

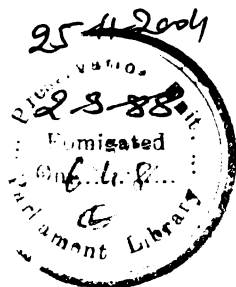
Tuesday, 24th September, 1929

THE
COUNCIL OF STATE DEBATES

VOLUME II, 1929

(16th September to 28th September 1929)

SEVENTH SESSION
OF THE
SECOND COUNCIL OF STATE, 1929



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COUNCIL OF STATE.

Tuesday, 24th September, 1929.

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

QUESTIONS AND ANSWERS.

NUMBER OF PASSENGERS COMING TO AND STARTING FROM THE ALLAHABAD, CAWNPORE AND LUCKNOW RAILWAY STATIONS DURING THE LAST FIVE YEARS, ETC.

68. THE HONOURABLE MR. NARAYAN PRASAD ASTHANA: Will Government be pleased to lay on the table a statement showing the number of railway passengers coming to and starting from the Allahabad, Cawnpore and Lucknow railway stations, respectively, during the last five years as well as a comparative statement of the income derived from passenger traffic at the above stations during the same period?

THE HONOURABLE MR. J. A. WOODHEAD: I am not sure that all the information asked for by the Honourable Member is available, but I will obtain and send him such figures as can readily be extracted from the existing records.

THE HONOURABLE MR. NARAYAN PRASAD ASTHANA: A supplementary question, Sir. Is the Government going to collect the information required?

THE HONOURABLE MR. J. A. WOODHEAD: Yes, Sir. My answer definitely says: "I will obtain and send him such figures as can readily be extracted from the existing records."

EXPENDITURE ON THE CONSTRUCTION OF THE NEW RAILWAY STATIONS AT LUCKNOW AND CAWNPORE.

69. THE HONOURABLE MR. NARAYAN PRASAD ASTHANA: Will Government be pleased to state the amount spent on the construction of the new railway stations at Lucknow and Cawnpore?

THE HONOURABLE MR. J. A. WOODHEAD: The amounts spent on the new railway stations at Lucknow and Cawnpore up to the end of March, 1929, were Rs. 63 lakhs and Rs. 45 lakhs, respectively.

RECRUITMENT OF THE SUBORDINATE RAILWAY SERVICE ON THE EAST INDIAN AND NORTH-WESTERN RAILWAYS.

70. THE HONOURABLE MR. NARAYAN PRASAD ASTHANA: (a) What is the system adopted for the recruitment of the subordinate railway

service on the East Indian and North-Western Railways, with special reference to the portions of these railway lines situated within the United Provinces of Agra and Oudh ?

(b) Is any preference given to the residents of these provinces in such recruitment ?

THE HONOURABLE MR. J. A. WOODHEAD : (a) Recruitment is effected on each division by Selection Committees or through the Personnel Officer.

(b) As recruitment is effected locally, the inhabitants of the areas close to the recruiting centres derive a certain advantage from their geographical proximity to such centre.

THE HONOURABLE MR. NARAYAN PRASAD ASTHANA : A supplementary question, Sir. Where is the recruitment for the portion of the railway which is situated in the United Provinces of Agra and Oudh made ?

THE HONOURABLE MR. J. A. WOODHEAD : I should like to have notice of that question, Sir.

AMALGAMATION OF THE BENGAL AND NORTH-WESTERN RAILWAY AND THE ROHILKUND AND KUMAON RAILWAY.

71. THE HONOURABLE MR. NARAYAN PRASAD ASTHANA : (a) Have the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway administrations been amalgamated ?

(b) When do the terms of contracts of the above two railways expire ?

(c) Is it intended to take them over as State lines on the expiry of the term of their present contracts ?

(d) If not, why not ?

THE HONOURABLE MR. J. A. WOODHEAD : (a) The control of the working of the Rohilkund and Kumaon Railway was vested in the Bengal and North-Western Railway from the 1st July, 1924.

(b) The contracts expire on the 31st December, 1932.

(c) and (d). The question whether the Railways should be taken over by the State on that date has not yet been considered.

PASSENGER FARES ON STATE RAILWAYS.

72. THE HONOURABLE MR. NARAYAN PRASAD ASTHANA : (a) Are the rates of passenger fares on all State Railway lines equal ?

(b) If not, have Government considered the advisability of equalising them ?

THE HONOURABLE MR. J. A. WOODHEAD : Financial conditions on different State Railways prevent entire uniformity in the matter of passenger fares.

ISSUE OF RETURN TICKETS AT REDUCED FARES ON THE GREAT INDIAN PENINSULA RAILWAY.

73. THE HONOURABLE MR. NARAYAN PRASAD ASTHANA : (a) Will Government be pleased to state whether the system of issuing return tickets at reduced fares has been introduced on the Great Indian Peninsula Railway ?

(b) If not, why ?

THE HONOURABLE MR. J. A. WOODHEAD : The Honourable Member is referred to the reply given by Mr. Parsons to question No. 181 asked by Mr. A. H. Ghuznavi on the 29th January, 1929, in the Legislative Assembly.

FREE ALLOWANCE OF LUGGAGE TO PASSENGERS ON RAILWAYS.

74. THE HONOURABLE MR. NARAYAN PRASAD ASTHANA : How long has the present scale of free luggage allowed to passengers on railways been in force ?

THE HONOURABLE MR. J. A. WOODHEAD : So far as I am aware, the scale has been in force for some 40 years.

REVISIONS OF PASSENGER FARES ON RAILWAYS DURING THE LAST 25 YEARS.

75. THE HONOURABLE MR. NARAYAN PRASAD ASTHANA : How many times has the scale of fares of railway passengers been revised by the different railway administrations within the last 25 years ?

THE HONOURABLE MR. J. A. WOODHEAD : I am placing on the table a statement showing passenger fares in force on Class I Railways during the different periods since 1910. I am afraid that this information prior to 1910 is not readily available.

Statement showing the fares in force for 1st Class during the different periods since 1910.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	N. W. RAILWAY.		O. & R. RAILWAY.
1-1-10*	18 pies 1st 300 miles.	1-1-10	18 pies all distances.
	12 pies additional distance.	1-2-22	24 pies 1st 300 miles.
1-7-17	18 pies all distances.		18 pies additional distance.
1-1-22	24 pies 1st 300 miles.		
	18 pies additional distance.		
1-4-26	18 pies all distances.		
1-2-27	18 pies 1st 300 miles.		
	12 pies additional distance.		
*18 pies all distances over the Mushkaf-Bolan and Sind-Pishin Sections.			
	E. B. RAILWAY.†		E. I. RAILWAY.
1910	18 pies all distances.	1-1-10	18 pies 1st 300 miles.
1-12-21	24 pies 1st 150 miles.		12 pies additional distance.
	18 pies additional distance.	1-5-17	18 pies all distances.
15-5-22	30 pies 1st 150 miles.	1-10-21	24 pies 1st 300 miles.
	20 pies additional distance.		18 pies additional distance.
1-8-27	24 pies 1st 150 miles.	1-6-22	30 pies 1st 300 miles.
	18 pies additional distance.		18 pies additional distance.
† Different fares were in force on branch lines worked by the E. B. Railway and in return journey fares.		1-4-24	24 pies 1st 300 miles.
			18 pies additional distance.
		1-2-27	24 pies 1st 100 miles.
			18 pies 101—300 miles.
			12 pies additional distance.

Statement showing the fares in force for 1st Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
G. I. P. RAILWAY.		B., B. & C. I. RAILWAY.	
1-1-10	18 pies 1st 300 miles. 12 pies additional distance.	1-1-10	B. G. and M. G.— all trains. } 18 pies 1st 300 miles. 12 pies additional distance.
1-6-17	18 pies all distances.	1-6-17	B. G. and M. G.— all trains. } 18 pies all distances.
1-4-21	24 pies 1st 300 miles. 18 pies additional distance.	1-4-21	B. G. and M. G.— all trains. } 24 pies 1st 300 miles. 18 pies additional distance.
1-5-22	30 pies 1st 300 miles. 18 pies additional distance.	1-5-22	B. G. and M. G.— all trains. } 30 pies 1st 300 miles. 18 pies additional distance.
1-10-24	24 pies 1st 300 miles. 18 pies additional distance.	1-10-24	B. G. and M. G.— all trains. } 24 pies 1st 300 miles. 18 pies additional distance.
1-4-26	18 pies all distances.	1-4-26	B. G. and M. G.— all trains. } 24 pies 1st 150 miles. 18 pies additional distance.
M. & S. M. RAILWAY.		B. N. RAILWAY.	
1-1-10	B. G. and M. G.— all trains. } 18 pies 1st 300 miles. 12 pies additional distance.	1-1-10	18 pies 1st 300 miles. 12 pies additional distance.
1-4-17	B. G. and M. G.— all trains. } 18 pies all distances.	1-5-17	24 pies 1st 200 miles. 12 pies additional distance.
1-6-21	B. G.—all trains and mail. } 24 pies 1st 300 miles. 18 pies additional distance. M. G.—Ordinary—18 pies all distances.	1-10-21	24 pies 1st 200 miles. 18 pies additional distance.
1-6-22	B. G. and M. G.— all trains. } 30 pies 1st 300 miles. 18 pies additional distance.	1-6-22	24 pies 1st 300 miles. 18 pies additional distance.
1-10-24	B. G. and M. G.— all trains. } 24 pies 1st 300 miles. 18 pies additional distance.		
1-10-26	B. G. and M. G.— all trains. } 24 pies 1st 150 miles. 18 pies additional distance.		

Statement showing the fares in force for 1st Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	S. I. RAILWAY (<i>Nilgiri excepted</i>).		BURMA RAILWAYS.
1-1-10	*Mail—12 pies all distances. Ordinary—12 pies all distances.	1-1-10	15 pies all distances. 30 pies all distances on Lashio Br. and Southern Shan States Railway.
1-2-17	*Mail—18 pies all distances. Ordinary—12 pies all distances.		18 pies all distances.
1-7-21	*Mail { 24 pies 1st 300 miles. 18 pies additional distance. Ordinary—18 pies all distances.	1-6-18	36 pies all distances on Lashio Br. and Southern Shan States Railway.
15-4-22	*Mail { 30 pies 1st 300 miles. 22½ pies additional distance. Ordinary—22½ pies all distances.	1-12-21	24 pies 1st 300 miles. 18 pies additional distance. Lashio Br. and Southern Shan States. { 48 pies 1st 300 miles. 36 pies additional distance.
1-1-26	Mail { 24 pies 1st 300 miles. 18 pies additional distance. Ordinary—18 pies all distances.	15-6-26	18 pies all distances. Lashio Br. and Southern Shan States. { 36 pies all distances.
1-1-27	Mail { 24 pies 1st 150 miles. 18 pies additional distance.		
* The Mail fares apply also to Trivandrum Express trains—Metre gauge.			
	B. & N. W. RAILWAY.		NIZAM'S RAILWAY.
1-1-10	12 pies all distances.	1-1-10	B. G.—18 pies all distances.
1-7-17	18 pies all distances.		M. G.—12 pies all distances.
1-4-27	18 pies 1st 150 miles. 12 pies additional distance.	1-3-17	B. G. and M. G.—18 pies all distances.

Statement showing the fares in force for 1st Class during the different periods since 1910—concl'd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	J. B. RAILWAY.		A. B. RAILWAY.
1-1-10	18 pies 1st 100 miles. 15 pies 101—200 miles. 12 pies additional distance. 12 pies all distances on J. H. Ry. and Jhudo and Khadro (a) Branches.	1910	18 pies all distances.
1-5-17(b)	18 pies all distances.	1-7-17	24 pies 1 to 50 miles (rounded off to a maximum of 18 pies at 80 miles).
1-8-20	18 pies all distances.		18 pies from 81 miles and beyond.
1-5-21(c)	24 pies 1st 300 miles. 18 pies additional distance.	15-8-20	18 pies all distances on the C. S. Ry. Otherwise as above.
1-5-22(d)	30 pies 1st 300 miles. 24 pies additional distance.	1-4-22	24 pies 1st 300 miles. 18 pies additional distance.
1-11-24(e)	24 pies all distances.	1-7-22	30 pies 1st 300 miles. 16 pies additional distance.
			R. & K. RAILWAY.
			<i>Bareilly Kathgodam Section—</i>
(a) Jhudo Branch was opened on 18th April, 1909, and Khadro Branch on 1st January, 1912.		1910	3 annas per mile subject to a maximum of Rs. 10.
(b) These fares were brought into force in local booking from 1st May, 1917, and in through booking from 15th May, 1917.		1-8-22	The maximum of Rs. 10 was withdrawn and fares calculated at 3 annas per mile on the actual distance.
(c) These enhanced fares were brought into force in local booking from 1st May, 1921, and in through booking from 1st June, 1921.			<i>M. R. & L. K. Sections—</i>
(d) These fares were brought into force in local and through booking from 1st May, 1922, but in through booking from stations on certain Rys. to stations on this Ry. from different dates as the revised fare lists could not reach them in time.		1910	3 annas per mile.
(e) These fares have been revised over the Jodhour Ry. only. Over the Bikaner State Ry. the fares remain the same as were in force over the J. B. Ry. from 1st May, 1922 to 31st October, 1924.			<i>Bareilly Soron Section—</i>
		1910	18 pies all distances.
			<i>Lucknow-Bareilly Section including branches—</i>
		1910	18 pies all distances.

Statement showing the fares in force for 2nd Class during the different periods since 1910.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	N. W. RAILWAY.		O. & R. RAILWAY.
1-1-10(a) {	9 pies 1st 300 miles.	1-1-10	9 pies all distances.
	6 pies additional distance.	1-2-22 {	12 pies 1st 300 miles.
1-7-17	9 pies all distances.		9 pies additional distance.
1-1-22 {	12 pies 1st 300 miles.		
	9 pies additional distance.		
1-4-26	9 pies all distances.		
1-2-27 {	9 pies 1st 300 miles.		
	6 pies additional distance.		
(a) 9 pies all distances over the Mushkaf-Bolan and Sind-Pishin Sections.			
	E. B. RAILWAY.*		* E. I. RAILWAY.
1910	9 pies all distances.	1-1-10 {	9 pies 1st 300 miles.
1-12-21 {	12 pies 1st 150 miles.		6 pies additional distance.
	9 pies additional distance.	1-5-17	9 pies all distances.
15-5-22 {	15 pies 1st 150 miles.	1-10-21 {	12 pies 1st 300 miles.
	10 pies additional distance.		9 pies additional distance.
			15 pies 1st 300 miles.
		1-6-22 {	9 pies additional distance.
			12 pies 1st 300 miles.
		1-4-24 {	9 pies additional distance.
			12 pies 1st 100 miles.
		1-2-27 {	9 pies 101—300 miles.
			6 pies additional distance.
* Different fares were in force on branch lines worked by the E. B. Railway and in return journey fares.			

Statement showing the fares in force for 2nd Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
G. I. P. RAILWAY.		B., B. & C. I. RAILWAY.	
1-1-10	9 pies 1st 300 miles. 6 pies additional distance.	1-1-10	B. G. & M. G.—all trains. } 9 pies 1st 300 miles. 6 pies additional distance. N. G.—all trains—9 pies all distances.
1-6-17	9 pies all distances.	1-6-17	B. G. & M. G.—all trains. } 9 pies all distances.
1-4-21	12 pies 1st 300 miles. 9 pies additional distance.	1-1-21	B. G. & M. G.—all trains. } 9 pies all distances.
1-5-22	15 pies 1st 300 miles. 9 pies additional distance.	1-4-21	N. G.—all trains—18 pies all distances. B. G. & M. G.—all trains } 12 pies 1st 300 miles. 9 pies additional distance. N. G.—all trains—18 pies all distances.
1-10-24	12 pies 1st 300 miles. 9 pies additional distance.	1-5-22	B. G. & M. G.—all trains. } 15 pies 1st 300 miles. 9 pies additional distance. N. G.—all trains—18 pies all distances.
1-4-26	9 pies all distances.	1-10-24	B. G. & M. G.—all trains. } 12 pies 1st 300 miles. 9 pies additional distance. N. G.—all trains—18 pies all distances.
M. & S. M. RAILWAY.		1-4-26	B. G. & M. G.—all trains. } 12 pies 1st 150 miles. 9 pies additional distance.
1-1-10	B. G. & M. G.—all trains. } 9 pies 1st 300 miles. 6 pies additional distance.	B. N. RAILWAY.	
1-4-17	B. G. & M. G.—all trains. } 9 pies all distances.	*1-1-10	8 pies 1st 300 miles. 6 pies additional distance.
1-6-21	B. G.—all trains. } 12 pies 1st 300 miles. M. G.—mail. } 9 pies additional distance. M. G.—ordinary—9 pies all distances.	1-5-17	12 pies 1st 200 miles. 6 pies additional distance.
1-6-22	B. G. & M. G.—all trains. } 15 pies 1st 300 miles. 9 pies additional distance.	1-10-21	12 pies 1st 200 miles. 9 pies additional distance.
1-10-24	B. G. & M. G.—all trains. } 12 pies 1st 300 miles. 9 pies additional distance.	1-6-22	12 pies 1st 300 miles. 9 pies additional distance.
1-10-26	B. G. & M. G.—all trains. } 12 pies 1st 150 miles. 9 pies additional distance.	*During the period 1910-17, over the E. C. Section (Cuttack to Waltair including Puri and Vizagapatam branches) and over the N. G. lines [viz., (1) Gordia-Chanda-Nagpur Section, (2) Itwari-Chindwara Section, Satpura Exten., Dhamtari branch, Purulia, Lohardaga branch] the scale of charge was 9 pies per mile for any distance.	

Statement showing the fares in force for 2nd Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	S. I. RAILWAY (<i>Nilgiri Railway excepted</i>).		BURMA RAILWAYS.
1-1-10	*Mail—6 pies all distances.	1-1-10	9 pies all distances.
	Ordinary—6 pies all distances.		18 pies all distances on Lashio branch and Southern Shan States Railway.
1-2-17	*Mail—9 pies all distances.		12 pies 1st 300 miles.
	Ordinary—6 pies all distances.		9 pies additional distance.
1-7-21	*Mail— $\left\{ \begin{array}{l} 12 \text{ pies 1st 300 miles.} \\ 9 \text{ pies additional distance.} \end{array} \right.$	1-12-21	Lashio branch and Southern Shan States. $\left\{ \begin{array}{l} 24 \text{ pies 1st 300 miles.} \\ 18 \text{ pies additional distance.} \end{array} \right.$
	Ordinary—9 pies all distances.		
1-4-22	*Mail— $\left\{ \begin{array}{l} 15 \text{ pies 1st 300 miles.} \\ 11\frac{1}{2} \text{ pies additional distance.} \end{array} \right.$		9 pies all distances.
	Ordinary—11 $\frac{1}{2}$ pies all distances.	15-6-26	Lashio branch and Southern Shan States. $\left\{ \begin{array}{l} 18 \text{ pies all distances.} \end{array} \right.$
1-1-26	Mail— $\left\{ \begin{array}{l} 12 \text{ pies 1st 300 miles.} \\ 9 \text{ pies additional distance.} \end{array} \right.$		
	Ordinary—9 pies all distances.		
1-1-27	Mail— $\left\{ \begin{array}{l} 12 \text{ pies 1st 150 miles.} \\ 9 \text{ pies additional distance.} \end{array} \right.$		
*The mail fares apply also to Trivandrum Express trains—metre gauge.			
	B. & N. W. RAILWAY.		NIZAM'S RAILWAY.
1-1-10	6 pies all distances.	1-1-10	B. G. & M. G.—6 pies all distances.
1-7-17	9 pies all distances.		
1-4-27	$\left\{ \begin{array}{l} 9 \text{ pies 1st 150 miles.} \\ 6 \text{ pies additional distance.} \end{array} \right.$	1-3-17	B. G. & M. G.—9 pies all distances.

Statement showing the fares in force for 2nd Class during the different periods since 1910—concl'd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	J. B. RAILWAY.		A. B. RAILWAY.
1-1-10	8 pies 1st 100 miles. 7 pies 101—200 miles. 6 pies additional distance. Same fares were in force on J. H. Ry. and Jhudo and Khadro branches. (a)	1910	9 pies all distances.
1-5-17(b)	9 pies all distances.	1-7-17	12 pies 1 to 50 miles (rounded off to a maximum of 9 pies at 80 miles). 9 pies from 81 miles and beyond.
1-8-20	9 pies all distances.	15-8-20	9 pies all distances on the C. S. Ry. Otherwise as above.
1-5-21 (c)	12 pies 1st 300 miles. 9 pies additional distance.	1-4-22	12 pies 1st 300 miles. 9 pies additional distance.
1-5-22 (d)	15 pies 1st 300 miles. 12 pies additional distance.	1-7-22	15 pies 1st 300 miles. 9 pies additional distance.
1-11-24 (e)	12 pies all distances.		
<p>(a) Jhudo branch was opened on 18th April, 1909, and Khadro branch on 1st January, 1912. (b) These fares were brought into force in local booking from 1st May, 1917, and in through booking from 15th May, 1917. (c) These enhanced fares were brought into force in local booking from 1st May, 1921, and in through booking from 1st June, 1921. (d) These fares were brought into force in local and through booking from 1st May, 1922, but in through booking from stations on certain railways to stations on this railway from different dates as the revised fare lists could not reach them in time. (e) These fares have been revised over the Jodhpur Railway only. Over the Bikaner State Railway the fares remain the same as were in force over the Jodhpur Bikaner Railway from 1st May, 1922 to 31st October, 1924.</p>			
	R. & K. RAILWAY.		
	<i>Bareilly Kathgodam Section.</i>		
1910	15 pies all distances subject to a maximum of Rs. 5.		
1-8-22	The maximum of Rs. 5 per mile was withdrawn and fares calculated at 15 pies per mile on the actual distance.		
	<i>M. R. & L. K. Sections.</i>		
1910	15 pies all distances.		
	<i>Bareilly Soron Section.</i>		
1910	9 pies all distances.		
	<i>Lucknow Bareilly Section including branches.</i>		
1910	9 pies all distances.		

Statement showing the fares in force for Inter Class during the different periods since 1910.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
N. W. RAILWAY.		O. AND R. RAILWAY.	
1-1-10*	3½ pies 1st 300 miles.	1-1-10	3 pies all distances.
	3 pies additional distance.		4½ pies all distances.
1-7-17	4½ pies all distances.	1-5-17	5½ pies all distances.
	4½ pies all distances by all trains.	1-6-22	
1-1-22	except by Bombay and Calcutta mail trains. { 6 pies 1st 300 miles. 4½ pies additional distance.	1-1-22	Mail— { 7 pies 1st 300 miles. 3½ pies additional distance.
1-6-22	5 pies all distances.		Ordinary— { 5 pies 1st 300 miles. 3½ pies additional distance.
1-4-26	5 pies 1st 50 miles. 4½ pies additional distance.		
*4½ pies all distances over the Mushkaf-Bolan and Sind-Pishin Sections.			
E. B. RAILWAY†.		E. I. RAILWAY.	
1910	Mail and Ordinary { 4 pies all distances.	1-1-10	Mail and Ordinary { 3½ pies 1st 300 miles. 3 pies additional distance.
1-6-17	Mail and Ordinary { 4½ pies all distances.	1-5-17	Mail and Ordinary—4½ pies all distances.
			6 pies 1st 300 miles.
1-12-21	Mail— { 6 pies 1st 150 miles. 4½ pies additional distance.	1-10-21	Mail— { 4½ pies additional distance.
	Ordinary—4½ pies all distances.		Ordinary—4½ pies all distances.
15-5-22	Mail and Ordinary { 6 pies 1st 150 miles. 4½ pies additional distance.	1-6-22	Mail— { 7½ pies 1st 300 miles. 5½ pies additional distance.
			Ordinary—5½ pies all distances.
		1-4-24	Mail— { 7 pies 1st 300 miles. 5 pies additional distance.
			Ordinary—5 pies all distances.
			7 pies 1st 300 miles.
		1-1-26	Mail— { 3½ pies additional distance. 5 pies 1st 300 miles.
			Ordinary— { 3½ pies additional distance.
		1-3-28	Mail and Ordinary— { 5 pies 1st 300 miles. 3½ pies additional distance.

†Different fares were in force on branch lines worked by the E. B. Railway and in return journey fares.

Statement showing the fares in force for Inter Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	G. I. P. RAILWAY.		B., B. AND C. I. RAILWAY.
1-4-12	4½ pies all distances.		No Inter Class.
1-1-21	6 pies all distances.	1-8-22*	B. G.—See note below.
1-5-22	7½ pies all distances.	1-7-23†	M. G.—See note below.
1-10-22	7½ pies 1st 300 miles.	1-10-24‡	M. G.—See note below.
	6 pies additional distance.	15-10-24§	B. G.—See note below.
1-4-26	Mail— $\left\{ \begin{array}{l} 7\frac{1}{2} \text{ pies 1st 300 miles.} \\ 6 \text{ pies additional distance.} \end{array} \right.$		$\left\{ \begin{array}{l} \text{Mail—6 pies 1st 150 miles.} \\ 5 \text{ pies additional distance.} \end{array} \right.$
	Ordinary—6 pies all distances.	1-4-26	$\left\{ \begin{array}{l} \text{B. G. and M. G.} \\ \text{all trains.} \end{array} \right.$
1-5-28	Mail and Ordinary— $\left\{ \begin{array}{l} 6 \text{ pies all distances.} \end{array} \right.$		$\left\{ \begin{array}{l} \text{Ordinary—5 pies 1st 150 miles.} \\ 4 \text{ pies additional distance.} \end{array} \right.$
			*Between Bombay and Viramgam by Kathiawar Express trains—7½ pies all distances.
			†Over the Agra-Achnera-Cawnpore and Delhi-Rewari-Bhatinda Sections by certain slow trains—6 pies all distances.
			‡Over the Agra-Achnera-Cawnpore and Delhi-Rewari-Bhatinda Sections by certain slow trains—5 pies all distances.
			§Between Bombay and Viramgam by Kathiawar Express trains—6 pies all distances.
	M. AND S. M. RAILWAY.		B. N. RAILWAY.
1-1-10	Mail and Ordinary $\left\{ \begin{array}{l} 4\frac{1}{2} \text{ pies all distances.} \end{array} \right.$	1-1-10*	Mail and Ordinary $\left\{ \begin{array}{l} 3\frac{1}{2} \text{ pies all distances.} \end{array} \right.$
1-4-13	Mail and Ordinary $\left\{ \begin{array}{l} 4 \text{ pies 1st 300 miles.} \\ 3 \text{ pies additional distance.} \end{array} \right.$	1-5-17	Mail and Ordinary $\left\{ \begin{array}{l} 4\frac{1}{2} \text{ pies all distances.} \end{array} \right.$
1-2-17*	Mail and Ordinary $\left\{ \begin{array}{l} 4\frac{1}{2} \text{ pies 1st 300 miles.} \\ 3\frac{1}{2} \text{ pies additional distance.} \end{array} \right.$	1-8-20	Mail† $\left\{ \begin{array}{l} 5 \text{ pies 1st 400 miles.} \\ 4\frac{1}{2} \text{ pies additional distance.} \end{array} \right.$
1-4-17	Mail and Ordinary $\left\{ \begin{array}{l} 4\frac{1}{2} \text{ pies all distances.} \end{array} \right.$		Ordinary—4½ pies all distances.

Statement showing the fares in force for Inter Class during the different period since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	M. & S. M. RAILWAY—contd.		B. N. RAILWAY—contd.
1-8-20	{ Mail—5 pies all distances. Ordinary— $4\frac{1}{2}$ pies all distances.	1-10-21	Mail† { 6 pies 1st 300 miles. $4\frac{1}{2}$ pies additional distance.
1-6-21	{ Mail—6 pies all distances. Ordinary— $4\frac{1}{2}$ pies all distances.		Ordinary— $4\frac{1}{2}$ pies all distances.
1-6-22	{ Mail—7 pies all distances. Ordinary—5 pies all distances.	1-6-22	Mail† { 7 pies 1st 300 miles. 5 pies additional distance.
1-6-23	{ Mail—6 pies all distances. Ordinary—5 pies all distances.		Ordinary—5 pies all distances.
1-3-24	{ Mail and } 5 pies all distances. Ordinary	1-1-26	Mail { 7 pies 1st 300 miles. $3\frac{1}{2}$ pies additional distance.
			Ordinary { 5 pies 1st 300 miles. $3\frac{1}{2}$ pies additional distance.

*From 1st February 1917 Inter class fares over metre gauge were—

4 pies 1st 300 miles.

3 pies additional distance.

*During the period 1910-17, over the East Coast Section (Cuttack to Waltair including Puri and Vizagapatam Branches) and over the N. G. lines (viz., (1) Gondia-Chanda-Nagpur Section, (2) Itwari-Chhindwara Section, (3) Satpura Extension, (4) Dhamtari branch and Purulia-Lohasdaga branch] the scale of charge was $4\frac{1}{2}$ pies per mile.

† These fares also apply to Express trains.

	S. I. RAILWAY.		BURMA RAILWAYS.
	Inter class accommodation in metre gauge Boat Mails only was introduced from 1st June 1922 at $7\frac{1}{2}$ pies for any distance.		No Inter class.
	No Inter class in ordinary trains.		
	B. AND N.-W. RAILWAY.		NIZAM'S RAILWAY.
1-1-10	3 pies all distances.		No Inter class.
1-7-17	$4\frac{1}{2}$ pies all distances.		
1-4-27	4 pies all distances.		

Statement showing the fares in force for Inter Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	J. B. RAILWAY.		A. B. RAILWAY.
1-1-10	<p>3 pies 1st 200 miles.</p> <p>2½ pies additional distance. Same fares were in force on J. H. Railway and Jhudo and Khadro Branches (a).</p>	1910	<p>4½ pies all distances.</p> <p>3½ pies all distances—when booked locally from and to any stations between Comilla and Akhaura, both inclusive.</p>
1-12-11	<p>3 pies 1st 300 miles.</p> <p>2½ pies additional distance. Same fares were in force on J. H. Railway and Jhudo and Khadro Branches (a).</p>	1-6-13	<p>4½ pies all distances.</p> <p>4 pies all distances—when booked locally from and to any stations between Comilla and Akhaura, both inclusive.</p>
1-5-17(b)	4 pies all distances.	15-6-17	<p>6 pies 1 to 29 miles (rounded off to a maximum of 4½ pies at 43 miles).</p> <p>4½ pies 44 miles and beyond.</p>
1-8-20(c)	4½ pies all distances.	1-8-20	<p>6 pies 1 to 29 miles and at 5 pies per mile to be rounded off at 34 miles up to 400 miles.</p> <p>4½ pies for distances beyond 400 miles.</p>
1-5-22(d)	6 pies all distances.	15-8-20	6 pies all distances over the C. S. Railway branch.
1-11-24(e)	5 pies all distances.	1-4-22	<p>6 pies 1st 300 miles.</p> <p>4½ pies additional distance.</p>
(a) Jhudo branch was opened on 18th April, 1909 and Khadro branch on 1st January, 1912.		1-7-22	<p>6 pies 1st 300 miles.</p> <p>5 pies additional distance.</p>
(b) These fares were brought into force in local booking from 1st May, 1917 and in through booking from 15th May, 1917.		1-5-26	<p>5 pies 1st 300 miles.</p> <p>4 pies additional distance.</p>
(c) These revised fares were brought into force in local booking from 1st August, 1920, and in through booking from 1st September, 1920.			
(d) These fares were brought into force in local and through booking from 1st May, 1922, but in through booking from stations on certain railways to stations on this railway from different dates as the revised fare lists could not reach them in time.			
(e) These fares were revised on the J. B. Railway only. Over the Bikaner State Railway the fares remain the same as were in force over the J. B. Railway from 1st May, 1922 to 31st October, 1924.			

Statement showing the fares in force for Inter Class during the different periods since 1910—concl'd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	R. AND K. RAILWAY.		
	<i>Bareilly Kathgodam Section.</i>		
1910	8 pies per mile between Kichha and Kathgodam.		
	5 pies per mile between Kichha and Bareilly Junction.		
	<i>M. R. and L. K. Sections.</i>		
1910	5 pies all distances.		
	<i>Bareilly Soron Section.</i>		
1910	4 pies all distances.		
15-7-17	4½ pies all distances.		
	<i>Lucknow-Bareilly Section including branches.</i>		
1910	4 pies all distances.		
15-7-17	4½ pies all distances.		

Statement showing fares in force for 3rd Class during the different periods since 1910.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	N. W. RAILWAY.		O. AND R. RAILWAY.
1-1-10*†	2½ pies all distances.	1-1-10	$\left\{ \begin{array}{l} 2\frac{1}{2} \text{ pies 1 to 75 miles.} \\ 2 \text{ pies 76 to 150 miles.} \\ 1\frac{1}{2} \text{ pies additional distance.} \end{array} \right.$
1-6-16*†	$\left\{ \begin{array}{l} 2\frac{1}{2} \text{ pies 1st 100 miles.} \\ 2 \text{ pies additional distance.} \end{array} \right.$	1-5-17	3 pies all distances.
1-7-17	3 pies all distances.	1-6-22	3½ pies all distances.
1-6-22	3½ pies all distances.		
1-4-26	$\left\{ \begin{array}{l} 3\frac{1}{2} \text{ pies 1st 50 miles.} \\ 3 \text{ pies additional distance.} \end{array} \right.$	1-1-26	$\left\{ \begin{array}{l} \text{Mail} \left\{ \begin{array}{l} 5 \text{ pies 1st 300 miles.} \\ 3\frac{1}{2} \text{ pies 301—600 miles.} \\ 3 \text{ pies additional distance.} \end{array} \right. \\ \text{Ordinary} \left\{ \begin{array}{l} 3\frac{1}{2} \text{ pies 1st 300 miles.} \\ 2\frac{1}{2} \text{ pies additional distance.} \end{array} \right. \end{array} \right.$
1-2-27	$\left\{ \begin{array}{l} 3\frac{1}{2} \text{ pies 1st 50 miles.} \\ 3 \text{ pies 51—300 miles.} \\ 2 \text{ pies additional distance.} \end{array} \right.$		
1-4-28	$\left\{ \begin{array}{l} 3\frac{1}{2} \text{ pies 1st 50 miles.} \\ 2\frac{1}{2} \text{ pies 51—300 miles.} \\ 1\frac{1}{2} \text{ pies additional distance.} \end{array} \right.$		
<p>* 3 pies all distances over the Mushkaf-Bolan and Sind-Pishin Sections.</p> <p>† 2½ pies all distances over the Nowshera-Dargai and Kohat-Thal Sections from 1st July, 1912 to 30th June, 1917.</p>			
	E. B. RAILWAY†.		E. I. RAILWAY.
1910	Mail and Ordinary—2½ pies all distances.		
1-6-17	Mail and Ordinary—3 pies all distances.	1-1-10	$\left\{ \begin{array}{l} 2\frac{1}{2} \text{ pies 1st 100 miles.} \\ 2 \text{ pies 101 to 300 miles.} \\ 1\frac{1}{2} \text{ pies additional distance.} \end{array} \right.$
1-12-21	$\left\{ \begin{array}{l} \text{Mail} \left\{ \begin{array}{l} 4 \text{ pies 1st 150 miles.} \\ 3\frac{1}{2} \text{ pies additional distance.} \end{array} \right. \\ \text{Ordinary—3 pies all distances.} \end{array} \right.$	1-5-17	All trains—3 pies all distances.
	†Different fares were in force on branch lines worked by E. B. Railway and in return journey fares.	1-10-21	$\left\{ \begin{array}{l} \text{Mail} \left\{ \begin{array}{l} 4 \text{ pies 1st 300 miles.} \\ 3\frac{1}{2} \text{ pies additional distance.} \end{array} \right. \\ \text{Other trains—3 pies all distances.} \end{array} \right.$

Statement showing fares in force for 3rd Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	E. B. RAILWAY*—contd.		E. I. RAILWAY—contd.
15-5-22	Mail { 5 pies 1st 150 miles. 4 pies additional distance.	1-6-22	Mail { 5 pies 1st 300 miles. 4½ pies additional distance. Other trains—3½ pies all distances.
	Ordinary—3½ pies all distances.		
1-8-27	Mail and Ordinary. } 3½ pies all distances.	1-1-26	Mail { 5 pies 1st 300 miles. 3½ pies 301—600 miles. 3 pies additional distance. Ordinary { 3½ pies 1st 300 miles. 2½ pies additional distance.
	* Different fares were in force on branch lines worked by E. B. Railway and in return journey fares.	1-2-27	Mail { 5 pies 1st 50 miles. 4 pies 51—300 miles. 2½ pies additional distance. Ordinary. { 3½ pies 1st 50 miles. 3 pies 51—300 miles. 2 pies additional distance.
15-3-29	† Mail and Ordinary. { 3½ pies 1st 150 miles. 2½ pies 151—300 miles. 1½ pies additional distance.	1-3-28	Mail and Ordinary. { 3½ pies 1st 50 miles. 3 pies 51—300 miles. 2 pies additional distance.
		1-5-28	Mail and Ordinary. { 3½ pies 1st 50 miles. 2½ pies 51—300 miles. 1½ pies additional distance.
			B., B. AND C. I. RAILWAY.
			Mail—
			B. G. and M. G. { 3 pies 1st 300 miles. 2 pies additional distance.
		1-1-10	Ordinary—
1-1-10	Mail— 3 pies all distances. Ordinary— 2½ pies 1st 300 miles. 2 pies additional distance.		B. G. { 2½ pies 1st 200 miles. 1½ pies additional distance. M. G. { 2 pies 1st 200 miles. 1½ pies additional distance. N. G. all trains—3 pies all distances.

† In local booking (except over the Sara-Sirajganj, Cooch Behar State, Raja Bhat Khawa-Dalsingpara and Khulna-Bagherhat Railways) and in through booking from 1st April, 1929.

Statement showing fares in force for 3rd. Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	G. I. P. RAILWAY—contd.		B., B. & C. I. RAILWAY.—contd.
1-6-17	<i>Mail—</i> $3\frac{1}{2}$ pies all distances. <i>Ordinary—</i> 3 pies all distances.	1-6-17	<i>Mail—</i> B. G.— $3\frac{1}{2}$ pies all distances. M. G.—3 pies all distances. <i>Ordinary—</i> B. G.—3 pies all distances. M. G.— $2\frac{1}{2}$ pies all distances. N. G. all trains.—3 pies all distances.
1-1-21	<i>Mail—</i> 4 pies all distances. <i>Ordinary—</i> 3 pies all distances.	1-3-18	B. G. and { <i>Mail and</i> M. G. { <i>Ordinary.</i> { As on 1st June 1917. N. G. all trains—4 pies all distances.
1-5-22	<i>Mail—</i> 5 pies all distances. <i>Ordinary—</i> $4\frac{1}{2}$ pies all distances.	1-8-20	B. G. and { <i>Mail—</i> $3\frac{1}{2}$ pies all M. G. { <i>Ordinary—</i> 3 pies all distances.
1-10-22	<i>Mail—</i> 5 pies 1st 300 miles. $4\frac{1}{2}$ pies additional distance. <i>Ordinary—</i> 4 pies 1st 300 miles. $3\frac{1}{2}$ pies additional distance.	1-1-21	<i>Mail—</i> B. G. and M. G.—3 pies all distances. N. G. all trains— $4\frac{1}{2}$ pies all distances.
1-4-26	<i>Mail—</i> 4 pies 1st 150 miles. $3\frac{1}{2}$ pies 151—300 miles. 3 pies additional distance.	1-5-22	<i>Mail—</i> B. G. and { $3\frac{1}{2}$ † pies 1st 300 M. G. { $3\frac{1}{2}$ pies additional distance. <i>Ordinary—</i> B. G. and { $3\frac{1}{2}$ † pies 1st 300 M. G. { 3 pies additional distance. N. G. all trains— $4\frac{1}{2}$ pies all distances.
*1-3-28	<i>Mail and Ordinary—</i> 4 pies 1st 150 miles. $3\frac{1}{2}$ pies 151—300 miles. 3 pies additional distance.	1-10-24	<i>Mail—</i> B. G. and { 4 pies 1st 300 miles. M. G. { $3\frac{1}{2}$ pies additional distance. N. G. all trains— $4\frac{1}{2}$ pies all distances. <i>Ordinary—</i> B. G. and { $3\frac{1}{2}$ † pies 1st 300 miles. M. G. { 3 pies additional distance.

*In local booking only.

†From 1st May, 1922 to 31st December, 1922, the scale over the Broad Gauge was $3\frac{1}{2}$ pies.

Statement showing fares in force for 3rd Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	G. I. P. RAILWAY—concl'd.		B., B. & C. I. RAILWAY—concl'd.
1-5-28	<i>Mail and Ordinary—</i> 4 pies 1st 50 miles. 3½ pies 51—150 miles. 3 pies 151—300 miles 2½ pies additional distance.	1-4-28	<i>Mail—</i> B. G. and M. G. { 4 pies 1st 300 miles. 3 pies additional distance. <i>Ordinary—</i> B. G. and M. G. { 3½ pies 1st 300 miles. 2½ pies additional distance.
	M. & S. M. RAILWAY.	1-8-28	B. G. and M. G. { 3½ pies 1—150 miles. 3 pies 151—300 miles. 2½ pies additional distance.
1-1-10	<i>Mail—</i> B. G. and M. G.—2½ pies all distances. <i>Ordinary—</i> B. G.* and M. G.—2 pies all distances. W. I. P.—2½ pies all distances.	1-1-10	<i>Mail—</i> 2 pies all distances. <i>Ordinary—</i> 2 pies all distances. (a)*
1-2-17	<i>Mail—</i> B. G.—3 pies all distances. M. G. (Poona Miraj)—3 pies all distances. M. G. (other sections)—2½ pies all distances. <i>Ordinary—</i> B. G. and M. G. (Poona Miraj and Guntur Masulipatam sections). { 2½ pies 1st 200 miles. 2 pies additional distance. M. G. (other sections)—2 pies all distances. W. I. P.—2½ pies all distances. * Over the N. E. line 2½ pies per mile.	1-1-13	<i>Mail—</i> 3 pies all distances. <i>Ordinary—</i> 2½ pies 1st 200 miles (a). 2 pies additional distance.
		1-5-17	<i>Mail and Ordinary—</i> 3 pies all distances.
		1-8-20	<i>Mail—</i> 4 pies 1st 100 miles. 3½ pies additional distance. } (b) <i>Ordinary—</i> 3 pies all distances.

(a) Over the Dhamtari and Purulia Ranchi branches the scale of charge in force during the years 1910-17 (April) was 3 pies per mile.
 * During the period 1910-12, the scale of charge over the lengths Howrah-Cuttack, Khargpur-Gomoh including Bhojudih-Mohuda Loop, Cuttack-Waltair including Puri and Vizagapatam Branches, was 2½ pies per mile.

Prior to May 1917, the scale of charge over the Itwari-Chhindwara Section, was 3 pies per mile.

(b) This scale also applies to Express trains.

Statement showing fares in force for 3rd Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	M. & S. M. RAILWAY—contd.		B. N. RAILWAY—contd.
1-4-17	<i>Mail—</i> B. G. and M. G.—3 pies all distances. <i>Ordinary—</i> B. G. and M. G.—2½ pies all distances.	1-10-21	<i>Mail—</i> 4 pies 1st 300 miles. 3½ pies additional distance. } (b) <i>Ordinary—</i> 3 pies all distances.
1-8-20	<i>Mail—</i> B. G. and M. G.—3½ pies all distances. <i>Ordinary—</i> B. G. and M. G.—3 pies all distances. W. I. P.*—2½ pies all distances.	1-6-22	<i>Mail—</i> 4½ pies 1st 300 miles. 4 pies additional distance. } (b) <i>Ordinary—</i> 3½ pies all distances.
1-6-21	<i>Mail—</i> B. G. and M. G.—4 pies all distances.		
1-6-22	<i>Mail—</i> B. G. and M. G. { 4½ pies 1st 100 miles. 4 pies additional distance. <i>Ordinary—</i> B. G. and M. G. { 3½ pies 1st 100 miles. 3 pies additional distance.	1-1-26	<i>Mail—</i> 4½ pies 1st 300 miles. 3½ pies 301—600 miles. 3 pies additional distance. <i>Ordinary—</i> 3½ pies 1st 300 miles. 2½ pies additional distance.
1-6-23	<i>Mail—</i> B. G. and M. G.—4 pies all distances.		
1-10-26	<i>Ordinary—</i> B. G. and M. G. { 3½ pies 1st 50 miles. 3½ pies 51—100 miles. 3 pies additional distance.		
1-10-28	<i>Mail—</i> 4 pies 1—100 miles. 3½ pies 101—300 miles. 2½ pies additional distance. <i>Ordinary—</i> 3½ pies 1—50 miles. 3 pies 51—150 miles. 2½ pies 151—300 miles. 2 pies additional distance. *3 pies from 1st October 1920.		(b) This scale also applies to Express trains.

Statement showing fares in force for 3rd Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	S. I. RAILWAY (NILGIRI RAILWAY EXCEPTED).		BURMA RAILWAYS.
1-1-10	<i>Mail*</i> — B. G. { Calicut-Mangalore—2 pies all distances. { Other Sections—2½ pies all distances. M. G. { Boat { 2½ pies 1st 50 miles. { Mail { 2½ to 2 pies additional distance.	1-1-10	{ 3 pies all distances. { 6 pies all distances on Lashio branch and Southern Shan States Railway.
	<i>Ordinary</i> — B. G.—2 pies all distances. M. G.—2½ pies to 2 pies all distances. Shoranur-Cochin Tirupattur-Krishnagiri and Morapur-Dharmapuri } 2½ pies all distances.	1-12-21	<i>Mail and fast trains</i> — 4 pies all distances. <i>Ordinary</i> — 3 pies all distances.
1-7-11	<i>Mail</i> — B. G.—East of Podanur† (including Tirupattur-Krishnagiri and Morapur-Hosur Railways and Mettupalaiyam branch. } 2½ pies 1st 50 miles. B. G.—West of Podanur excluding Shoranur-Cochin Railway. } 2 pies 1st 50 miles. †Shoranur-Cochin Ry.—2½ pies 1st 50 miles. M. G.—Boat mail—2½ pies 1st 50 miles. B. G. & M. G. { 2 pies 51 to 200 miles. { 1½ pies additional distance. <i>Ordinary</i> — B. G.—All Sections excluding Shoranur-Cochin, Tirupattur-Krishnagiri and Morappur-Hosur Railways. } 2 pies 1st 50 miles.	25-5-22 { 1-9-24 { 1-11-24 { 15-6-26 { 1-1-29 {	{ 8 pies all distances on Lashio branch and Southern Shan States Railway. { <i>All trains</i> — { 4 pies all distances. { 8 pies all distances on Lashio branch and Southern Shan States Railway. { 3 pies per mile on certain busy sections of the line. { <i>All trains</i> — { 4 pies 1st 300 miles. { 3.5 pies additional distance. { 6 pies all distances on Lashio branch and Southern Shan States Railway. { 3½ pies 1st 300 miles. { 3 pies additional distance. { 3½ pies 1st 50 miles. { 3½ pies 51—150 miles. { 3 pies 151—300 miles. { 2½ pies additional distance.
	* The mail fares apply also to Trivandrum Express trains—M. G. † From 1st July 1913 to 31st January 1917 the basis of fares over Tirupattur-Krishnagiri, Morapur-Hosur and Shoranur-Cochin Railways were reduced from 2½ to 2 pies a mile.		

Statement showing fares in force for 3rd Class during the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	S. I. RAILWAY (NILGIRI RAILWAY EXCEPTED)— <i>contd.</i>		
1-7-11	B. G.—* Shoranur-Cochin, } 2½ pies Tirupattur-Krishna- } 1st giri and Morappur- } 50 Hosur Railways. } miles.		
	M. G.—2½ to 2 pies 1st 50 miles.		
	B. G. { 2 pies 51 to 200 miles		
	and { 1½ pies additional distance.		
1-2-17	Mail— B. G. & M. G.—3 pies all distances.		
	Ordinary— B. G. & M. G.—2½ pies all distances.		
1-7-21	Mail— B. G. & M. G.—4 pies all distances.		
	Ordinary— B. G. & M. G.—3 pies all distances.		
15-4-22	Mail— B. G. & M. G.—5 pies all distances.		
	Ordinary— B. G. & M. G.—3¾ pies all distances		
1-11-25	Mail— B. G. { 4½ pies 1st 100 miles. & { 4 pies additional distance M.G.		
1-2-26	Ordinary—		
	B. G. & M.G.—3½ pies all distances.		
1-1-27	Ordinary— B. G. { 3½ pies 1st 50 miles. & { 3 pies additional distance. M.G.		
	† Mail—		
1-10-28	B. G. { 4 pies 1—100 miles. & { 3½ pies 101—300 miles. M.G. { 2½ pies additional distance.		
	† Ordinary—		
	B. G. { 3½ pies 1—50 miles. & { 2½ pies 51—300 miles. M. G. { 2 pies additional distance.		
*From 1st July 1913 to 31st January 1917 the basis of fares over Tirupattur-Krishnagiri, Morappur-Hosur and Shoranpur-Cochin Railways were reduced from 2½ to 2 pies a mile.			
†These fares will not operate on Nilgiri Mountain and Shoranur-Nilambur Sections.			
	B. & N. W. Ry.		NIZAM'S RAILWAY.
1-1-10	{ 2 pies 1st 150 miles. { 1½ pies additional distance.	1-1-10	Mail— B. G. & M. G.*—2½ pies all distances.
			Ordinary— B. G. & M. G.—2 pies all distances.
* No mail trains are at present run on the M. G.			

Statement showing fares in force for 3rd Class during [the different periods since 1910—contd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
	B. & N. W. RAILWAY—contd.		NIZAM'S RAILWAY—contd.
1-7-17	2 pies all distances.	1-2-10	<i>Mail—</i> B. G. & M. G.* { 3 pies 1st 50 miles. 2½ pies additional distance. <i>Ordinary—</i> B. G. & M. G. { 2½ pies 1st 50 miles. 2 pies additional distance.
1-5-21	2½ pies all distances.		
1-4-27	{ 2½ pies 1st 50 miles. 2 pies additional distance.	1-3-17	<i>Mail—</i> B. G. & M. G.—*3 pies all distances. <i>Ordinary—</i> B. G. & M. G.—2½ pies all distances. <i>Mail—</i> B. G. & M. G.*—3½ pies all distances. <i>Ordinary—</i> B. G. & M. G.—3 pies all distances.
		1-4-20	
		* No mail trains are at present run on the M. G.	
	J. B. RAILWAY..		A. B. RAILWAY.
1-1-10	{ 2 pies all distances. 2½ pies all distances on J. H. Ry. and Jhudo and Khadro branches (a).	1910	3 pies all distances.
1-5-17 (b)	2½ pies all distances.		1½ pies all distances.—When passengers are booked through from the E. I., R. N., B. & N. W., O. & R. & G. I. P. Rys. via Goalundo and Chandpur to the stations on the Gauhati-Tinsukia Section and stations on the D. S. Ry.
1-8-20(c)	3 pies all distances.	1-11-14	3 pies all distances.
1-5-22 (d)	4 pies all distances.	15-6-17	4 pies 1 to 20 miles (rounded off to a maximum of 3 pies at 30 miles).
1-11-24(e)	4 pies all distances.		3 pies 31 miles and beyond.

(a) Jhudo branch was opened on 18th April 1909 and Khadro branch on 1st January 1912.

(b) These fares were brought into force in local booking from 1st May 1917 and in through booking from 15th May 1917.

(c) These revised fares brought into force in local booking from 1st August 1920 and in through booking from 1st September 1920.

(d) These fares were brought into force in local and through booking from 1st May 1922 but in through booking from stations on certain Railways to stations on this Railway from different dates as the revised fare lists could not reach them in time.

(e) These fares have been revised over the Jodhpur Railway only. Over the Bikaner State Railway the fares remain the same as were in force over the J. B. Railway from 1st May 1922 to 31st October 1924.

Statement showing fares in force for 3rd Class during the different periods since 1910—concl'd.

Date of revision.	Fares in force.	Date of revision.	Fares in force.
			A. B. RAILWAY— <i>cont'd.</i>
		1-8-20	{ 4 pies 1st 100 miles. 3½ pies additional distance.
		15-8-20	{ 4½ pies all distances—Over the C. S. Ry. branch. Otherwise as above.
		1-4-22	{ 4 pies 1st 300 miles. 3½ pies additional distance.
		1-7-22	{ 4½ pies all distances—Over the C. S. Ry. & K. L. Ry. branches. Otherwise as above.

Note.—Special rates quoted for Tea garden coolies—when booked from Chandpore and *via* and Gauhati and *via* and Pandu and *via* to certain cooly booking stations and *vice versa* and coolies for A. B. Railway capital or construction works.

		R. & K. RAILWAY.
		<i>Bareilly Kathgodam Section.</i>
1910	{	4 pies per mile between Kichha and Kathgodam.
1-7-21	{	2½ pies per mile between Kichha and Bareilly Junction. 3 pies per mile between Kichha and Bareilly Junction.
		<i>M. R. & L. K. Section.</i>
1910		2½ pies all distances.
1-3-23		3 pies all distances.
		<i>Bareilly Soron Section.</i>
1910		2 pies all distances.
15-7-17		2½ pies all distances.
1-4-21		3 pies all distances.
		<i>Lucknow Bareilly Section including branches.</i>
1910	{	2½ pies per mile between Bhojepura Jn. and Bareilly Jn.
1-7-21.	{	2 pies per mile between Bhojepura Jn. and Lucknow Jn. 2½ pies per mile between Bareilly Jn. and Lucknow Jn.
1-3-23	{	3 pies per mile between Bhojepura Jn. and Bareilly Jn.

BILLS PASSED BY THE LEGISLATIVE ASSEMBLY LAID ON THE TABLE.

SECRETARY OF THE COUNCIL : Sir, in accordance with Rule 25 of the Indian Legislative Rules, I lay on the table copies of the following Bills which were passed by the Legislative Assembly at its meeting held on the 23rd September, 1929 :

A Bill further to amend the Indian Income-tax Act, 1922, for certain purposes.

A Bill to restrain the solemnisation of child marriages.

INDIAN INCOME-TAX (PROVIDENT FUNDS RELIEF) BILL.

THE HONOURABLE MR. E. BURDON (Finance Secretary) : Sir, I desire to give notice that, subject to your permission, Sir, and the permission of the Council, I wish to move on Thursday next that the Bill to amend the Indian Income-tax Act, 1922, which has just been laid on the table, be taken into consideration, and, if that motion is accepted, further to move that the Bill be passed.

THE HONOURABLE MR. G. S. KHAPARDE (Berar Representative) : That does not give us three days' notice, Sir.

THE HONOURABLE THE PRESIDENT : I, as the Council knows, am always prepared to be guided by the Council in this matter of shortening the period of three days' notice. The Honourable the Finance Secretary has asked me to shorten that notice and to allow the Bill to amend the Indian Income-tax Act, 1922, for certain purposes, as passed by the Legislative Assembly, to be taken up after two days, that is to say, on Thursday. I see no reason to shorten the period of notice in this case if there is a feeling in the Council that the full period of notice should be given. I should be glad to hear the view of the Council in the matter.

THE HONOURABLE MR. G. S. KHAPARDE : I am inclined to ask for the full three days' notice, Sir. It is a very important matter and there has been much discussion, and there is a wide difference of opinion in the country itself.

THE HONOURABLE THE PRESIDENT : Is the Honourable Member sure which Bill he is referring to ?

THE HONOURABLE MR. E. BURDON : May I explain ? I should like to explain the reason why I ask that notice might be shortened. It is this. The Bill in question.....

THE HONOURABLE THE PRESIDENT : I may explain to the Honourable Mr. Khaparde that the Bill we are at the moment referring to is not the Bill to restrain the solemnisation of child marriages, but the Bill to amend the Indian Income-tax Act. I do not know whether the Honourable Member realises that.

THE HONOURABLE MR. G. S. KHAPARDE : I was thinking it was the Child Marriage Bill.

THE HONOURABLE THE PRESIDENT: In that case, I understand the Honourable Member does not wish to press his objection to short notice?

THE HONOURABLE MR. G. S. KHAPARDE: Not on this Bill.

THE HONOURABLE SRIJUT RAMA PRASAD MOOKERJEE (West Bengal: Non-Muhammadan): Sir, if the Bill is to be taken up on Thursday, I think if notice of amendment is given by any Honourable Member, it will be accepted to-morrow?

THE HONOURABLE KHAN BAHADUR MIAN SIR FAZL-I-HUSAIN (Education, Health and Lands Member): Certainly.

THE HONOURABLE MR. E. BURDON: Yes, Sir.

THE HONOURABLE THE PRESIDENT: Undoubtedly that will be so. I direct then that the consideration of the Bill, as passed by the Legislative Assembly, be put on the list of business for Thursday.

CHILD MARRIAGE RESTRAINT BILL.

THE HONOURABLE MR. V. RAMADAS PANTULU (Madras: Non-Muhammadan): Sir, I beg to give notice of my intention to move that the Bill to restrain the solemnisation of child marriages, as passed by the Legislative Assembly, be taken into consideration, and if that motion is adopted, also to move that the Bill, as amended, if necessary, be passed. This will be, Sir, on such date as you may fix.

THE HONOURABLE KHAN BAHADUR MIAN SIR FAZL-I-HUSAIN (Education, Health and Lands Member): It is no doubt true, Sir, that the 26th is a Government day, but as soon as Government business is finished, I will be very glad, if the Council so desires, to give the rest of the day to the motion that the Honourable Mr. Pantulu has just announced he would like to make.

THE HONOURABLE MR. G. S. KHAPARDE (Berar Representative): I wish to oppose the proposal of my Honourable friend Mr. Ramadas Pantulu about the Bill being taken on Thursday. My reason is that this is a very important Bill which deals with many important matters, and we should have the full three days' time to consider all its details.

THE HONOURABLE KHAN BAHADUR MIAN SIR FAZL-I-HUSAIN: My position is this. I do not press that it must be taken into consideration on Thursday, although I must confess that I cannot understand the argument given by the Honourable Mr. Khaparde of not having sufficient time to consider this measure which has been before the Simla public now for some weeks, and which has been before the country for some months, if not years. Still, as I say, the position of Government is that if the Council desires this Bill to be considered on Thursday, after Government business is over, Government will be very pleased to place the rest of that day at the disposal of this Council for this motion. If, on the other hand, Honourable Members desire that it should be discussed not on Thursday but later, Government will try to do its best to meet their wishes.

THE HONOURABLE SIR MANECKJI DADABHOY (Central Provinces : Nominated Non-Official) : Sir, I think it advisable to take up the Bill on Thursday after Government work is concluded. It is necessary in this way that the Bill is of a very important character and probably there will be a full dress debate on the Bill in this House. We may not be able to finish the Bill on Thursday and we will be able to avail ourselves of Friday under such circumstances, with the result that we will be able to finish our work on Friday evening, and on Saturday most of us will be able to clear out of Simla. (Laughter) As far as I understand, the general opinion in the House is that the Bill should be taken on Thursday.

THE HONOURABLE MR. NARAYAN PRASAD ASTHANA (United Provinces Northern : Non-Muhammadan) : Sir, I support the motion that has been made that the Bill should be taken into consideration on the 26th after the Government business is over, because I think that those who oppose the Bill hardly need any time. Of course those who wish to move amendments do require some time. I think Mr. Khaparde's objection—he opposes the Bill tooth and nail—will not commend itself to the House. I hope you will ascertain the wishes of the House.

THE HONOURABLE MR. SURPUT SING (Bihar and Orissa : Non-Muhammadan) : Sir, the Bill ought to be taken into consideration during the Delhi Session. This Bill was only passed in the other House yesterday, and, as this House is a revising Chamber, Members ought to get ample opportunity to think over and give their opinion on it. So I suggest that the Bill be taken into consideration in the Delhi Session.

THE HONOURABLE MR. G. A. NATESAN (Madras : Nominated Non-Official) : Sir, I strongly support the suggestion that we should take up the Bill after Government business on Thursday. The matter has been discussed for a very long time, almost *ad nauseam*. I really think this House will be consulting its own interests and the interests of the country at large by proceeding with the Bill on Thursday and arriving at a decision by Friday.

THE HONOURABLE MR. V. RAMADAS PANTULU : I assure my friends who want time that they will have ample opportunity. So far as I am concerned, in moving the consideration of the Bill, I promise this House to be as brief as I can be, because the Honourable Members know all about the Bill and I shall take a very very short time. Also during the debate I shall see to it that those who are on my side supporting the Bill will take as little time as possible and leave the opposite side as much time as they want. As Member in charge of the Bill I shall accept any amendment which may come in up to Wednesday night, and I shall not even object to any amendments being tabled on Thursday. With this assurance I hope that my friend Mr. Khaparde will not press his objection, because some of us do wish to go away as soon as possible—I myself have urgent business—and want to finish by lunch time on Friday, if possible. I appeal to the House to agree to Thursday with the assurance that the opponents of the Bill will have full opportunities of debate.

THE HONOURABLE MR. G. S. KHAPARDE : Sir, I first put my objection very briefly as I thought it would be very easy to settle the matter, but I see that there are gentlemen intent upon forcing the Bill through on Thursday

and finishing it by Friday. And the ground taken is that it has been much discussed. But that is the very ground on which we think a longer time should be taken to discuss it, because there is a great deal of agitation in the country about it, and it would not be right for this Honourable Council to hurry it through. The very reason which they give is conducive to my argument.

THE HONOURABLE THE PRESIDENT : In a matter of this kind, when I ask the guidance of the House, I like to have unanimity. In view of the fact that the Honourable Mr. Khaparde adheres to his objection, I feel that, if the Government can provide time on Friday for the Bill, it should be taken up on Friday.

PROVIDENT FUNDS (AMENDMENT) BILL.

THE HONOURABLE MR. E. BURDON (Finance Secretary) : Sir, I move that the Bill further to amend the Provident Funds Act, 1925, for certain purposes, be taken into consideration.

Sir, if Honourable Members will turn to the Statement of Objects and Reasons they will, I think, see that this is a very simple and straightforward measure. As I said when introducing the Bill the other day, the Bill has three purposes of which the first two are very largely formal. The first of these purposes is to legalise withdrawals from a provident fund for the payment of subscriptions or premia to a family pension fund. The Act already provides that withdrawals may be made for the payment of premia on a policy of life assurance, and this extension of the same principle is considered both desirable and logical. I should like to explain, and I think Honourable Members would be interested to know, that this amendment will have a fairly wide application. In addition to the family pension fund which has recently been created for the superior civil services, there are five other family pension funds which Government has already recognised and which should consequently be recognized for the purposes of withdrawal from a Government provident fund. These are :

1. The Bombay Uncovenanted Service Family Pension Fund.
2. The Madras and Bengal Service Family Pension Fund.
3. The General Family Pension Fund.
4. The Hindu Family Annuity Fund.
5. The Bengal Christian Family Pension Fund.

Honourable Members will remember that for many years the general provident fund has allowed payments to recognized family pension funds to be substituted for subscription to the general provident fund. So what is being proposed here is really nothing new in the way of policy, and I think the Council will agree that it is desirable. Before I leave this particular point, I should like to explain that it is possible at the present moment for Government to allow by rule withdrawals from a provident fund to be made for the payment of subscriptions to a family pension fund, but statutory provision is required, the statutory provision which I ask the Council to make, for this reason, that, without such provision the deposits in the provident fund will not conform to

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the definition of "compulsory deposits", and consequently they will not legally be entitled to the protection which it is the purpose of the Provident Funds Act to secure to them.

Now, Sir, the second purpose is to delete from the definitions of "compulsory deposit", "contribution" and "provident fund" words which have recently been interpreted to mean that contributions to a contributory provident fund should bear some relation to the subscribers' subscriptions apart from that of being an addition to them: that, for instance, they should be credited at the same time as subscriptions or bear a particular proportion to them. No justification is found for such a restriction and it is considered expedient to remove it. I wish to explain to the Council that the need for this amendment was brought to light in connection with the drafting of the Indian Civil Service (non-European Members) Contributory Provident Fund Rules. The Government contribution under those rules is to be a lump contribution made to the subscriber at the end of his service, provided his service did not terminate by dismissal or within five years of his entry into the service. Here again the amendment of the law is required in order to retain for the deposits in the provident fund the character of compulsory deposits and so to secure to the deposits as a whole the protection of the Provident Funds Act.

Now, Sir, this brings me to the third purpose, which is really the only substantive proposal in the Bill, namely, the proposal to extend the benefits of the Provident Funds Act to quasi-Government provident funds. Honourable Members are probably aware that parallel legislation has been in progress elsewhere for the purpose of extending the concession of exemption from income-tax to the provident funds of private commercial companies and firms—I am referring here to the Bill which only a few minutes ago was laid upon the table of this Council. Now, Sir, in considering this particular proposal in the Bill which is before us, Honourable Members may wish to ask the question which has several times been put to me in the course of the official correspondence which has preceded the proposals for legislation. The question is, why do you differentiate in this matter between Government servants and quasi-Government servants on the one hand, and, on the other hand, those private persons to whom you are prepared to make some concession in the matter of their provident funds? Why do you give to the former all the benefits and protection of the Provident Funds Act and to the latter only the immunity from income-tax? The answer is, Sir, that the benefits and the protections which have been denied to the latter—the chief of these being that their deposits in the provident funds are immune from attachment for debt—as I say, Sir, these protections constitute a serious invasion of the ordinary rights of private creditors which may be justifiable in the case of public servants but becomes dangerous once any process of extending it commences. The reason why it is believed to be justifiable to give this protection to public servants is, I think, clear. Everyone will agree, I think, that it is desirable that the instruments and servants of Government should in their way of living command and deserve the confidence and respect of the public. As it is their business to apply the rule of law in their own particular sphere, to enforce regularity and obedience on others, it is right that their own conduct should be regular, orderly

and respectable, that they should be a good rather than a bad example. In order to promote the achievement of these results, there are a number of things which Government do which are held to be right and proper, and one of these is to be found in the special protection afforded by the Provident Funds Act. I should explain that the protection carries with it a restriction. If deposits cannot be attached for debt, also they cannot be assigned or charged, and so the depositor is restrained from running into debt. The quasi-provident funds, according to our conception of the matter, will be funds for categories of subscribers hardly distinguishable from Government servants in respect of the status they hold or in respect of the standards which it is desirable in the public interest that they should observe. The representatives of trade and commerce, with whom Government discussed the proposal to extend some concessions to the provident funds of private commercial firms and companies, accepted the differentiation which we proposed to make and the reasons for it which I have given the House to-day.

As Honourable Members will have seen, it is proposed that there should be a Schedule with power to add to it. The Government of India have been very strict in their initial selection of the funds to be placed in the Schedule which is to become law with the rest of the Bill. The approximation of the beneficiaries to Government servants is very close indeed, and the Schedule is intended to signify to the Council, as exactly as possible, the type of funds to which admission to the Schedule will be restricted. There are six items in the Schedule. The Pasteur Institute of India, Kasauli, the Calcutta Improvement Tribunal, a Court of Wards, the Indian Central Cotton Committee, the Trustees for the European Hospital for mental diseases at Ranchi and the National Association for supplying female medical aid to the women of India. I do not think it is necessary for me to enter into the merits of each of the institutions which I have mentioned. I think they are well known to the public and to Honourable Members of this Council at any rate. Sir, I move.

THE HONOURABLE THE PRESIDENT : The question is that the Bill further to amend the Provident Funds Act, 1925, for certain purposes, be taken into consideration.

THE HONOURABLE SRIJUT RAMA PRASAD MOOKERJEE (West Bengal : Non-Muhammadan) : Sir, I have given notice of three amendments.

THE HONOURABLE THE PRESIDENT : The Honourable Member will have an opportunity shortly to move these amendments. Does he want to speak on the motion that the Bill be taken into consideration ?

THE HONOURABLE SRIJUT RAMA PRASAD MOOKERJEE : No, Sir ; I shall speak later on.

THE HONOURABLE THE PRESIDENT : The question is :

“ That the Bill further to amend the Provident Funds Act, 1925, for certain purposes, be taken into consideration.”

The motion was adopted.

THE HONOURABLE THE PRESIDENT : The question is :

“ That clause 2 do stand part of the Bill.”

THE HONOURABLE SRIJUT RAMA PRASAD MOOKERJEE : Before clause 2 is taken up, I would suggest that we take up the Schedule first, because on the amendment that I have given notice of, namely, an addition to the Schedule, will depend the alteration in the other clauses.

THE HONOURABLE THE PRESIDENT : I do not quite follow the Honourable Member's suggestion in that respect. It is always the practice to take up the clauses of the Bill first and to take up the Schedule thereafter. I do not see that any item in the Schedule will affect the working of clause 2. It is not a Schedule to the Bill. It is a part of a clause of the Bill, and the amendment of the Schedule will come up when clause 4 is taken into consideration.

THE HONOURABLE SRIJUT RAMA PRASAD MOOKERJEE : If I may be allowed to explain, what I meant was this. My amendments were that....

THE HONOURABLE THE PRESIDENT : The Honourable Member is, I think, making a mistake. His amendment is to sub-clause (2) of clause 3. I have here no amendment from the Honourable Member affecting clause 2.

The question is :

"That clause 2 do stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

THE HONOURABLE THE PRESIDENT : The question is :

"That clause 3 do stand part of the Bill."

THE HONOURABLE SRIJUT RAMA PRASAD MOOKERJEE : I understand that the new amendment which I have suggested has been placed in your hands, as also in the hands of the Honourable Mr. Burdon. I may be allowed to substitute that amendment for the one which I have given notice of.

THE HONOURABLE THE PRESIDENT : It is irregular to move that now. I have put the question to the Council that clause 3 do stand part of the Bill and I called the Honourable Member to move the two amendments standing in his name to clause 3 of the Bill.

THE HONOURABLE SRIJUT RAMA PRASAD MOOKERJEE : I was going to mention that as soon as I have your permission....

THE HONOURABLE THE PRESIDENT : I understand now that the Honourable Member's one amendment is in substitution of all the amendments of which he has given notice.

The question is :

"That clause 3 do stand part of the Bill."

The motion was adopted.

Clause 3 was added to the Bill.

THE HONOURABLE THE PRESIDENT : Clause 4.

THE HONOURABLE MR. E. BURDON : Sir, I desire to move the amendment which stands in my name. The amendment runs as follows :

"In the Schedule to the Act inserted by clause 4 of the Bill for '6. The National Association for supplying female medical aid by women to the women of India' substitute '6. The National Association for supplying female medical aid to the women of India'."

The amendment is of a purely formal character, the purpose being to give in the Schedule the exact designation of the Association, which is an incorporated body and which therefore it is necessary to define very precisely.

The amendment was adopted.

THE HONOURABLE SRIJUT RAMA PRASAD MOOKERJEE: Sir, I have your leave then to move the substituted amendment which is in your hand already.

THE HONOURABLE THE PRESIDENT: The Honourable Member may move.

THE HONOURABLE SRIJUT RAMA PRASAD MOOKERJEE: I move:

“That in clause 4 of the Bill the following item be added to the Schedule, namely:

‘7. A college affiliated to a University established by Statute’.”

As it has already been explained by the Honourable Member in charge that the purpose for which this Bill is introduced is to include institutions which are not Government institutions in the sense in which the term is used in section 2 of the Provident Funds Act for that purpose, I want to add another class of institutions which, in my opinion, come within the purview of this Bill. Sir, according to section 2 (e) of the Provident Funds Act, a provident fund which is stated to be governed by this Act is a fund in which subscriptions or deposits of any class or classes of employees are received and held on their individual account and includes any interest accruing from such subscriptions, and so on. Sir, you will find further that the Government provident fund is meant to be a fund which is “constituted by the authority of the Government for any class of institutions or any class of its employees.” But the institutions which are included in the Schedule in this amending Bill are not institutions of this character. But under clause 3, before any institution mentioned in the Schedule is brought within the purview of the Provident Funds Act, the Government must satisfy themselves that those provident funds are constituted according to certain general principles to which the Honourable Member has already referred. Sir, according to the Indian Universities Act the colleges are affiliated by Government, although the recognition is only recommended by the University in the first instance, but they are not entitled to send up candidates to the different examinations until Government affiliates those institutions. Provident funds have been introduced in many of the colleges in Bengal, because the University has insisted on either a pension or a provident fund scheme being introduced in those colleges. Sir, when an attempt is being made to bring institutions which are not Government institutions within the Provident Funds Act, I think that that class of institutions should also be brought in here. I need not say anything further on this point, because I understand my amendment will have the support of the Honourable Member in the way in which it has now been put, and I commend this amendment for the acceptance of the House.

THE HONOURABLE MR. E. BURDON: Sir, I am very glad to be able to say that Government wish to accept this amendment. Actually the institutions to which my Honourable friend has referred, for the purpose which we are

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here discussing, I think, come within the spirit of section 2 (d) of the Provident Funds Act which runs as follows :

“ ‘Government Provident Fund’ means a Provident Fund, other than a Railway Provident Fund, constituted by the authority of Government for any class or classes of its employees or of persons employed in educational institutions or employed by bodies existing solely for educational purposes.”

The essential point of policy has already been conceded by Government some considerable time ago. Actually the institutions which my Honourable friend has in mind do not come under clause 2 (d) because their provident funds have not been constituted by the authority of Government, but the form of amendment which my Honourable friend has now adopted will enable Government, if not to constitute the provident funds of the institutions in question, at any rate to see, before they are notified in the Gazette of India as entitled to the protection of the Act, that the rules are in conformity with those standards which it is necessary should be observed in this matter. The principal requirements of the rules are, first, that they should not open any door to fraud upon the revenue, and secondly, that they should protect adequately the interest of the subscribers against any possible inroads on the part of the employer. If the Council accept the amendment, then the subsequent proceedings will be that the University authorities will forward the names of individual educational institutions to the Government of India through the Local Government, together with a copy of the Provident Fund rules of the institution, and on Government seeing that the Provident Fund rules satisfy the requirements laid down, the institution will then be notified and will thus secure the protection of the Act. As I say, Sir, I have pleasure in accepting my Honourable friend's amendment.

THE HONOURABLE MR. V. RAMADAS PANTULU (Madras : Non-Muhamadan) : Sir, I am thankful to the Honourable Mr. Burdon for accepting this amendment. On the wording of the amendment I would just suggest one verbal alteration. The Mover of the amendment mentions “*affiliated*” colleges, an expression which occurs in the Indian Universities Act. There are certain Universities who have got separate Acts in which colleges are divided into ‘affiliated and constituent colleges. For instance, all the colleges situated within a radius of ten miles from Madras, in the University of Madras, are called under the Madras University Act “constituent” colleges. They are University colleges. All these would be outside the amendment. I am anxious to see that the wording of the amendment is such as to include all colleges which are affiliated in the old sense, though the later Acts call some of them constituent colleges ; and I should like to see that these constituent colleges in the city of Madras are not excluded. It is only a verbal alteration which I hope will also be accepted.

THE HONOURABLE MR. E. BURDON : I am afraid, Sir, there is a legal point here which has not received my attention.

THE HONOURABLE THE PRESIDENT : I would suggest to the Honourable the Finance Secretary that he might give the House an assurance that the matter will be examined and, if an amendment is necessary to bring the institutions referred to by the Honourable Mr. Ramadas Pantulu within the Act, there will be an opportunity to move amendments in another place.

THE HONOURABLE MR. E. BURDON: Yes, Sir. I gladly accept that suggestion. It is desirable that we should have time to see that the institutions to which my Honourable friend refers are statutorily in the same position as the colleges covered by the Honourable Mr. Rama Prasad Mookerjee's amendment.

THE HONOURABLE MR. V. RAMADAS PANTULU: They are just the same, Sir. It is only a difference in designation.

THE HONOURABLE MR. E. BURDON: Yes, but I must satisfy myself.

THE HONOURABLE MR. V. RAMADAS PANTULU: I will satisfy you on the matter by a reference to the Madras University Act.

THE HONOURABLE MR. NARAYAN PRASAD ASTHANA (United Provinces Northern : Non-Muhammadan): Sir, may I make a suggestion that, if the amendment is to be considered further, there are intermediate colleges in the United Provinces which are recognised by the Board of Education. They are not affiliated to the University but they are intermediate colleges teaching up to the intermediate standard, and I think, if these colleges could also be included in the amendment, it would be a good thing.

THE HONOURABLE SIR MANECKJI DADABHOY: Why not primary schools also?

THE HONOURABLE MR. NARAYAN PRASAD ASTHANA: These are not public schools: they are colleges.

THE HONOURABLE MR. E. BURDON: I am afraid, Sir, that without notice and consideration I am not able to agree to any further extension of the amendment already accepted.

THE HONOURABLE THE PRESIDENT: The original question was:

"That clause 4 do stand part of the Bill."

Since which an amendment has been moved:

"That in clause 4 of the Bill the following item be added to the Schedule, namely:

'7. A college affiliated to a University established by Statute'."

The question is that that amendment be made.

The motion was adopted.

Clause 4, as amended, was added to the Bill.

Clause 1 was added to the Bill.

The Title and the Preamble were added to the Bill.

THE HONOURABLE MR. E. BURDON: Sir, I move that the Bill, as amended, be passed.

The motion was adopted.

INDIAN SOFT COKE CESS BILL.

THE HONOURABLE MR. J. A. WOODHEAD (Commerce [Secretary]): Sir I move that the Bill to provide for the levy of a cess on soft coke despatched

[Mr. J. A. Woodhead.]

by rail from collieries in the provinces of Bengal and Bihar and Orissa, as passed by the Legislative Assembly, be taken into consideration.

This, Sir, is also a short Bill. As the Honourable Members of this Council are doubtless aware, Indian collieries have for some time past suffered from trade depression, particularly those producing the quality of coal known as second class. About two years ago, the Indian Mining Federation brought the matter to the notice of the Government of India. They pointed out that, although there had been a considerable increase since the war in the outturn of Indian coal, this increase in production had not been accompanied by a corresponding increase in the demand. They were of opinion that, if the problem was to be solved, the demand for coal must be increased and considered that this could best be done by popularising the use of coal in the form of soft coke as a domestic fuel. The original proposals put forward by the Indian Mining Federation were somewhat larger in their scope than those of the present Bill as they included, in addition to a cess on the despatches of soft coke, a very small cess on all kinds of coal despatched from the collieries. This question of a cess on coal was considered, but it was found that it could not be proceeded with because the support from the coal trade in general was not sufficient. In regard to these cesses which are levied for the benefit of a particular trade, it has been the practice of the Government of India to legislate only when the cess meets with the approval of the great majority of the trade. This Bill is therefore limited to a cess on the despatches of soft coke from the collieries in Bengal and Bihar and Orissa.

The Bill itself is modelled very largely upon the provisions of the Tea Cess Act and the Lac Cess Act, and the detailed provisions of the Bill do not, I think, require much explanation.

Clause 3 provides that there shall be levied and collected on all soft coke despatched by rail from collieries in the provinces of Bengal and Bihar and Orissa a cess at the light rate of 2 annas per ton. This cess will be collected by the Railway administrations concerned by means of a surcharge on freight and the net proceeds will be made over to a Committee constituted as described in clause 4 of the Bill. This Committee will be presided over by the Chief Mining Engineer to the Railway Board and will contain representatives of the Governments of Bengal and Bihar and Orissa, one member nominated by the Indian Mining Association and seven members nominated by the Indian Mining Federation. Practically all the proprietors of the collieries producing soft coke are members of the Indian Mining Federation, and it is for this reason that the majority of the Committee will be elected by that body.

I should explain, Sir, that the Bill is strongly supported by the Indian Mining Federation; in fact, they sent us a congratulatory telegram on its passage through the Assembly. I do not think I need say much more about the Bill. I hope, Sir, that if the Bill becomes law, it will not only be of material assistance in bringing about increased prosperity to those collieries engaged in the production of soft coke but will also be of benefit to India as a whole in so far as it will encourage the use of soft coke as a domestic fuel in the homes of the agriculturists and thereby set free for its proper use an article which came under discussion yesterday, and which at present enjoys an almost

universal monopoly as a domestic fuel instead of being utilised for its proper purpose of fertilising the soil.

Sir, I move.

The motion was adopted.

Clauses 2, 3, 4, 5, 6, 7, 8 and 9 were added to the Bill.

Clause 1 was added to the Bill.

The Title and Preamble were added to the Bill.

THE HONOURABLE MR. J. A. WOODHEAD: Sir, I move that the Bill, as passed by the Legislative Assembly, be passed.

The motion was adopted.

INDIAN BOILERS (AMENDMENT) BILL.

THE HONOURABLE MR. T. RYAN (Industries and Labour Secretary): Sir, I move that the Bill further to amend the Indian Boilers Act, 1923, for certain purposes, as passed by the Legislative Assembly, be taken into consideration.

Sir, this is a very simple Bill and the House will not, I think, require any explanation or justification of it beyond what is afforded by the Statement of Objects and Reasons.

I move.

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Clause 1 was added to the Bill.

The Title and Preamble were added to the Bill. . .

THE HONOURABLE MR. T. RYAN: Sir, I move that the Bill, as passed by the Legislative Assembly, be passed.

The motion was adopted.

INDIAN CENSUS BILL.

THE HONOURABLE MR. C. W. GWYNNE (Home Department: Nominated Official): Sir, I move that the Bill to provide for certain matters in connection with the taking of the Census, as passed by the Legislative Assembly, be taken into consideration.

This Bill is of a purely formal nature, but is necessary in order to provide for the taking of the decennial census. This is a piece of legislation which has been enacted every ten years since the first regular census was taken in 1881. I need not dilate at any length on the practical objects and value of a census. The large amount of information, statistical and otherwise, which is collected, collated and tabulated, and the census reports, are of great value to all who take an intelligent interest in the growth and development and prosperity of the country. The main necessity of this Bill is to give legal authority and

[Mr. C. W. Gwynne.]

sanction to the large number of non-official agents who are appointed to carry out the work of the census. The Bill confers the status of public servants on these persons and enables them to put authorised questions to members of the public, and enjoins upon the public to answer those questions. The principle of census work as a public duty imposed in the interests of the community has always been enforced in all Census Acts and this principle is merely repeated in the present Bill. I need hardly say that the taking of the census is a normal incident in all civilized countries.

Sir, I move.

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY (East Bengal : Non-Muhammadan) : Sir, I beg to move :

“ That in sub-clause (2) of clause 4 of the Bill, after the words ‘ under this section to perform shall ’ the words ‘ without sufficient cause being shown ’ be added.”

My object in bringing this amendment is to allow a person to escape the operation of this penal section if he has sufficient cause to show why he cannot perform the duties imposed upon him, and I hope the House will accept the amendment which is a reasonable one.

THE HONOURABLE MR. C. W. GWYNNE : Sir, I am afraid that Government cannot accept that amendment for various reasons. The first is that it is very necessary for this Bill to be passed as early as possible, as census operations will be starting very soon. Further, this clause, to which the Honourable Member takes exception, has appeared in the Census Bills of, I think, the last six decades—at any rate since 1881, and no exception has ever been taken to it in the past. I think the Honourable Mover has the unique distinction of being the only Member who has ever moved an amendment to a Census Bill. As to the point which he raises, I would say that Local Governments and census officers always show the very greatest consideration in calling upon persons to undertake these duties. If any enumerator or supervisor who has been appointed says he cannot do the work and shows sufficient cause why he cannot do it, somebody else naturally will be appointed. Moreover, the number of cases instituted under the Census Acts shows that there has been extraordinarily close co-operation between the authorities and the public in this matter. In 1910 Sir Herbert Risley said that prosecutions were exceedingly rare and that has been the case ever since. I would, therefore, ask the House not to accept this amendment, on the ground that it is unnecessary and will delay the passage of the measure. ●

THE HONOURABLE THE PRESIDENT : The question is :

“ That in sub-clause (2) of clause 4 of the Bill, after the words ‘ under this section to perform shall ’ the words ‘ without sufficient cause being shown ’ be added.”

The motion was negatived.

Clause 4 was added to the Bill.

THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY: In view of the fate that has befallen my last amendment I do not propose to move my amendments to clause 5.

Clause 5 was added to the Bill.

Clauses 6, 7, 8, 9, 10, 11, 12 and 13 were added to the Bill.

THE HONOURABLE THE PRESIDENT: Clause 14.

THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY: As this is a negative motion (that clause 14 be omitted), I think it will not be necessary to move my amendment?

THE HONOURABLE THE PRESIDENT: The Honourable Member may speak to the motion that clause 14 do stand part of the Bill but not move the amendment.

THE HONOURABLE MR. KUMAR SANKAR RAY CHAUDHURY: The object of this clause is to impose a portion of the cost upon the limited funds of municipal and local boards. As the cost of this census operation is going to be large, I do not think the Government will benefit much by levying a contribution from these boards with their limited funds. I therefore oppose the clause.

THE HONOURABLE MR. C. W. GWYNNE: Sir, again I am afraid the Government cannot accept this amendment.....

THE HONOURABLE THE PRESIDENT: No amendment has been moved. The Honourable Member has merely made a speech opposing the clause.

THE HONOURABLE MR. C. W. GWYNNE: I would then simply ask that the clause be retained. The omission of this clause would not bring census operations to an end or cause any very serious inconvenience; at the same time it would have the effect of delaying the passage of the Bill. I would point out that there will be no sort of general levy upon local bodies. The clause merely empowers Local Governments, if they desire to do so, to impose certain very small charges on local authorities. I might explain to the Honourable Member what these charges are. The whole object of the clause is in the interests of economy. The expenditure which it is intended should be met in this way is in regard to the paper on which enumerators prepare their rough estimates, pens and ink, paint for painting the numbers on houses and the necessary labour. Experience has shown that if these expenses are borne locally they amount to very little indeed—perhaps a few annas per 50 houses. If, on the other hand, they are centralised they tend to mount up. In any case it is not a mandatory provision but merely gives the Local Governments discretion. For this reason I urge that the clause be allowed to remain on the Bill.

THE HONOURABLE MR. V. RAMADAS PANTULU (Madras: Non-Muhamadan): In view of what the Honourable Member has said, though it may not be possible for him to accept the proposal now, I hope he will consider the suggestion of my friend very seriously. Because whatever may be said of municipal or local funds, as regards union and village funds there is really a hardship. I know the working of some of the village panchayats; they are really starving. The worst of it is that the money taken from rural areas is

[Mr. V. Ramadas Pantulu.]

mostly spent in urban areas leaving the villages and union areas which contribute revenues to starve for want of funds. Government ought to be liberal and exempt at least the union and village funds from the operation of this section. As the Honourable Member has said that the section is not mandatory but merely enabling, I hope, at least, that some instructions will be given to Local Governments to work this clause so as not to operate harshly upon village and union panchayat funds.

THE HONOURABLE MR. C. W. GWYNNE: As regards the point raised by the Honourable Mr. Pantulu, I can guarantee that his remarks will be conveyed to Local Governments, if that will meet his wishes. We can suggest to them that in the case of poor municipalities and local bodies unable to bear the cost this clause should not be applied. In any case this clause merely gives discretion and there is no doubt that it will be considerably applied.

THE HONOURABLE THE PRESIDENT: The question is:

"That clause 14 do stand part of the Bill."

The motion was adopted.

Clause 14 was added to the Bill.

Clause 15 was added to the Bill.

Clause 1 was added to the Bill.

The Title and Preamble were added to the Bill.

THE HONOURABLE MR. C. W. GWYNNE: Sir, I move that the Bill
12 NOON. to provide for certain matters in connection with the taking
of the Census, as passed by the Legislative Assembly,
be passed.

The motion was adopted.

BENGAL PILOT SERVICE (CENTRALISATION OF ADMINISTRATION) BILL.

THE HONOURABLE MR. J. A. WOODHEAD (Commerce Secretary): Sir, I move that the Bill further to amend the Calcutta Pilots Act, 1859, and the Indian Ports Act, 1908, in order to vest the control of the Bengal Pilot Service in the Governor General in Council, as passed by the Legislative Assembly, be taken into consideration.

Sir, this is a short Bill with a very simple object. Although the subject "Shipping and Navigation" has been a Central subject since the Reforms, the Government of India did not at once assume direct control of the actual administration. This was largely due to the fact that the statutory authority under the various Acts of the Legislature lay with the Local Governments and not with the Government of India. During the last two years legislation has, however, been passed transferring to the Governor General in Council the statutory powers formerly vested in Local Governments in connection with Lighthouses and the administration of the Indian Merchant Shipping Act. This Bill is another step forward in the same direction. The Bengal Pilot Service is a Central service and the expenditure on the service is a Central charge, but

as the statutory powers still remain with the Local Government, the Government of India can at present only exercise their control by issuing instructions and directions when and as necessary to the Local Government. As the Bengal Pilot Service is a Central subject, it is, I think, obvious that the Government of India must sooner or later assume direct control. In consequence of the centralisation of the Merchant Shipping administration, the Government have now an expert staff which will be able to advise them in the administration of the Bengal Pilot Service. The time is therefore opportune for the assumption by the Government of India of the direct control of the service and the transfer of the statutory power from the Local Government to the Government of India.

The Calcutta Pilots Act provides for the trial of pilots charged with breach of duty, but as I have already indicated, the statutory authority under the Act still vests in the Local Government. The Bill seeks to amend the Act so as to transfer this authority to the Central Government. The amendments are of a purely formal character consisting almost entirely of the substitution of the words "the Governor General in Council" in place of the words "Lieutenant-Governor" or "Local Government", as the case may be. I think I need not say more as regards the amendments of the Calcutta Pilots Act.

The cost of the Bengal Pilot Service, as I have already stated, falls on Central revenues, and as it is the intention of the Government of India that the service should be self-supporting, that is, the receipts from pilotage fees should be sufficient to defray the whole cost of the service, it is desirable that the Government of India should have the power to fix the rates of the pilotage fees. At present this power vests in the Local Government under section 35 of the Indian Ports Act of 1908. The Bill therefore proposes to give the Government of India power to fix the rate of pilotage fees at the Port of Calcutta and contains an amendment to section 35 of the Indian Ports Act in order to give effect to this.

I think, Sir, I have said sufficient to make clear to the House what the object of the Bill is and it is perhaps hardly necessary that I should amplify the subject further.

Sir, I move.

The motion was adopted.

Clauses 2, 3 and 4 were added to the Bill.

Clause 1 was added to the Bill.

The Title and Preamble were added to the Bill.

THE HONOURABLE MR. J. A. WOODHEAD: Sir, I move that the Bill further to amend the Calcutta Pilots Act, 1859, and the Indian Ports Act, 1908, in order to vest the control of the Bengal Pilot Service in the Governor General in Council, as passed by the Legislative Assembly, be passed.

The motion was adopted.

RESOLUTION *RE* FIXATION OF MINIMUM WAGES IN CERTAIN TRADES.

THE HONOURABLE MR. T. RYAN (Industries and Labour Secretary) :
Sir, the Resolution standing in my name is :

“That this Council having considered the draft Convention and Recommendation regarding the machinery for fixing minimum wages in certain trades adopted at the Eleventh International Labour Conference, recommends to the Governor General in Council that he should not ratify the draft Convention nor accept the Recommendation.

The draft Convention and the Recommendation here in question are printed in a Bulletin, No. 41, of Indian Industries and Labour, embodying the Report of the Delegates of the Government of India to the Eleventh International Labour Conference at Geneva. Copies of this Bulletin were supplied to Honourable Members some time ago, and copies are also in the Library. I should, however, perhaps explain briefly the question at issue and the Government of India's position in the matter.

The subject of minimum wage-fixing machinery in certain trades has for some time past been engaging the attention of the International Labour Organisation ; and at the Eleventh International Conference, in May and June 1928, the draft Convention and the Recommendation now in question were adopted.

The draft Convention provides for the creation and maintenance by each Member—that is to say, by each State—which ratifies the Convention, of machinery whereby minimum rates of wages can be fixed for workers in certain trades or parts of trades (and in particular in home working trades) in which no arrangements exist for the effective regulation of wages by collective agreement or otherwise and wages are exceptionally low. The term “trades” includes manufacture and commerce. The Convention further provides that each Member, after consultation with organisations, if any, of workers and employers, shall be free to decide in which trades, etc., the minimum wage-fixing machinery shall be applied ; and each Member is to be free to decide the nature and form of the machinery, subject to conditions, providing, amongst other things, for consultation of those concerned and for the association of employers and workers on equal terms. The draft Convention also contains various provisions of a more or less formal character.

The Recommendation is supplementary to the Convention, and records certain general principles the consideration of which is recommended to Members ; these cover such things as methods of ensuring that necessary information is forthcoming to enable decisions to be taken ; the desirability of paying special attention to trades in which women are employed ; considerations relating to standards of living, and so forth. At the Conference at which the draft Convention and Recommendation were adopted, the Government of India delegates—Sir Atul Chatterjee and Dr. Paranjpye—abstained from voting, for reasons fully explained in a speech by the latter. This speech is printed at pages 25 and 26 of the Bulletin, and I shall quote only a few sentences from it.

Dr. Paranjpye said :

“After Provincial Governments had been consulted the Government of India came to the conclusion that further investigation of the matter is required, and that it is necessary to observe a non-committal attitude at the present stage.

They have every desire to give full and sympathetic consideration to the subject, but at present they have not got the material before them which would justify them in coming to a conclusion that the establishment of wages boards in India is at present practicable or that, if established, they would be certain to be beneficial.

The Government of India therefore intend to place before their Legislature, with the draft Convention if it is adopted, a proposal for a thorough investigation into the practicability of setting up minimum wage-fixing machinery in the circumstances contemplated by the Convention, and into the advantages likely to accrue from such a step."

Since that speech was delivered, the appointment of the Royal Commission on Labour has been announced; and the question of the advisability and possibility of the statutory establishment of minimum wages is one of the subjects on which the Royal Commission is inviting evidence, and there can be no doubt but that the subject will be thoroughly investigated by the Commission.

This matter is now brought before the Council because it is necessary that draft Conventions and Recommendations adopted by the International Labour Organisation shall be brought before the Legislature within a specified period, as provided for in Article 405 of the Treaty of Versailles. The view taken by the Government of India, which has been agreed in by the Standing Advisory Committee attached to the Department of Industries and Labour, is that the recommendations of the Royal Commission should be awaited before a decision is taken regarding the adoption of the draft Convention and Recommendation in the present case. It is for this reason that the Resolution has been framed in the terms which I have read.

Sir, I move the Resolution.

THE HONOURABLE MR. V. RAMADAS PANTULU (Madras : Non-Muhammadian) : Sir, so far as I remember, I do not think that we have received any papers in connection with the subject-matter of this Resolution. I feel that I am asked to do something of which I know nothing. My recollection is that on former occasions, when similar Resolutions were brought before this House, the connected literature was circulated to us. On this occasion I have not the slightest recollection of having received any papers. I take some care to look through the papers I receive and to file them when I get them, but I have been searching for these papers since yesterday and have not found anything. Therefore, Sir, I think it is unfair on the part of the Honourable Member for the Government to bring this Resolution in this form and to ask us to vote on this without giving us any material. He has told us that the decision of the delegates of the Government of India at the Convention was to abstain from voting. Now he wants us to go further and not to ratify the Convention. All that the Convention seems to have recommended is to suggest the need for a machinery for fixing minimum wages in certain trades. Unless we know a great deal more about the recommendation, it is obviously wrong on the part of any Member of this House—of course if he knows it is all right—but for those who know nothing about the matter it is obviously wrong to record a vote one way or the other. Again I do not see why we should be called upon to deal with this question of setting up machinery by recording a definite vote in favour of not ratifying the Convention. It would be tantamount to our disagreeing with it. Otherwise, I do not understand what the meaning of the words "not ratifying" is. At best it may probably mean that we reserve our liberty to take such action as we like to take later on in spite of not ratifying. For the present we shall:

[Mr. V. Ramadas Pantulu.]

be voting against it in a definite sense when we say we are not going to ratify it. I do not think it is right.

I have a recollection of a similar motion made by Sir Muhammad Habibullah when he was here, which looked very innocuous at first sight. Then, when we complained that the papers had not been circulated and when on seeing the papers we intimated to him our intention of opposing the motion in that form, he dropped it. I do not say this is as bad as that. It has happened once and may happen again. These are very important matters and our delegates are sent to international Conventions at considerable cost to India and the decisions of those Conventions deserve very serious consideration. But we are asked not to ratify them even without studying them. It seems to be a question of considerable importance for labour, and in a matter of this magnitude I for one would refuse to record a vote either way unless I get an opportunity to read the papers and make up my mind.

THE HONOURABLE SIR MANECKJI DADABHOY (Central Provinces : Nominated Non-Official) : Sir, I entirely disagree with my Honourable friend, Mr. Ramadas Pantulu, on this occasion

THE HONOURABLE MR. V. RAMADAS PANTULU : Quite naturally, you are a capitalist.

THE HONOURABLE SIR MANECKJI DADABHOY : And I fully and unhesitatingly endorse the action taken by the Government in the matter and by the country's delegates who attended the Eleventh International Labour Conference. The line our representatives took there was that they had not sufficient materials before them to decide the question whether it was necessary to establish a machinery for fixing minimum wages in certain classes of trades, and I think their action was perfectly justified and a very prudent one. Considering they had no materials they did not want to commit the Government of India to any line of policy.

THE HONOURABLE MR. V. RAMADAS PANTULU : I did not criticise that. I did not question their action at all. I said we had no material to decide on its propriety or otherwise.

THE HONOURABLE SIR MANECKJI DADABHOY : I think you did indirectly.

THE HONOURABLE MR. V. RAMA DAS PANTULU : I beg your pardon. I did not.

THE HONOURABLE SIR MANECKJI DADABHOY : The subject is one of material importance to the trade of this country. The question of a minimum wage is not a small one. I know my Honourable friends on the other side attach no value to this question and are obsessed with the bogey of the working classes grievances and the need for watching their interests, without realising the dual responsibilities that are involved in a question of this momentous importance.

THE HONOURABLE MR. G. A. NATESAN (Madras : Nominated Non-Official) : That statement is wrong.

THE HONOURABLE SIR MANECKJI DADABHOY : I therefore think that the action of the Government of India in postponing the consideration of this matter till the decision of the Whitley Commission is reached in this matter is a very proper and prudent one. They wish to have ample evidence before them to consider the question from various points of view, and if it is necessary afterwards that such a minimum wage should be fixed, I have not the slightest doubt that a Resolution will be brought forward by the Government before this House for the ratification of the Convention. But till such proper inquiry is made and a correct decision arrived at, it is only just and proper that the further consideration of this matter should be postponed.

THE HONOURABLE KHAN BAHADUR MIAN SIR FAZL-I-HUSAIN (Education, Health and Lands Member) : May I, Sir, with your permission, try to ascertain whether there is a large body of Members who have not received the papers connected with this Resolution ?

(Five or six Honourable Members declared that they had not received the papers.)

In view of what the Honourable Members have said, I have no doubt that the Member in charge would be glad to supply the papers to them, because there is really no urgency to get the Resolution passed to-day without letting Members know what the nature of the Resolution is. If you will, Sir, kindly permit this Resolution to be taken up on Thursday with the other business on that day, that would probably meet the wishes of the Members and also not mean shelving this question for any length of time.

THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS (Punjab : Non-Muhammadan) : I hope that in the meantime the papers will be supplied to us.

THE HONOURABLE KHAN BAHADUR MIAN SIR FAZL-I-HUSAIN : That is the intention.

THE HONOURABLE MR. T. RYAN : Sir, my information is that copies of the Bulletin, which gives complete information on the subject and the text of the draft Convention and Recommendation, were distributed to all Members of the Council of State on the 21st of February last ; but, as the Honourable the Leader of the House has suggested, there will be no difficulty, if this is desired by the House, in distributing copies to Members afresh and in taking the Resolution at a later date.

THE HONOURABLE THE PRESIDENT : Motion moved :

“ That the discussion on the Resolution be adjourned.”

The motion was adopted.

MOTION FOR THE ELECTION OF A MEMBER TO THE GOVERNING BODY OF THE INDIAN RESEARCH FUND ASSOCIATION.

THE HONOURABLE KHAN BAHADUR MIAN SIR FAZL-I-HUSAIN (Education, Health and Lands Member) : Sir, I beg to move :

“ That this Council do proceed to elect, in such manner as the Honourable the President may direct, one Member to sit on the Governing Body of the Indian Research Fund Association.”

[Khan Bahadur Mian Sir Fazl-i-Husain.]

I need hardly remind the Council that this motion is in pursuance of the statement I made on the 17th September in connection with the Resolution moved by the Honourable Dr. Rama Rau.

The motion was adopted.

THE HONOURABLE THE PRESIDENT : Nominations for the election of a Member to the Indian Research Fund Association will be received up to the hour of noon to-morrow. If an election is necessary, the election will take place on the 26th, the day after to-morrow.

The Council then adjourned till Eleven of the Clock on Wednesday, the 25th September, 1929.