now it is known as Sylhet Ghat . . .

Mr. President: May I inquire how long the Honourable Member is likely to take?

Kumar G. R. Roy: About half an hour more.

Mr. President: Half an hour more?

Kumar G. R. Roy: Yes, Sir.

The Assembly then adjourned for Lunch till Half Past Two of the Clock.

The Assembly re-assembled after Lunch at Half Past Two of the Clock, Mr. President in the Chair.

Kumar G. R. Roy: Sir, at page 81 of the Report of the Railway Board for the year 1929-30, there is an item called Flood Damages. There it says:

"Assam Bengal Railway. In June 1929 the Assam Bengal Railway was visited with about the worst floods in its history. The floods affected over 250 miles of railway, causing numerous extensive breaches in the embankments and slips on the hill section. Two bridges also were washed away. Traffic was disorganised and several sections had to be closed down for periods ranging from 5 days to nearly 2 months. The floods were also responsible for a tragic disaster on the hill section, where on the 10th June the railway bank collapsed under the weight of an engine, precipitating the latter and causing the death of the six men who were on it."

As regards these floods, you will find some interesting things in the album* I have placed on the table of the House, and you can compare the span of bridges of the Local Board roads and of the railway lines. The flood in Karimganj Sub-Division is partially due to the Karimganj-Longai Valley and Chargola Valley Railway. This railway bisects the two valleys, Longai Valley and Chargola Valley. There are two hills, one is Jugla hill, and the other is Patharkanti hill. The main water accumulations of Chargola Valley are in *bhils*, and the Longai and Patharkanti hills are beside the numerous small *bhils*, which are near Nilam Bazar and Jaffarganj . . .

*The album was placed in the Library of the House.

Mr. President: I should like the Honourable Member to tell the House whether he thinks that the floods were due to mismanagement.

Kumar G. R. Roy: Yes, Sir. Because there were no bridges, or the spans of the bridges were not wide enough. (Laughter.) I am coming to that point. The point is that when there was no railway, the waters from Chargola Valley passed through Longai Valley, and there are only two outlets for that, one is the Kachua River, the upper part of which is known as the Sangla River, and that is the outlet for Chargola Valley, and the Longai River is the outlet for the Longai Valley. Now, over those two rivers there are railway bridges which are on the main line. The thing is that the plinth of the railway bridge has gone up higher than the water level. (*An Honourable Member:* "Should it be lower?") And the spans are not broad enough to allow the accumulations of water. It must be remembered that in Sylhet the average rainfall is something like 240 to 250 inches a year, and sometimes it so happens that for six or seven days it rains incessantly. (*An Honourable Member:* "How can the Railway Board control that?") The Railway can at least give water passages, and there is no reason why they should devastate the area by constructing railways. A glance at the album I have placed on the table will show the state of affairs. Sir, this question was also placed before the Assam Legislative Council, but the reply was that there was an enquiry committee which would enquire into the matter and prescribe the necessary relief. They said that a water gauge might be fixed to find out the water levels, and after that, the railway bridges might be widened. Now, the position is that ever since this railway has been constructed, there is seldom a year in which these two valleys have not been affected by floods.

Now, I will draw the attention of the House to the lighting arrangements of the Railway. There is no proper lighting arrangement at Sylhet Station, and passenger trains are timed to arrive there at about 12 o'clock at midnight. (*An Honourable Member:* "No lights".) Yes, no lights. And the distance from the railway station to the ghat is about two furlongs. The timings of arrival and departure of the Assam Bengal trains have been arranged with such ingenuity that you will not simply get them exactly when you need them most. Most of the trains run at such a slow speed that even a snail can outrun them. You could not have on any other railway a train halting at one station for more than two hours and then just starting on a pleasure trip only half an hour before the arrival of a would-be corresponding train, leaving behind the passengers at the mercy of the mosquitoes for the whole night. If my friend Mr. Matin Chaudhury were here he would bear me out. Any passenger who has had experience of a journey from Sylhet to Shillong via Kulaura will narrate to you his experiences. The railway staff will not allow you to remain in the train during the night. If you get a little convenience by getting into the train stealthily, they will shunt it out to a distance of one mile from the station at the expense of good Jharria coal. They will allot an eight seater intermediate class compartment for the males who always outnumber the females, for whom they are chivalrous enough to allot a 16 seater compartment. As to the comforts of seating arrangements within the compartments, the less said the better. I cannot resist the temptation of narrating a story about a Kabuliwalla's idea

in this connection. He got into an intermediate class compartment with a third class ticket.

Mr. S. O. Shahani: (Sind: Non-Muhammadan Rural): On a point of information. Is there no time limit?

Mr. President: The Rules and Standing Orders do not provide for a time limit.

Kumar G. R. Roy: Lifting the cushion of the lower berth upon the bunk, he seated himself very comfortably upon the wooden bench. When the ticket checker demanded excess fare from him, he simply asked the latter to explain to him how it could be an intermediate class compartment. The checker pointed out to him the cushions on other benches. "Oh, well" said the Kabuliwalla "if you can convert a third class into an intermediate class by simply putting cushions over the wooden benches, I can reconvert it into a third class one by removing the cushions on the bunk". (Laughter.) As to other necessities, such as drinking water, etc., there is no arrangement for them in the stations. They will squeeze as many passengers as they like into third class compartments and that also in some cases with broken doors. They are a very humorous sort of people—this Assam Bengal Railway staff. Their train will move on exactly when you expect it to stop and stop exactly when you expect it to move on. Had it been a free country, instead of our cries in the wilderness, they would have been paid back in their own coin. It would not be out of place here to cull a piece of information from the *Statesman* of the 15th of March 1929. The news dated London 11th March runs as follows:

"A dispute between the Argentine Railways and their staffs has caused many a passenger to use unparliamentary language over long delays but it has been left to passengers on a Western Railways train to show the world how the owners of slow railways should be treated says a message from Buenos Ayres. This particular train began its journey promisingly but delays at station after station became longer. Finally the train came to rest at one particular halting place and it was announced that there was no great likelihood of its moving on for quite a long time. The hopeful passengers bore the delay with unusual patience for some hours but then began to harry the few officials they could find. Receiving no satisfaction from them, their tempers rose and flocking from the train, they burned down the station and set fire to some of the carriages. And the officials, powerless against such numbers, had to watch them burn."

But we people in Assam are helots in our own country and those whom we feed with our own hands will bite us if we ask any favour howsoever insignificant. We have given them a blank cheque, Sir, and we had so long been bearing all these hardships silently. But it has now vitally affected our lives and properties by spreading railway lines all over the country. Wherever it spreads, it carries in its train the pestilence of flood and famine. I shall only cite the example of the Karimganj Longai Valley branch line. It would be better to give an idea of the locality first. The Karimganj Longai Valley Railway branch line runs parallel to two ranges of hills on both sides—Chhatachura ranges to the East and Patharkandi ranges to the West. The intervening space between these two ranges is a low narrow strip of land and there are two embankments—one the Local Board road and the other the railway embankment running parallel to each other from North to South along with those two

[Kumar G. R. Roy.]

ranges bifurcating the valley from East to West. At the proposal of the construction of this line a great hue and cry was raised by the people of the locality and at a meeting at the Karimganj dak bungalow Mr. J. C. Dawson, an ex-M. L. C. and myself led the opposition. Demands had all along been made for widening and raising of the bridges and provision of sufficient waterways. Having regard to the position of the locality we apprehended such a calamity as occurred. In the teeth of all opposition the railway line was completely opened for traffic on 1st January, 1929, and by the middle of June, 1929, the entire locality was submerged under water owing to the great flood. And before the opening, it was submerged in September, 1928, by another flood. The distance between the two junctions Karimganj and Baraigram would be 15 miles. From Baraigram the line is divided into two parts; one part runs up to Dullavcherra covering a distance of 18 miles, and the other part up to Kalkalighat covering another distance of 10 miles. It was agreed upon by the railway authorities to keep sufficient waterways on the line. They have discharged their duties by placing only a comparative statement before the Flood Enquiry Committee to show that they had provided for a greater length of waterways than what was recommended by the Assam Railway and Steamer Communication Committee at its meeting on the 10th August, 1925. The statement shows that from Karimganj to Kalkalighat the construction estimate for 742 lineal feet of waterways was increased to 858 lineal feet.

An Honourable Member: What book is it?

Kumar G. R. Roy: It is a volume of the Assam Council Proceedings.

"I have got the whole line thoroughly surveyed by my officers. There are 35 miles railway bridges from Karimganj to Kalkalighat station for 25 miles of railway line and 64 bridges between Baraigram and Dullavcherra for a railway line extending over 18 miles. Superficially there seems to be enough provision for waterways. But I have brought some photos of those bridges to show the specimen of these bridges. Out of 955 lineal feet for 34 bridges between Karimganj and Kalkalighat there are 4 bridges over 4 rivers covering an area of 786 lineal feet."

Mr. S. C. Shahani: I move that the question be now put.

Mr. President: Order, order. I hope the Honourable Member (Kumar Gopika Romon Roy) realizes that the House is getting impatient, and I would ask him to consider whether he is not yet satisfied that he has made an overwhelmingly strong case for his motion. (Laughter.) I hope the Honourable Member will be satisfied with the strength of the case he has put before the House and allow the discussion to proceed further by concluding his remarks.

Kumar G. R. Roy: I will now conclude my remarks, Sir. (Laughter.) Well, there is another thing I should like to bring to the notice of the House, that, as is mentioned in this book, the Assam Bengal Railway is going to open a new line up to Dohazari from Chittagong and a sparrow whispers that there is also in contemplation the opening of a line up to Shillong. Well, in Shillong there is one Gauhati-Shillong motor transport service, and another road is being constructed from Shillong to Sylhet. That will also be a motor road, but there are two Sub-Divisions

in Sylhet which are known as Shunamgunge and Maulvi Bazaar. I think Mr. Hezlett, who is the Commissioner of our Valley, will bear me out, (Hear, hear) that they require badly that communication, but the Assam Bengal Railway authorities do not agree, because they are bent upon carrying coal to Newcastle. (Laughter.) Sir, as regards taking apprentices on that railway, no apprentice is taken who is not a resident of Assam Valley, or Assam at least, and apprentices are mostly taken from among the Anglo-Indians. Well, Sir, what I want to press is that the shares of the Assam Bengal Railway are owned by the Government up to more than about 75 per cent., but the contract of the Assam Bengal Railway expired I think the year before last year or last year. The question I should like to ask is why the State should not take up the management of that railway immediately. Then comes, Sir, the argument of paucity of funds. But we do not know when this difficulty will be removed. It has become customary with us that, whenever there is any likelihood of our having any surplus, we get some Commissioner or other to pass that again to the top-heavy administration. Sir, with these few words (Laughter), I beg to express the hope that the Honourable Sir George Rainy will be pleased to look into and remove our grievances. Sir, we have now become nobodies, or rather we are in nobody's charge, and I appeal most humbly to the Honourable Members of this House to be pleased to consider our case favourably and sympathise with us in our most miserable condition. With this prayer, I beg to move my cut. (Loud applause.)

Mr. President: The question is:

“That the Demand under the head ‘Railway Board’ (pages 1-2) be reduced by Rs. 100. (Maladministration of the Assam Bengal Railway.)”

Mr. J. Hezlett: (Assam: Nominated Official): Sir, I should like to say a few words on the speech which we have just heard from my Honourable friend, Mr. Gopika Romon Roy. I agree with him on some points but not on other points. Sir, it is a fact that the Assam Bengal Railway does not afford all those conveniences which some of the other railways of this country do. But Members of this House must remember that Assam is a new country. The railway runs through the greater part of its course, through primeval jungle. We may not have so many waiting rooms, so many refreshment rooms, such good platforms as they have in other parts of India, but I would ask the Members of this House, is there any other railway in India where you can have the excitement of the engine running down a tiger, an elephant, a rhino, a buffalo or a mithun? That might happen, Sir, on any journey through the jungles of the province. So although we have not got platforms and various other conveniences, we have some excitement in a journey by train through the province. Well, Sir, the only point in which I really agree with my Honourable friend (Laughter) is in his insisting on bringing to the notice of this House the importance of constructing, as soon as possible, a branch line from Maulvi Bazaar to Srimangal. That is a project which was sanctioned by the Railway Board, I think, but has been postponed for want of funds. It was to be completed so far as I remember in 1932. Now Maulvi Bazaar is the headquarters of the South Sylhet Sub-Division of the Sylhet district. It is a town of some importance, and the distance from Maulvi Bazaar to Srimangal, the nearest railway station, is 14 miles,

[Mr. J. Hezlett.]

and at present we have got only *cutch* road. The point I want to make is that three or four years ago the Road Board of Assam wanted to construct a metalled road between Maulvi Bazaar and the nearest railway station. But the Assam Bengal Railway authorities said, "If you build a metalled road, we will not construct this branch line". The result is that Maulvi Bazaar is in a very unfortunate position; it has not a pucca road, and the railway is not able to build a line for want of funds. I particularly want to bring this to the notice of the House and of the Honourable the Railway Member, and I hope this project will be considered as soon as funds are available and that it will be put in a very urgent list. My Honourable friend referred to the great floods of June 1929. Those were the worst floods ever known in Assam. I may say they were 10 ft. higher than in any previous known flood. Of course the line was breached in many places, and the particular line in which my friend is specially interested was very badly damaged, and I have no doubt some of his own crops were damaged by this flood. But the Flood Enquiry Committee of Assam, which sat last year, made certain recommendations about building more waterways, and I understand those recommendations are now receiving the consideration of the Assam Bengal Railway. It is

3 P. M. again a question of funds, and as soon as funds are available the bridges will be widened and more waterways will be provided.

Now, Sir, my Honourable friend has criticised the administration of the Railway. I have travelled on the Railway now for over 25 years and I think very great improvements have been introduced in recent years. It is true we have not all the conveniences of the other railways but I think the Assam Bengal Railway Administration do their very best with the funds at their disposal to provide all the conveniences which they can for the travelling public. The Assam Bengal Railway has succeeded in opening up the province of Assam and I have no doubt that 20 years hence Assam will be one of the leading provinces in the country, and when the undeveloped lands in that province are cultivated, the Assam Bengal Railway will do very much better and will be able to afford all those conveniences which my Honourable friend says are not now in existence. I must say, Sir, that his remarks about the administration are not quite justified. The railway authorities do their best with the funds at their disposal, and he must adopt more of a pioneer spirit. The people of Assam look upon themselves as pioneers and we do not think it a very great inconvenience if we have got to jump three feet down from the train to the platform, or even climb up three feet again. My Honourable friend must adopt a little more of the pioneer spirit and look upon himself as a pioneer of the province and see that it is developed so that it may become one of the finest provinces in this country.

Mr. H. B. Fox (Assam: European): Sir, it is my great misfortune that I have to oppose the motion of my Honourable friend, the Mover. After his entertaining speech I fear that I shall be looked upon rather as a wet blanket. The Honourable the Mover has painted rather a distorted picture of the conditions on the Assam Bengal Railway, and I think Members of this House should have some information as to the other side of the picture. I can claim to have some knowledge of the Assam Bengal Railway, for I arrived in Assam before the Assam Bengal Railway was

completed. I saw the first train come up over the section about which the Honourable the Mover has spoken, and in the last 35 years I have watched, like my Honourable friend, Mr. Hezlett, the various improvements that the railway officers have effected. The Honourable the Mover spoke about the unpunctuality and the timing of the mail trains. I do not think the mail train is any less punctual than any other mail train on the Indian railways. Doubtless at times it does not run up to time, but my experience of it has been that it is extraordinarily punctual. The railway runs behind the bungalow I hired in Sylhet and I may inform Honourable Members of this House that I used to set my watch by it.

The Honourable the Mover referred to the cost of the fare from Calcutta to Karimganj being the same as the fare from Calcutta to Delhi. I do not know whether he conveyed to the Members of the House the impression that the Assam Bengal Railway was entirely responsible for that. I think Honourable Members, if they are not aware, should be told that in travelling to Karimganj, one passes over the Eastern Bengal Railway for four or five hours and then transfers to the India General Steam Navigation Company's steamer, where he travels for about eight hours and only the last five hours of the journey are over the Assam Bengal Railway system. If the fare is open to criticism it is not the Assam Bengal Railway only that is concerned.

The Honourable the Mover directed his animosity to the branch lines, particularly to the one from Karimganj to Longai and Chargola. That, Sir, is I think the newest branch line on the system. I am not sure, but I think it has only been opened about two years; and as my Honourable friend, Mr. Hezlett, has said, doubtless in time various improvements in the system will be effected and the deficiencies made good. At any rate there can be hardly any special reason for criticising the fact of the absence of fencings, if, as the Honourable the Mover suggested, the trains only crawl on about five miles an hour:

My Honourable friend, Mr. Hezlett, has already referred to the floods and to the waterways on that branch line. I think it should be also realised that, previous to the railway embankment being built, there was already an embankment on the Local Board road, and the waterways provided by the Railway are very much wider than those on the Local Board road.

Sir, as I said, after spending more than 35 years in that district, I can confidently say that the officers of the Assam Bengal Railway have endeavoured, as my Honourable friend, Mr. Hezlett, said, to improve the comforts and provide an efficient railway so far as their funds permit.

Mr. B. N. Misra (Orissa Division: Non-Muhammadian): Sir, after the interesting speech of my Honourable friend, the Mover, and the appealing torrents that he poured out, I do not think it requires any speech to support him, I am sure the whole House will support the motion of my Honourable friend. My only reason for getting up is that he comes from the Eastern part of Bengal and I come from Orissa, the Western part. He has told you about the railway bridges and the floods which they have suffered from. Orissa also similarly suffers from floods. One thing my friend did not mention about the income of Assam Bengal Railway, but the railways in Orissa get a lot of money . . .

Mr. Arthur Moore (Bengal: European): Sir, is it in order to discuss the railways in Orissa on this motion?

Mr. President: No. I was considering whether he was illustrating the point, or making a new representation.

Mr. B. N. Misra: I was going to say that the railways in Orissa earn a lot of money on account of Lord Jagannath. I think most of the Hindu Members have been there, and I may inform my Muslim friends that it is the Mecca of the Hindus and they need not go beyond that. But in spite of the earnings of the Bengal Nagpur Railway, the Railway Board have not

Mr. President: I must rule the Honourable Member out of order.

Mr. B. N. Misra: Very well, Sir, I support the motion.

The Honourable Sir George Rainy: Sir, I am afraid it is impossible for me to give anything like an adequate reply to the speech of the Honourable the Mover as it will be necessary to refer to such a wide variety of topics and at the same time to deal with it exhaustively, and I am not sure that I possess the gifts of my Honourable friend in his own particular vein. Now that the House has heard not only the Honourable the Mover but also two other speakers from Assam, I think that perhaps what the two last speakers have said may have served to convince Honourable Members that perhaps the picture the Honourable the Mover painted was slightly over-coloured in certain respects. At the same time I think the House would be ungrateful to the Honourable the Mover if they did not desire that Government should pay attention to the various points he has raised and in so far as he has shown that things are not entirely as they should be to see what can be done to make an improvement. On the other hand, I must emphasise the point which has already been made by my Honourable friend, Mr. Hezlett, that this Assam Bengal Railway must still be regarded as a pioneer line. It is not by any means a line that has had big surpluses to play with, and indeed it is only in very recent years that it came upon a paying basis at all. It was not until 1912 that the net return on the capital invested was more than 1 per cent., and it was not until 12 years afterwards that the return amounted to over 2 per cent. Thereafter followed four years in which, after paying the interest on the capital invested, there was a surplus. The highest return on the capital invested was just over 4½ per cent. in 1927-28, but the year 1929-30 closed with a net loss of nearly 24 lakhs; in the current year it is 41 lakhs, and next year it is expected to be at 32½ lakhs. In these circumstances it is clear that the public cannot expect from that railway the same standard in respect of stations, in respect of comfortable rolling stock, in respect of all sorts of minor conveniences as you would rightly demand from one of the great railways of India which have been on a paying basis for a long time. I think that all Members of the House would admit that. I have here one or two notes indicating that the Assam Bengal Railway has been doing its best to effect improvements in certain matters such as refreshment rooms, waiting rooms and so on. But I do not propose to go into these details for this reason that the enthusiasm with which some of the Honourable Member's remarks were greeted from the Benches round him unfortunately prevented me from hearing clearly what he said. At the same time, as soon as we get the report of these proceedings as issued by the Assembly Department, I will certainly read his speech carefully and see what can be done. (Hear, hear.) I think one thing we might do. I do

not think any Member of the Railway Board has inspected the Assam Bengal Railway since Sir Austen Hadow did so 18 months ago, and therefore in the ordinary course I think it is likely that one of the Members of the Railway Board will be going there before long, and that would be a good opportunity to look into the various points which have been raised and to see whether anything can be done. But I must make it plain that, under existing financial circumstances, no project involving large expenditure can possibly be thought of, and that brings me to the question of the branch lines. My Honourable friend, Mr. Hezlett, drew attention to the necessity of one particular line, but on the whole question of the construction of branch lines on the Assam Bengal Railway he was preaching to the converted. It is only, I believe, by the construction of more branch lines that the Assam Bengal Railway can be permanently put on a paying basis, and therefore it is very unfortunate that our financial circumstances just now make their construction on any extensive scale quite impossible. I hope my Honourable friend, the Mover, will be satisfied that we will look into the points he has raised and see what we can do. (Applause.)

Kumar G. R. Roy: There has been a statement from an Honourable Member on this side that he has seen the Assam Bengal Railway trains running very punctually. I would challenge him and would be very pleased to show how many trains have run in time in the course of one year. Then my Honourable friend, Mr. Hezlett, has said that the line is an infant one. But the Assam Bengal Railway was constructed some time I think, in the year 1895-96, and if a man of 36 be yet considered a minor, then I do not know when he will attain the majority. He says also that I am not justified in accusing that railway of being the pet line of maladministration. I would beg of Mr. Hezlett to say whether it is a fact or not that a man was cut up by a running train near Moglabazar Station?

Mr. J. Hezlett: It is quite true; but the man was sleeping on the railway line. The railway people cannot do anything if a man goes to sleep on the line.

Kumar G. R. Roy: This shows that the fencing is required most badly there. Moreover the line passes through a place where the inhabitants have no idea of the danger of being run over by a train.

Mr. J. Hezlett: But the fencing will not stop such accidents.

Kumar G. R. Roy: But are there guards near the level crossings? Is there a guard at the Kayasthagram level crossing? Is there a guard at any of the railway level crossings? Does anyone care to look into that? As regards the losses, the Honourable the Railway Member has spoken of the very high losses. But has it been brought to the notice of the Honourable the Railway Member that a theft of railway money amounting to rupees one lakh was perpetrated on the Assam Bengal Railway and it was detected long after it was perpetrated? If lakhs and lakhs are stolen, are taken away from every side, what does he mean by speaking of the losses? The supposition goes otherwise. However, in view of the promise and the assurance of the Honourable the Railway Member—and I hope his assurance will bring some good to the unfortunate, poor and helpless people who are residing in my constituency,—and if it bears any fruit no one will be more thankful to him than myself—in view of his assurance, Sir, and with the permission of the House and with your permission, I beg to withdraw the motion.

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

Railway Board's Educational Policy with reference to pay of Railway Middle School Teachers in the United Provinces.

Mr. C. S. Ranga Iyer: I move, Sir:

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

When I put a question the other day I understood the Honourable Mr. Parsons to say that he was going to raise the salary of these Middle School teachers to that of the Government Middle Schools in the United Provinces. He said also, I think, that he was going to do it with retrospective effect. As I have not got a copy of the question, I only want him to say yes or no to my question before I withdraw my motion.

Mr. A. A. L. Parsons: Sir, what we are doing is to discover what rates of pay are given by the United Provinces Government to these English Middle School teachers, and we propose to give those rates with back effect from the 1st April, 1929, to those of our teachers who are similarly qualified.

Mr. C. S. Ranga Iyer: Sir, I have already thanked the Honourable Member for that reply; but I would suggest, before withdrawing my motion, that whenever an Honourable Member puts a question from this side, the practice prevailing in the Provincial Councils should be introduced here also and that replies that are given by the Government should also be sent at least to the Member who puts the questions. In the Provincial Councils the custom is that the replies to questions are placed, I believe, in the seats of Honourable Members. I am not insisting on that, but I do insist on this, that as soon as a reply is given, it should be communicated at least in the evening; just as his speeches are sent, the answers also should be sent to the residence of Honourable Members. I quite caught what the Honourable Member said, but I only wanted to utilise this opportunity to bring forward this suggestion, because I have not yet got the reply; I know that if I had asked for it I would have got it, but I want to introduce the custom in this House and I hope the Government and the Honourable the Leader of the House will agree to introduce this really good innovation in this House.

The Honourable Sir George Rainy: I do not think, Sir, I can possibly deal with that point offhand like this. It is a matter which requires consideration.

Mr. President: You wish to withdraw your motion?

Mr. C. S. Ranga Iyer: Yes, Sir

Mr. President: Is it the pleasure of the House to allow the Honourable Member to withdraw his motion?

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

Inadequate facilities for Training of Indian Students in Railway Workshops.

Mr. Bhuput Sing (Bihar and Orissa: Landholders): Sir, I beg to move:

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

My purpose in moving this cut is to bring to the notice of the Railway Board pointedly the fact that adequate facilities are not afforded to our

Indian students (in this term I do not include Anglo-Indians) of recognised colleges and technical institutions to receive their practical training in the railway workshops under the management of the State. Year in and year out the mechanical and electrical degree students of the Benares Engineering College in particular have to knock their heads against the doors of big railway workshops for getting their practical training, either as University improvers or as paid or unpaid apprentices after passing out. In some special cases, I admit, the small and unimportant railway workshops are from time to time thrown open to them, but what I complain of is that the big workshops on the East Indian Railway, Eastern Bengal Railway, North Western Railway, and Great Indian Peninsula Railway, are entirely closed to them for reasons best known to the Railway Board. How can the Railway Board expect to Indianise their engineering department, especially the mechanical, electrical and transportation sides of it, unless and until they throw open their premier workshops to that class of students, who are already fairly equipped and qualified through their high standard of theory and practice courses, to undergo the desired-for further practical training that they can have only in those workshops? I know the railways take a lot of their own apprentices and train them in their own institutions for the lower subordinate departments of the different branches of engineering at Jamalpur, East Indian Railway, Kanchrapara, Eastern Bengal Railway, Mogalpara, North Western Railway, Jhansi, Great Indian Peninsula Railway, and Lillooah, East Indian Railway, but the mental and educational outfit of that lot of students is such that they can never expect to turn out efficient officers, although they prove to be excellent artisans, machinists and mechanics. But the class of students that come from Benares and the like technical institutions, by reason of their high and systematic academic theory and practice, promise to rise to the level of officers, if proper opportunities are afforded to them to pick up the practical branches of their individual special training. I feel sure that if the Railway Board will so choose, they will find congenial materials in the products of our colleges and institutions for training officers for their locomotive engineering, wagon examination, and the like. Then, Sir, our Indian students can very well claim by their birthright admission into the premier workshops of their home railways, because they are the sons of Indian tax-payers, whose money has been employed to buy the lands for the railways, and whose money has fed the railways in the early days of their growth and development. So what I claim is nothing but bare justice for our students. It means no financial outlay, and our students are willing to subject themselves to all workshop rules. The Railway Board may continue and multiply their own technical institutions and increase the number of their own apprentices. I shall be only too delighted to see that, but what I want them to do is that they should afford every opportunity to the students that go to them for practical training in their big workshops from our recognised colleges and technical institutions that are scattered all over Northern India at present. In meeting my wishes, the Railway Board will directly advance the Indianisation scheme of the Services and indirectly be able to cut down their working expenses by gradual Indianisation. With these words, I beg to move my cut.

Mr. A. M. Hayman (Government of India: Nominated Official): Sir, I think the Honourable Member wanted to make two points when speaking on this motion. His first point was that the Railway Administrations

[Mr. A. M. Hayman.]

should provide adequate facilities and make satisfactory arrangements for training a sufficient number of Indians in workshop practice so that in course of time we should be able to have in our workshops qualified Indians to fill what may be regarded as the upper subordinate posts in our workshops such as Chargemen, Assistant Foremen and Foremen, and also that in course of time we should have to obtain qualified men from the lower ranks who could be promoted to the superior services; and further that we should take on now in adequate numbers a sufficient number of Indians by direct recruitment to man our superior services in our mechanical and engineering departments. I think that my Honourable friend's second point was a special appeal that something should be done to promote the interests of the students of the Benares College.

Taking the first point, Sir, I want to say that we have done a great deal in the last five or six years to get qualified Indians for the superior branches of our Mechanical, Engineering and Transportation Power Services. We have a special scheme under which we have been training apprentices for the last five years in one of our biggest workshops, the Jamalpur Workshops, and at the present moment we are sending out four or five of the trained apprentices to complete their training in England, and year by year we shall be sending out something like 10 to 12 of these apprentices to complete their training. The scheme for the training of these apprentices is that we take in twice the number that we estimate we shall actually require for our State-managed railways. That number at the present moment is 12. Our aim is that if the whole 12 go through the whole course and qualify as mechanical engineers to employ about half of them ourselves, and we shall do our best to get the Company-managed railways to take a part of the remainder. But, Sir, we have in addition, as the House knows, in the interval before the first batch of apprentices are available, tried to obtain qualified mechanical engineers of Indian domicile for our superior services by advertisement. We took in seven last year, and I hope we shall be able to get a somewhat similar number this year.

Then, Sir, the Company-managed railways too have been examining independently this question of training young Indians to qualify for posts in the superior services of the Mechanical Department, and I had the pleasure last year of informing the House that the Bengal Nagpur Railway, having trained two or three Indians, proposed to make appointments of some of them to the superior services. Two, I believe, Sir, have already been appointed.

I pass on, Sir, to deal with the training of apprentices for the upper subordinate posts. I will at once admit here that my own examination of the position two or three years ago, and I should say the very critical questions put by my friend, Mr. Mitra, led me to the conclusion that the arrangements were not quite satisfactory from the point of view of getting in a sufficient number of Indians to fill these posts. We then arranged to have the whole system completely overhauled, and we drew up a complete set of new rules which entirely eliminated racial discrimination. These rules were to apply from the year 1931. I have taken care to ascertain from the Agents of each of our State-managed railways that full effect will be given to those rules beginning from 1931, and here I might mention that these rules were placed before the Central Advisory Council for Railways and approved by them. But, Sir, we did not stop with our

State-managed railways. We sent these rules to each of the Company-managed railways and asked them to see whether they could not follow those rules or adopt something similar which would bring about the same results which we wish to bring about on our State-managed railways.

Mr. S. C. Mitra (Chittagong and Rajshahi Divisions: Non-Muhamadan Rural): What about the Bengal Nagpur Railway?

Mr. A. M. Hayman: I will come to that presently. We have followed that question up, that is the question as to what the Company-managed railways have done in this matter. We have been able to obtain the assurance from every Company-managed railway in India, except the Bengal Nagpur Railway, that the system in force on each of those railways now is that in the matter of recruitment for trade apprentices and mechanical apprentices, and in the matter of the rates of pay that are given to these apprentices after they complete their apprenticeship and are given appointments, there is no racial discrimination whatsoever.

In regard to the Bengal Nagpur Railway, the Railway Board are still in correspondence with the Agent of that line on the subject. I can quite understand my friend, Mr. Mitra, who has paid very considerable attention to this railway—he has kept me up for many days and many nights too in answering his questions about this subject—would like to know how soon the Bengal Nagpur Railway is going to follow the example of the other Company lines. Well, Sir, all I can tell him is that the Agent of the Railway is sympathetic in the matter, but he has certain difficulties which have yet to be overcome, and I can also tell my Honourable friend that I shall do my best to influence and assist the Agent to come into line with the other Company-managed railways as quickly as possible. (Applause from the Nationalist Benches.)

Now, Sir, we even have given attention to the lowest rung of the ladder, that is to say, the training of those workmen who learn to be semi-skilled workmen and do not rise up very high in their profession. Here also we have not left things to chance. We have overhauled the whole system on our State-managed railways, and we have drawn up revised rules in order that young Indians, who are semi-illiterate, may come into our workshops and learn particular trades and be able in course of time to earn a fair wage.

I pass on now, Sir, to deal rather more specifically with the observations made by my friend when he really pleaded that more adequate arrangements should be made, or more facilities should be granted, so that a greater number of students from colleges, and particularly the Benares College, might get practical experience in railway workshops. Now, I want to acquaint the House, Sir, with this fact that in addition to the direct methods which we employ in order to meet our own requirements i.e., to get qualified Indians for the several grades in our workshops, there are special arrangements in force on some of the more important Railway Administrations for giving facilities for practical training to students of engineering colleges in railway workshops.

(At this stage Mr. President vacated the Chair which was taken by Mr. Deputy President.)

[Mr. A. M. Hayman.]

I got out this information, Sir, rather rapidly in order to answer my Honourable friend, and I hope the House will excuse me if I read out the details; because I am sure he wants to know the exact details.

The Great Indian Peninsula Railway, since 1923, actually has accepted students of mechanical engineering for training on the following terms:

- (1) Payment in advance to the railway of a premium of Rs. 300 per annum. (The Railway Board thought this charge was too high, and have reduced it to Rs. 100 per annum); (2) No payment from the Railway to the students; (3) Students to conform to all railway rules and regulations; (4) No obligation on the railway to offer employment at the end of the period of training.

Up to November, 1928, Sir, 21 students have passed through on those terms on the Great Indian Peninsula Railway. They came from the different colleges as follows:—

The Victoria Jubilee Technical Institute, Bombay	12
Engineering College, Benares	1
Engineering College, Bangalore	3
Indian Institute of Science, Bangalore	2
College of Engineering, Madras	2
Parody House, London	1

The Bombay, Baroda and Central India Railway, a Company-managed railway, follows a somewhat similar system, but I have not been able to get figures showing how many students have passed through the workshops of that railway. The students of the MacLagan Engineering College receive practical training in the North Western Railway Workshops. The students of the Benares Engineering College are also taken for training in the mechanical and electrical workshops of the North Western Railway. As regards the East Indian Railway, we should be happy to take some of the students of the Benares College at Jamalpur, but for the fact that at the present moment we are cramped for accommodation. We train our special grade apprentices required for our superior grades in the Jamalpur Workshops also other apprentices, and this, Sir, has made it impossible for us to take students from the Benares College into that workshop. After all, there is a limit to the number of apprentices that you can take into a workshop and give good practical training to. On the Eastern Bengal Railway there is an arrangement between that Railway and the Bengal Government for the practical training of students in mechanical engineering at Kanchrapara. There we get students of the Benares Engineering College and from, I think, the Sibpur College also.

I think I have shown to the House that we do everything that is possible in the matter of encouraging young Indians to go in for workshop training in all the different grades. It won't be very long before, I think, not only our State-managed railways but also our Company-managed railways will obtain Indian recruits to the mechanical engineering superior services up to the full 75 per cent. of vacancies and without the entire elimination of racial discrimination in the matter of recruitment to the subordinate class appointments, I am sure that the time is not far distant when we shall have young Indians working in our workshops in responsible charge of a large number of workmen, in the important posts of Assistant Foreman and Foreman.

I hope, Sir, that the reply I have made will satisfy the Honourable Member that Government are doing all they can to promote the interests of Indians in this important matter.

Mr. Bhuput Sing: In view of the reply given by the Honourable Member, I beg leave to withdraw the motion.

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

Policy of Central Publicity Department

Mr. Bhuput Sing: Sir, I beg to move:

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

Sir, the policy of the Central Publicity Bureau of the Railway Board is what I want to assail by this cut. I cannot see eye to eye with the Railway Board as to the utility of having publicity centres for the Indian railways in such far-off places as London and New York. To my mind the money that is being spent there for our railway publicity is an absolute waste. So long as India is India, she will have all the charms that she has been credited with from times immemorial and that have always attracted streams of travellers from all parts of the globe to her shores. To advertise abroad the country that is the home of the Vedas, the Upanishads and the Puranas, the Mahabharata, and the Ramayana, and which is the birth-place of Buddha, Sankaracharya, Ramanuja, Ramanada, Nanak, Chaitanya, Ramakrishna, and a host of similar others, and to which the whole world is at the present moment looking forward reverently for that great apostle of peace and non-violence of the modern age—I mean Mahatma Gandhi—is not only a waste of India's money, but is also a disgrace to her fair name. The Indian Publicity scheme abroad can never be an effective educative propaganda nor can it be a profitable commercial proposition as the idea itself is too far-fetched. The scheme serves evidently as an outlet for employment abroad on fat salaries of *ex-railway* officials of India after retirement from this country at the expense of India. I shall now read out to you from a statement that was given in answer to my question on the subject printed at page 721 of the Legislative Assembly Debates of the 11th February current to show what I mean.

Statement showing the names and qualifications of Publicity Officers at London and New York and particulars of their emoluments and tenure of service.

Names of Railway Publicity Officers at		Qualifications.	Particulars about pay, emoluments and tenure of service.
London.	New York.		
Stowell, A. T., C.I.E., V. D.	Biscoe, W. T.	<i>Mr. A. T. Stowell.</i> —He was Chief Operating Superintendent, North Western Railway, and officiated as Agent of that Railway, before retirement in May, 1928. Now holding the post of Manager, London Publicity Bureau.	<i>Mr. Stowell.</i> —£800 per annum. His services are terminable at one month's notice on either side.
Dawson, G. W.	<i>Mr. G. W. Dawson.</i> —He was Publicity Superintendent on the Great Indian Peninsula Railway and was transferred to the Central Publicity Bureau and appointed as Assistant Chief Publicity Officer, Indian State Railways, in 1927. He officiated as Chief Publicity Officer, Indian State Railways, for about 7 months and is now holding the post of Assistant Manager London Publicity Bureau.	<i>Mr. Dawson.</i> —£500 per annum. For a period of 2 years with effect from the 1st January, 1931.
Khan, F. M.	<i>Mr. F. M. Khan.</i> —He was an Assistant Traffic Officer on the North Western Railway and was transferred to the Central Publicity Bureau in January, 1929, and appointed as Assistant Chief Publicity Officer, Indian State Railways, now holding the post of Assistant Manager, London Publicity Bureau.	<i>Mr. F. M. Khan.</i> —Rs. 1,000 per mensem plus Rs. 250 per mensem as special pay. For a period of one year with effect from the 17th May, 1930.
		<i>Mr. W. T. Biscoe.</i> —He was District Traffic Superintendent on the North Western Railway and officiated as Deputy Chief Operating Superintendent of that Railway in 1928. Now holding the post of Resident Manager, New York Publicity Bureau.	<i>Mr. W. T. Biscoe.</i> —£1,400 per annum plus £300 as Local allowance plus £250 as Supplementary allowance. Total £1,950 per annum. For a period of three years with effect from the 15th November, 1930.

Again, if Honourable Members will closely peruse the several questions that I put on the Central Publicity Bureau as well as the answers that have been vouched to me therefor, they will find that there is no concealment of the fact that lakhs and lakhs are annually spent on the *Indian State Railway Magazine*, the main purpose of which is to push on foreign goods and manufactures in India. There is the All-India Railway Time-Table, which also managed to swallow up a lot, but which is to be shortly discontinued because it could not pay its own way, although from its very existence it found favour with none in this country. Then the Central Publicity Bureau is in the habit of buying the most ordinary sketches and drawings prepared by European artists at fancy prices. Let me read out to you some of the items from the answers given to my questions. With reference to the reply to question No. 89 in the further information sent to me by Mr. Parsons, in 1928-29 they paid Rs. 310 for the sketches drawn by Miss Newsome and Miss Nixon. In 1929-30, £70 was paid for sketches for revised big game shooting pamphlets cover design, illustrations and insets, Rs. 450 for Pilgrim poster, and Rs. 450 for Fatehpur-Sikri poster. The following are some other details:

	Rs.
Ellora by W. S. Bagdatopolus	1,120
Budh Gaya by W. S. Bagdatopolus	1,120
Howrah Bridge by W. S. Bagdatopolus	1,120
Khyber Pass by W. S. Bagdatopolus	1,120
Udaipur by W. S. Bagdatopolus	1,120
Benares by W. S. Bagdatopolus	1,120

There are several other small items for Rs. 216. For Amritsar Golden Temple they paid Rs. 666-11-0; for Benares Rs. 1,333-5-0; for Street by Moon Light Rs. 466-11-0. All these are by European artists. For pig-sticking they paid Rs. 1,000-0-0; for four poster designs Indo-Persian, Rs. 2,133-5-0; for Elephant by the Canadian Pacific Railway Rs. 450-0-0; for Delhi by the same Railway Rs. 450-0-0; Elephant by Tom Purvis Rs. 1,400-0-0; for Snake Charmer by Tom Purvis Rs. 1,000-0-0; for Taj Mahal by Gawthorn Rs. 400-0-0; for Palms and Temples of the South by Frank Newbould Rs. 566-0-0; Burma by Martin Jones Rs. 300-0-0; Pilgrim Poster by Miss Newsome Rs. 450-0-0; Fatehpur-Sikri by the same lady Rs. 450-0-0; Hardwar by Gauri Shankar Rs. 100-0-0. The last item was paid only Rs. 100 because he was an Indian. Simla by Bevan Petman Rs. 706-0-0; Fatehpur Sikri by Donald Cameron Rs. 300-0-0; Fatehpur Sikri by Leonard Cusden £31-10-0; Darjeeling by Miss Heanly Rs. 250; Darjeeling by P. Samadar only Rs. 100, again because he was an Indian.

In addition to the Chief Publicity Officer, there are four assistants with a very big establishment. Then, again, there is a Sports Officer attached to the office whose business is to go about the length and breadth of Northern India arranging for occasional hockey matches and boxing tournaments, and drawing fat allowances from the Indian taxpayer's money, as if the fixtures could not be done by postal correspondence from headquarters. The Publicity Department is also somewhat of a mutual benefit society. I have elicited, in reply to a question of mine, that one Mr. Veevers, who is getting a monthly salary of Rs. 650 from the Central Publicity Bureau and whose duties consist in making drawings and sketches for the Department, earned about Rs. 1,200 for supplying drawings of Darjeeling,

[Mr. Bhuput Sing.]

Shillong, Naini Tal, Dakore, and Mount Abu to his own Department, having produced them, as is alleged, during his spare time. Again another railway official, Mr. Martin Jones, who is a Deputy Traffic Manager on the Burma Railways was paid Rs. 300 for a poster for his railway. This is not all. Mr. Veever was also made to win one of the prizes offered by the Central Publicity Bureau at the Simla Fine Arts Exhibition. Now one who runs may read what all this means. The publicity work, as is carried on at present inside the country, affords one the impression that it is done more with a view to benefit some particular groups of presses and particular groups of artists to the exclusion of indigenous printing presses and artists. There is nothing in the publicity propaganda that either appeals to popular imagination or can put the railways in touch with the masses. But the whole publicity scheme means for us 25 to 30 lakhs a year. I wonder whether such a big expenditure of money on such schemes as cannot be well defended will find countenance in the House. Sir, I move.

Mr. A. A. L. Parsons: Sir, from the speech of the Honourable Member and certain remarks which were made during the course of the general discussion, I do not think the activities of what is called the Publicity Department on railways are fully known and I propose, as briefly as possible, to explain exactly what our Publicity Department consists of. It may be said to consist of two parts. The first part is the Publicity Departments on individual railways, and these have not, I think, attracted as much attention as the Central Publicity Department, which is a fairly recent innovation. Now, publicity officers on the railways carry out a good many duties which can hardly be considered to come strictly under the head of publicity or advertising, such duties for instance as the editing and printing of the local supplements to the Indian Railway Magazine. Those local supplements are for the benefit of the staff on Indian railways. They give news of postings, various items of local and social interest and so on. That really comes more or less under the heading of staff work. These local Publicity Departments also arrange for special trains, when required, say, by people who are going away for marriages, or to fairs, *melas*, and so on. They arrange the advertisement of concessions given by railways in newspapers. They procure advertisements for the railway stations. They control the book stalls at stations; and in addition to these and other duties, they do a certain amount of what can be described as real publicity work. All that work comes under railways' Publicity Departments, and I mention that because I am sure Honourable Members will agree with me that most of that work must in any case continue to be done, irrespective of what we do with regard to what is really publicity. Now, of the expenditure which we incur on Indian railways at present in the Publicity Department, over half is incurred by these local Departments. The figures for instance for next year are Rs. 5,85,000 for the Central Publicity Office, and Rs. 7,35,000 for these local Departments who, as I say, do a lot of work which must in any case continue to be done, whatever decision the Government or the House may take as to the continuance of the Central Publicity Department.

Now, with regard to the Central Publicity Department, I would like to give to the House, to start with, a few figures. Last year, we spent approximately, I think, eight lakhs on the Central Publicity Department, which represents something like one tenth of one per cent. of our gross

receipts. It is not easy for me to compare that expenditure with the expenditure incurred by railways in other countries, because ordinarily they do not show their figures for publicity separately. But the General Manager of the London and North Eastern Railway recently stated that his Company spent a thousand pounds a day on advertising, and it was mainly spent on the development of passenger traffic, and represented approximately $2\frac{1}{2}$ per cent. of their receipts. Again I cannot quote exact figures for the American Railways, but I understand that the American railways, which, as everybody knows, are very up to date in a matter of this kind, spend a considerably larger proportion of their gross receipts on advertising or publicity work than the English railways do. I can give some figures for other countries to Honourable Members. I believe the French Government in 1930 provided a sum of £240,000 for what they call "tourism". That is exactly the work our Central Publicity Bureau does. It attempts to encourage tourist and other traffic. The German Government is spending £800,000 annually to attract tourists. South Africa gave an initial grant of £25,000 in 1914. Though these are all that I have been able to collect in the way of figures for other countries, they go to prove that at present on the Indian railways, we are spending very much less on our advertising campaign than the railways in all other principal countries of the world. It will then be asked—are we getting any results for this expenditure? Again it is not very easy to give exact figures, as in India we do not keep, as some other countries do, exact figures of the persons who enter through the ports. Nor can the railways themselves compile the figures. You cannot expect the booking clerk, when a man comes to Victoria Terminus and buys a ticket, to ask him "Are you a tourist? Where do you come from." On the other hand we have got some figures which will show the trend of tourist traffic since we took up this publicity work in real earnest about three years ago. We were able to get figures

from the police authorities at Karachi, Bombay, Calcutta and 4 P.M. Madras. They showed that, for instance, in the six months ending the 31st March 1928, 1,774 Americans came to this country through those ports, and in the six months ending the 31st March 1930, 2,875 Americans—an increase of over a thousand. The increase of other nationalities was not so striking, but there was an increase. Well, so far as we are able to judge from indications of that kind, and from the demand for our tourist cars and special trains, our activities in England and latterly in New York are producing good results.

I will now turn in somewhat greater detail to the work that is done by this Central Publicity Bureau. The Honourable the Mover appeared to consider that it exists entirely to pay certain officers for posters that were of no practical use to us. As a matter of fact I can assure him that they are ready to take posters which are really likely to be attraction from any one offering them: and if Indian artists will only come forward with attractive designs they will certainly be considered, and if they are good designs they will stand a very good chance of acceptance. The real difficulty there, if the Honourable Member will excuse my saying so, is the want of knowledge of this particular art. There are not very many people who are able to produce an effective poster.

Now the Honourable Member also mentioned the *Indian Railway Magazine*. I expect most Honourable Members have seen that magazine, and I hope they will agree with me that it is a well printed and readable

[Mr. A. A. L. Parsons.]

paper. That magazine has so far always paid its way. I have not got the latest figures, but when last I looked into them it was costing about Rs. 1-8-0 a copy to produce the magazine and we sell it as Honourable Members know for Re. 1 a copy. But its large sale in many parts of the world makes it an attractive medium of advertisement and our advertisement revenue has been so big that hitherto we have always made a profit from the magazine. Of the total expenditure in the Budget of Rs. 5,85,000, Rs. 1,75,000 are for the magazine. We expect to get receipts of Rs. 2 lakhs. The Honourable Member appeared to disapprove of the fact that a good many of the advertisements appearing in the magazine are advertisements of foreign manufacturing firms. I am afraid I cannot myself consider that advertisement revenue from that or any other source is a thing upon which a publicity office should do anything but congratulate itself.

I will now refer to what we are actually doing next year. Now I have given the reasons why I consider it desirable that the Indian railways should continue, and even, when the opportunity is good, expand, their advertising activities; but we are not actually asking the House for as much money next year as we have spent in previous years or even are spending this year. That is not because when times are bad we should necessarily reduce our advertising. It is because the other countries from whom we might expect to get tourists to come to this country and spend money in this country are themselves in a slough of depression. It is therefore unlikely that many of their inhabitants will be able to afford the expense necessary for a visit to India, and it is therefore a bad time for us to embark on an intensive advertising campaign. For this reason though we provided in this year's budget for spending Rs. 1,96,000 on advertising, when we found that things were going badly in other countries, we reduced that amount and we now expect to spend only Rs. 1,20,000; and anticipating that the same conditions will remain probably during most of next year, we are only proposing to spend Rs. 70,000 in 1931-32. That is the chief item which is susceptible of reduction. The other items are mostly for things which can hardly be altered without considerable notice, for instance, rents. And some of the expenditure is really inevitable. Take our office in London. One of the officers mentioned by my Honourable friend is required for the High Commissioner's office, because at that office there are numerous inquiries from business men in London who wish either to buy goods from India or to send goods to India and want to know what the railway freight will be. Therefore we have got to provide at that office a man with knowledge of freight rates.

That, I think, Sir, is all I have to say on this motion. I do put it to the House that it is desirable that we should follow the practice of advertising the advantages of travelling in India, as other countries do, and that on the whole it is better that we should do it ourselves rather than leave it entirely in the hands of tourist agencies who, however much they may help us,—and they are of much assistance to us—have no particular interest in getting their clients to come to India rather than to other countries. I am myself convinced that by a proper advertising campaign, such as that which we hope to see carried out by this Central Publicity Office, we shall add not only to the revenues of the Indian railways but also to the wealth of this country.

Mr. S. C. Shahani: Sir, I find that large sums of money are being wasted on the Publicity Department. In the estimated expenditure on the Railway Administration Rs. 13,50,000 have been provided for the Publicity Department, and when I look at pages 55 and 56 of the Demands I find that Rs. 5,85,000 are to be spent on the Central Publicity Bureau. When these 5 lakhs and 85 thousand are to be spent on the Central Publicity Bureau, it appears to me that it is altogether unnecessary for the different railways to spend 13 lakhs and 50 thousand. As was pointed out by me on the occasion of the general discussion, and as has been pointed out today by my Honourable friend Mr. Bhuput Singh, even this amount of 5 lakhs and 85 thousand is to a very large extent misspent. Sports officers are provided for arranging hockey matches, and pictures by European artists are purchased at a very large cost. I have been pressed from all sides to make inquiries as to what the original pay of those that belong to the Central Publicity Bureau was, and I should be obliged if some idea is given to me and to the other Honourable Members of this House as to what the present salaries of the Publicity Officers are, and what they originally were, that is to say, before they joined the Publicity Bureau. I have been hesitating if I should mention it, but I think in the interest of railway management, I should not hesitate to state that, according to my information, some, or one at any rate, who represented himself to be a D. Lit. of an English University was found to be anything but a Doctor of Literature, and on that account he had to resign his post. But he found it very easy to secure a very fat job in the Central Publicity Bureau. This information would probably be helpful in the case of a man like me to form my opinion with regard to the management of Indian Railways.

Mr. E. Studd (Bengal: European): Sir, I found the Honourable the Mover a little difficult to hear and therefore I am not quite sure whether I heard all his arguments correctly. But from a business point of view, I am most certainly strongly in favour of publicity and of advertising. I will go further and say that when times are bad and receipts begin to drop, that is very often just the time not to cut down your advertising but to increase it; and I do not think there can really be any two opinions as to the value of publicity, rightly used, if one considers the extent to which it is made use of not only by the railways in the United Kingdom and in the United States specially perhaps, but also by all kinds of big business concerns. Whatever the Members of the Opposition may say or suggest about the management, the honesty, integrity and ability of the Railway Board, I do not think they will dispute the fact that many, if not all, of these big concerns in England and in the United States are run by hard-headed business men who are out to make the biggest profits possible; and they certainly would not spend very large sums on advertising if they were not quite convinced that they were going to get a very good return for their money. The Honourable the Mover I think suggested that advertising abroad was of no use to the Indian railways. Well, Sir, I am disposed to dispute that point. Perhaps he has not seen quite as much as I have of the floods of American tourists which at certain periods of the year almost overrun Calcutta, and I have no doubt Bombay and other places too. And even in the hotels of Delhi there have been times when one has felt that they are hardly fit places to live in, because one

[Mr. E. Studd.]

cannot move for the crowds of American tourists that fill the public rooms. I cannot help thinking that these crowds, which certainly to my knowledge have increased considerably in the last two or three years, are to some extent at any rate due to the publicity and the advertising of the Railway Board in the United States.

Now, Sir, the Honourable the Mover and my Honourable friend Mr. Shahani both commented on the salaries which are drawn by the various officers in the Publicity Department. Now, I happen to know a little of the figures that efficient publicity officers can command in the way of salaries in England, and compared with those standards I think the figures that have been given of salaries for these officers are very moderate. Mr. Shahani was very anxious to know what the original pay of these officers was as compared with the pay that they are getting now. But I am not sure that that is altogether a fair comparison. For, after all, if a man is found to be particularly expert in a particular job, I see no reason why he should have to take up that new job and continue to draw only the same pay that he was getting before he was discovered to be an expert.

Another point which they raised is with regard to the cost of posters. There again I do happen to know something of the large prices that are paid by railways in the United Kingdom for any poster which they think is particularly appropriate to their needs. And, as the Honourable Mr. Parsons said, the man who can design a really attractive advertisement poster is not a man who is easily found. I know there are tremendous prices paid in England for a poster which readily catches the eye for advertisement purposes, and here again it seems to me that the prices which have actually been paid in this case are very moderate. Now, Sir, I know it is one thing to theorise, and I think that perhaps a little practical experience may go some way towards convicting the House. I happen to know of a case in England of a tourist agency which for a year or two had been rather feeling the pinch and were not getting the turnover that they hoped. A courageous man in that agency decided that they would go in for a really bold policy of advertising, and I think I am right in saying that he decided in the first year to spend £25,000 on advertising. He did it with a certain amount of trepidation and felt that perhaps he was a little too bold; but the programme was carried through; and with what result? The result was that they were so flooded with replies to their advertisements that they had to double their staff. They had them all working overtime and eventually had to double their office accommodation as well. And the net results that they got from it were equally satisfactory. In spite of the fact that a large portion of their business was on the Continent, and that just about the beginning of the tourist season, as Honourable Members will no doubt remember, the French Government brought in special regulations about vaccination, in spite of all that heavy handicap they had one of the biggest years that they had ever had. That was two or three years ago. They have carried on that policy since, with the result that now they are making still bigger records while their rivals, who did not advertise in that way, are in very low water, if not almost on the rocks. The man who was bold enough to carry out this big advertisement campaign, has reached such a flourishing position as he was never in before. That, Sir, I think, is a pretty strong

argument for publicity and advertisement. My own feeling with regard to the Publicity Demand in the Railway Budget is that it is extraordinarily small. Personally I should be much more inclined to increase the expenditure under that head rather than to reduce it, and I am perfectly certain that the result would be more than justified by the returns which it would bring in, though, as the Honourable Mr. Parsons has said, it is not easy to put down those results in actual figures of hard cash. Sir, I, therefore, oppose the motion. (Applause.)

Mr. S. G. Jog (Berar Representative): I am up on my legs after a very, very long time and it was a long break. In fact, I did not want to interest myself in this railway affair, because I think the facts and figures are very suffocating to me. Another reason is that I have given notice of a small cut, which is No. 69 in the list of motions, and I have no hope whatsoever of that cut coming up for debate at all. As regards the proposed cut by my Honourable friend, Mr. Bhuput Sing, regarding the Central Publicity Department, I entirely am in agreement with the observations made by him and by other speakers. I am also in agreement with the suggestions made by my Honourable friend, Mr. Shahani. Sir, the word "economy" seems to be quite strange to the Railway Department. I think it is a word which is not to be found in the vocabulary of the railways. It is not my impression only. The Railway Department has been a spoilt child from the very beginning. This was the observation made about 25 years ago by a very eminent man, who was a Member of the old Imperial Council, the Honourable Mr. G. K. Gokhale, who was held in very high respect in this House and who was respected everywhere. I will read a passage from what he said in those days, about 25 years ago, and you will find that, even after the experience of 25 years, there is absolutely no change in the Railway Administration or in the mentality of the railway people. I will read for your information what was said about 25 years ago. He said:

"Economy came to be a despised word and increased establishments and revised scales of pay and pensions for European officials became the order of the day. Further an uncontrolled growth of expenditure in all directions in the name of increased efficiency was not checked and the legacy must now remain with us."

The Government did not take any notice of this, and the results in the form of deficits are before us today. I think now there is a deliberate attempt on the part of the Railway Administration to swell up the expenses, and probably to make it difficult for the future administration. As soon as we begin to think of railways, the idea comes before us that the railways mean extravagance, corruption, mismanagement and favouritism. These four items are all different and there are experts in inventing schemes by which all these things can be done. Every time they are busy with inventing a new scheme whereby favouritism can be promoted. In these years of financial stringency, when it is difficult to find money, when even the Commerce Member is not prepared to retrench, I do not know how he is going to find money for carrying on the expenses. For retrenchment, they are not prepared. They want this Publicity Department also and they want to have all sorts of these fancies and luxuries in these times. In this way I think it will be very difficult to find money for running the whole show. Retrenchment we are not prepared to make. There are only three other things by which you can make money. If you

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are prepared to do that, I think I will suggest them for your information; beg, borrow or steal. If you are not prepared to adopt a policy of retrenchment, I will make a proposal to the Commerce Member to go on a begging expedition to carry on this show. But I do not think he will agree to this proposal. The next proposal is that of borrowing. India, you know, had practically reached its extreme point, and India is not prepared to bear any burden of borrowing any longer. Having disposed of three ways of finding money, as regards stealing, if the Commerce Member is prepared to do that, I think we will try to incorporate a provision in the Penal Code that stealing for the purposes of financing or increasing the resources of the Railway Administration should be exempt from punishment under the Code. In these circumstances, I submit that this Department, to my mind, appears to be merely a luxurious Department, and should not be conducted in these trying circumstances of financial stringency. I have great pleasure in supporting Mr. Bhuput Sing's cut, and if it comes to a division, I appeal to all groups to support it.

Mr. Arthur Moore: Sir, it seemed to me, listening to the last speaker, that he was begging the question. I am quite sure that we all listened to the opinions of the late Mr. Gokhale with great respect. But I fail to see what bearing they have on the Publicity Department of the Railway Board, because the assumption underlying my Honourable friend's speech was the assumption which, I think, my Honourable friend, Mr. Eric Studd, had effectively destroyed. He assumed that the Publicity Department was a luxury. Well, Sir, the whole defence of publicity is that it is not a luxury but a necessity.

Mr. S. G. Jog: I did not say that the Department is a luxury.

Mr. Arthur Moore: I understood that my Honourable friend certainly used the word luxury.

Mr. S. G. Jog: The Department is a necessity, their ways are luxurious.

Mr. Arthur Moore: There again I thought that the figures that we read as having been paid to artists for posters did not sound to me extremely luxurious.

Mr. B. Das: Why not pay Indian artists luxuriously while European artists are paid luxuriously?

Mr. Arthur Moore: My Honourable friend is again begging the question. I have not the slightest desire in any way to discourage—in fact I would put it the other way: I have the very strongest desire to encourage, and to see encouraged, Indian artists; and I should be very glad indeed to see the Publicity Department of the Railway Board doing everything possible to encourage Indian artists. But I am convinced, to quote the title of a play which had a very long run in England, that “It pays to advertise.” I know that some six years ago, when I was visiting Honolulu, I was met there by people who told me that they had found that they got most astonishing results by advertising their island in India. They found that a great many people now had adopted the habit of going home at least once during the course of their career via the Pacific, largely because of the advertising that took place in this country. In Australia and New

Zealand I was told that they also found a direct benefit from that advertising. I myself was very much struck with the fact that, going round all the States in Australia, never once till I got to Tasmania did I see an advertisement of the Indian railways. In Tasmania only did I see the Indian railways advertised, and I made a mental note at that time that it was a failure on the part of Indian railways that they were not sufficiently advertised in Australia and that they were obviously losing remunerative traffic. I am quite certain that the Canadian Pacific Railway and the other railways which advertise regularly in this country do not do so for nothing, and that they are satisfied that they are getting an adequate return. I think it would show on the part of this House a definite lack of business acumen if now, because the times are bad, we begin—I hope I will not mix my metaphors too much, being encouraged by my friend from Assam—to lay the axe to the goose that lays the golden eggs. (Laughter.) We had better wield our axe in some other direction. It is on what I may call an entirely hard-faced view of business that I would like to suggest to my Honourable friend that he would be well advised, after having ventilated his grievance, which, I understand, is that he thinks not sufficient attention is paid to Indian art, . . .

Mr. S. G. Jog: It is not a question of encouraging Indian art; there are other Departments where art can be encouraged.

Mr. Arthur Moore: There my friend is raising a new point. Is he suggesting that artistic posters do not pay? Surely the whole point is that artistic posters do pay, and that art is not being encouraged by Railway Department at all for art's sake; but purely for the money that it is going to bring in to railway revenue. These artistic posters are, shall we say, the sprats to catch whales or, as some one said, cats to catch the mice. I am quite sure that the idea behind this publicity is not at all directly to encourage art, though it does so indirectly by providing artists with a market for their wares. As I say, my friend has now called attention to the desirability of emphasising the Indian aspect of art in our railway posters; and I think it is an extremely valuable point to bring out in this debate; but lest his cut be interpreted in any way as saying that money spent on publicity is ill-spent and does not bring in a return I would suggest to him that he should withdraw his motion.

Mr. Bhuput Singh: Sir, my object was only to bring to the notice of the Department that these expenses should not be continued and I have achieved that result; so I would beg the leave of the House to withdraw my motion.

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

Future Constitution of the Railway Board.

Mr. K. C. Neegy (Dacca Division: Non-Muhammadian Rural): I beg to move:

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

Sir, I am afraid I chose a rather unpropitious moment for making my appearance this time in this House; for when about a week ago I took the oath of office a feeling of unusual depression bore upon me and the

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speech which the Honourable the Leader of the House delivered in introducing the Railway Budget was not calculated to relieve that feeling of depression. My first impulse was to run away from Delhi as an escape from the atmosphere of unreality that seemed to me to pervade this House; but I have overcome that impulse and I have risen to discuss the future constitution of the Railway Board. The present and past of the Railway Board are, alas! too well-known to us, and I for one am not prepared to allow the Railway Board to determine its future. If the Railway Board had its own way, perhaps this Legislative Assembly would not be in existence. There would be no Railway Budget; there would perhaps not be even an Honourable Member in charge of the Railway Department. There would perhaps be a Czar of the Indian Railways and a Grand Duke Parsons and a few other high dignitaries of the royal blood; and also perhaps a Siberia for my Honourable friends, Mr. B. Das and Dr. Ziauddin Ahmad; for the Railway Administration is such a delicate mechanism that, it cannot survive even the slightest breath of criticism. That has been the orthodox railway view; and when the Montagu-Chelmsford reforms were about to be introduced, or shortly after they were introduced, the Railway Board as a matter of fact actually proposed that this Assembly should have nothing to do with railway management, and that the entire Railway Department should be made a non-voted subject. And I think we owe it to Mr. Montagu that this was not done, but we know how futile our attempts have been to improve and popularise the railway administration, yet we find that the Railway Department grumbles at the fact that the Assembly has been taking some interest in the internal administration of the Railway Department. Indeed, a railway Miss Mayo seems to have been found, and I hold in my hand a more or less recent publication from America in which not merely the railway official point of view is given, but also the view of my Honourable friend, Mr. Arthur Moore, and his party is purported to be represented, and I make no apology for quoting a few lines from that book.

Mr. A. A. L. Parsons: What is the name of the book?

Mr. K. C. Neogy: It is called "Government Ownership and Operation of Railroads". Now, this is what it says:

"Although India does not have representative Government, and for that reason the employees may not directly bring as much pressure to bear on governmental authorities as in other countries, the pressure of native opinion already causes more natives to be employed as officials on the government lines than would be the case were efficiency the sole consideration, and more than the companies find desirable."

And then follows an example:

"As an example, out of consideration of safety all third class passengers were formerly locked in waiting as on the continent of Europe to prevent their attempting to board trains before they stop. Now some of the state lines have been compelled to discontinue this practice as humiliating to the native. Another consideration which makes the English Members of the Assembly"—and this perhaps includes my friend Mr. Arthur Moore—"look unfavourably on government management is that putting aside all thought of race prejudice, it is unfortunately true that the efforts to turn the young native into a competent and trustworthy engineer or traffic man have to a large extent been a failure."

Mr. B. Das: Who is that shameless author? Give us the name. Is that Sir Clement Hindley?

Mr. K. C. Neogy: The writer is an American author. The author comes from the native land of Miss. Mayo.

Mr. Arthur Moore: Why should you identify him with the European Group here?

Mr. K. C. Neogy: Now, Sir, I maintain that, as a result of the separation of Railway finances from General finances, a good deal of authority has been surrendered by this House in favour of the Railway Administration, and by the Secretary of State in favour of the Government of India, and by the Government of India in its turn in favour of the Railway Board, and so on down to the lowest rung of the ladder. Now, a few years of that experiment have passed, and if a thorough inquiry were to be made now into the stewardship of our Railway Department under this convention, I am sure there would be found to be sufficient justification for this House to tighten up its control over the Railway Administration. But perhaps the railways think otherwise. And just as we are on the threshold of another epoch of constitutional progress, the Railway Department have convinced the Government of India that the little control which the Legislature exercise over it should be removed, and we find in the Government of India's despatch on the constitutional proposals that they think that the Railway Administration should be entrusted to a statutory authority, an authority which should be very largely independent of the control of the Legislature. Sir, there is hardly sufficient time for me to summarise the Government of India's proposals in this behalf. They will be found in paragraphs 191 to 196 of the Government of India's despatch. I will only read out just a few lines from these paragraphs to show the trend of the opinion of the Government of India's despatch. The Government of India evidently think that the Railway Administration should be treated as an adjunct of the Military Department, and it says this:

"The purposes in which Parliament must, we think, continue to be interested so far as railways are concerned fall under the heads of Defence, Finance, the Services, and the Anglo-Indian community".

(Laughter from the Nationalist Benches.)

Proceeding to comment upon the influence which the Legislature exercises upon the Railway Administration, the Government observe as follows:

"Under the present constitution, the Legislature can exert considerable influence on the Railway Administration, and the dangers to be apprehended are already becoming evident."

I should like my Honourable friend the Railway Member, if he has the time, to explain this point a little more fully as to what the dangers are which he had in mind when he appended his signature to this despatch. Then the Government of India say:

"We can find no reason for thinking that the difficulties in India would be less than they have been found elsewhere."

And then the Government of India go on to recommend that Parliament should set up a statutory authority for the administration of the railways and that it should be open to the Legislature hereafter to amend certain statutory rules that might be framed under the Parliamentary legislation. Thus far and no further.

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Now, Sir, this proposal of the Government of India, I find, has been hailed with delight among others by the B. N. Railway, and at the last Annual Meeting of the B. N. Railway Company, the Managing Director said:

"I am of the opinion that the present meticulous control is largely due to politics and seriously affects the efficient working of Indian railways, which should be operated thereby with the object of developing the trade of the country. I feel sure that the present system of control increases the cost of working, reduces the authority of Agents, and restricts their initiative, and further impairs the loyalty of employees to their Railway."

Then he recommends that a more substantial degree of self-government should be granted to Boards and Agents of Company-worked lines, as well as to Agents of State-worked lines, Sir, having been a member of the Public Accounts Committee, this observation of the Managing Director of the B. N. Railway did not come to me as a surprise (Laughter), for I do not remember to have found in my experience as a member of the Public Accounts Committee another equally formidable catalogue of financial abuses that prevail on the B. N. Railway, in connection with any other railway. I think it was only two years back that a large number of gross financial irregularities, extravagance and waste came to light as a result of the Auditors' Report in connection with this Company.

Now, Sir, this constitutional question came up for consideration at the Round Table Conference, and I understand there is a good deal of justification in the railway quarters at the fact that the Federal Structure Committee in para. 19 of its Report have made the following recommendation:

"In this connection the Sub-Committee take note of the proposal that a Statutory Railway Authority should be established and are of opinion that this should be done if after expert examination this course seems desirable."

I am sorry, Sir, to have to cause some disappointment to my Honourable friend opposite, because I am going to point out that this recommendation has absolutely no foundation, that is to say, it has crept in as a result of a misunderstanding and misapprehension on the part of the Members of the Round Table Conference. I have in my hand the official Report of the proceedings of the Committee when this Report was under discussion, proceedings which I do not think are yet available in India, and I want to place on record just a few extracts to show how this recommendation should never have found a place in that Report. I will first of all turn to the observations made by Mr. Jinnah, whose absence today I regret very much. This is what he said when the draft Report of the Committee was under discussion:

"I do not think, Sir, that that subject was at all discussed and yet I find this in the Report."

Then the Lord Chancellor who presided said:-

"The subject was discussed; His Highness of Bikaner made a great number of remarks about it on one occasion and discussed the Statutory Board and gave a long account of his own Railways."

Then Mr. Jinnah said:

"We definitely made a recommendation here, and I doubt whether we discussed whether such a recommendation should be made."

Then the Chairman said:

"Very well; I will make a note of that."

Mr. B. Das: What a farce!

Mr. K. C. Neogy: Then, this point was again taken up by the Right Honourable Mr. Sastri. He said:

"I agree with Mr. Jinnah as to the proposition he laid down with regard to the proposal made here upon the subject of railways. When we constituted the Railway Finance Committee, and it was proposed to separate it from the general finance of the Government of India, it was distinctly understood that it was not to be regarded as a derogation from the powers of the Legislative Assembly, and I think it is very necessary to safeguard the rights of the Legislative Assembly even upon Railway administration, and I should think it a wrong provision to make that a statutory authority should be established."

Mr. Jayakar followed him in this strain:

"... I am opposed to giving a statutory basis to the Railway Board or any more recognition than it has at the present moment. I want freedom to be left to the future Minister of Railways to adjust the constitution, the powers and the affairs of the Railway Board in any way which he likes and which he thinks is suited to the requirements, and the growing requirements, of self-government in India."

Sir, the next one to refer to this point was Sardar Ujjal Singh. He said:

"... I feel that question was not discussed in detail in the sub-Committee, and I was rather astonished to find it given such great prominence in the Report. I do not exactly remember, but I think it was probably mentioned by His Highness of Bikaner or some other speaker that a statutory authority ought to be established so far as Railway administration is concerned."

And then follows the disclaimer by His Highness the Maharaja of Bikaner:

"I never used the words 'statutory authority'. I referred to the Railway Board exercising the functions it does now."

So, what he meant was the Railway Board as it now exists, and yet, this recommendation has been incorporated in the Report! (**Mr. B. Das:** "What a shame!")

Now, as time is very short, and as I am very desirous of hearing the Honourable Member in charge in reply, I would just conclude by saying that I am not going to say that we are not prepared to consider the question of reshuffling and rearranging the administration of the Railway Board, nor am I going to say offhand that I am not prepared to agree to the constitution of a statutory authority under any circumstances. But what I would emphasise is that in any question affecting this matter, this House should be taken into the completest confidence, and that it would be very dangerous for the Government to try to deprive this Assembly of its present position of authority over the railways, by seeking to get a provision made in the Parliamentary statute, establishing a statutory authority for the railway management, which would be more or less independent of this House. If the necessity is felt by the responsible Minister for Communications when he is appointed, and if the necessity is felt by the future Legislature of India that such a body should be appointed, and the Indian public are convinced that such a body should be appointed in the interests of economy and better management of the railways, I for one would be the first man to support such

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a proposition. But what I contend is that the Honourable Member should not think of seeking this provision to be made in the Parliamentary statute in derogation of the authority of the Indian Legislature. (Applause.)

Mr. Arthur Moore: Mr. Neogy has introduced . . .

Mr. B. Das: You are not the Government to reply to Mr. Neogy.

Mr. Arthur Moore: Is the Honourable Member aware that I was personally mentioned by Mr. Neogy?

Mr. B. Das: But you know that there are only three minutes to five and the Government Member may not have time to reply.

Mr. President: Order, order.

Mr. Arthur Moore: Mr. Neogy has introduced a new precedent. We have heard of people censuring the Railway Board for sins of omission and commission in the past and in the present, but Mr. Neogy has decided to censure the Railway Board for the future. In doing so, he produced a quotation from an American book which I think is completely unknown to most of us, and he identified myself and other Members of this Group with those views. I can assure Mr. Neogy . . .

Mr. K. C. Neogy: The author did.

Mr. Arthur Moore: Sir, I personally have never before taken any part in a railway debate till this afternoon, and as far as I am aware, no Member of this Group has ever used the language, or expressed the sentiments, that that American author has used and which Mr. Neogy has attributed to us. But I would say this, that I think Mr. Neogy has rendered a useful service, because his speech does draw attention to certain dangers; in fact, I would say that, if there is a movement for a statutory body in connection with the railways, it is speeches like Mr. Neogy's that give life to that movement. We here certainly have never questioned either the separation of the Railway finance or the authority of the Standing Finance Committee for Railways, nor have we ever in any way, as far as I know, deprecated the full discussion that takes place in this House. But speeches such as we have just listened to, remind me of the saying of the late Mr. Sim in this House that that is not the way to run a railway, but the way to ruin it.

The Honourable Sir George Rainy: I did not rise before, because it is impossible to deal, in five minutes, with all the points that were referred to by Mr. Neogy, but I would say one sentence in reply, and it is this. My Honourable friend is afraid that we may smuggle through, by some concealed methods, provisions about the railways which the country does not want. Now, what does the whole Round Table Conference procedure mean but procedure by discussion and agreement, and how is it possible in those circumstances, and how can His Majesty's Government connive at the sort of scheme which the Honourable Member thinks the Government of India have in their mind? (Applause.)

Mr. President: The question is:

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

The motion was negatived.

Mr. President: The question is:

"That a reduced sum not exceeding Rs. 10,49,900 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, 1932, in respect of the 'Railway Board'."

The motion was adopted.

DEMAND No. 2—INSPECTION.

Mr. President: The question is:

"That a sum not exceeding Rs. 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, 1932, in respect of 'Inspection'."

The motion was adopted.

DEMAND No. 3—AUDIT.

Mr. President: The question is:

"That a sum not exceeding Rs. 14,20,000 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, 1932, 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. 13,00,00,000 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, 1932, 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. 37,54,00,000 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, 1932, 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. 75,00,000 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, 1932, 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. 13,00,00,000 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, 1932, in respect of 'Appropriation to Depreciation Fund'."

The motion was adopted.

DEMAND No. 11—MISCELLANEOUS EXPENDITURE.

Mr. President: The question is:

"That a sum not exceeding Rs. 10,75,000 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, 1932, in respect of 'Miscellaneous Expenditure'."

The motion was adopted.

DEMAND No. 14—WORKING EXPENSES (STRATEGIC RAILWAYS).

Mr. President: The question is:

"That a sum not exceeding Rs. 1,97,50,000 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, 1932, in respect of 'Working Expenses (including Appropriation to Depreciation Fund and Miscellaneous Expenditure)'."

The motion was adopted.

Expenditure Charged to Capital.

DEMAND No. 7—NEW CONSTRUCTION.

Mr. President: The question is:

"That a sum not exceeding Rs. 2,86,80,000 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, 1932, in respect of 'New Construction'."

The motion was adopted.

DEMAND No. 8—OPEN LINE WORKS.

Mr. President: The question is:

"That a sum not exceeding Rs. 8,38,40,000 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, 1932, in respect of 'Open Line Works'."

The motion was adopted.

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

Mr. President: The question is:

"That a sum not exceeding Rs. 17,00,000 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, 1932, in respect of 'New Construction and Open Line Works'."

The motion was adopted.

Other Expenditure.

DEMAND No. 10—APPROPRIATION FROM DEPRECIATION FUND.

Mr. President: The question is:

“That a sum not exceeding Rs. 8,25,00,000 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, 1932, in respect of ‘Appropriation from Depreciation Fund (Commercial and Strategic)’.”

The motion was adopted.

DEMAND No. 13—APPROPRIATION FROM THE RESERVE FUND.

Mr. President: The question is:

“That a sum not exceeding Rs. 4,14,67,000 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, 1932, in respect of ‘Appropriation from the Reserve Fund’.”

The motion was adopted.

The Assembly then adjourned till Five of the Clock on Saturday, the 28th February, 1931.

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