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THE
LEGISLATIVE ASSEMBLY DEBATES

(Official Report)

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(17th February to 27th February, 1936)

THIRD SESSION
OF THE
FIFTH LEGISLATIVE ASSEMBLY,
1936



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1936

Legislative Assembly.

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LEGISLATIVE ASSEMBLY.

Wednesday, 19th February, 1936.

The Assembly met in the Assembly Chamber of the Council House at Eleven of the Clock, Mr. President (The Honourable Sir Abdur Rahim) in the Chair.

MEMBER SWORN.

Mr. Evan Meredith Jenkins, M.L.A. (Government of India: Nominated Official).

QUESTIONS AND ANSWERS.

CONSTRUCTION OF A ROAD FROM MACHALA TO PULLANDDIGUEM IN THE GUNTUR DISTRICT.

575. ***Prof. N. G. Ranga:** (a) Are Government aware that there is no road to the Pullanddigudem where are situated the Nagarjunakonda Buddhistic treasures and finds, the latest of which are of the second century, and that therefore the public are not able easily to reach that place and benefit themselves from their study of those valuable architectural and religious treasures?

(b) Are Government prepared to consider the advisability of constructing a road from Machala to Pullanddigudem?

Sir Girja Shankar Bajpai: (a) Yes.

(b) This is being considered by the Local Government, whose responsibility it is.

BUDDHISTIC MONUMENTS, ETC., OF AMARAVATI, BHATTIPROLE AND UNDAVALLI IN THE GUNTUR DISTRICT.

576. ***Prof. N. G. Ranga:** (a) Are Government aware of the fact that (i) the Buddhistic monuments and the artistic and architectural treasures thereof of Amravati, Bhattiprole and Undavalli in Guntur District are not properly housed or protected, (ii) that the Bhattiprole stupa's mound is thickly over-grown with bush and weeds, and (iii) that nowhere is any indication, either by sign-board or by a notification, given of the special importance of those treasures in our history?

(b) Are Government prepared to properly house and protect them and issue a descriptive catalogue in Andhra and English, if not for those finds alone, at least for all such treasures in Guntur District, including those at Nagarjunakonda?

Sir Girja Shankar Bajpai: (a) It is not clear from the Honourable Member's question to what artistic and architectural treasures he refers. There is a small stupa at Amravati which is well preserved and the few sculptures retained there are properly looked after. At Bhattiprolu there is only a Buddhist mound which has been declared a protected monument and is kept free from jungle. A notice board at the site warns the public against committing damage to it. The protected monument at Undavalli is a four storeyed rock-cut temple in charge of a local Committee which maintains it in accordance with the advice of the Archaeological Department.

(b) From what I have already said, the Honourable Member will realise that the question of housing any antiquities or of issuing a descriptive catalogue does not arise except in regard to the finds at Nagarjunikonda. The position regarding the publication of a guide to the latter has already been explained by me in reply to another question.

Prof. N. G. Ranga: Are Government aware of the fact that the artistic treasures and remains at Amravati are not at all protected from wind, rain and the vicissitudes of the seasons, and will Government consider the advisability of taking proper steps to protect them?

Sir Girja Shankar Bajpai: I understand that the vicissitudes of the seasons to which these monuments are exposed are vicissitudes to which they have been exposed since the buildings were first constructed.

REDUCTION OF FREIGHTS ON AGRICULTURAL COMMODITIES AND THIRD CLASS FARES.

577. ***Prof. N. G. Ranga:** (a) Will Government be pleased to state (i) whether the railway revenues have been improving, and (ii) whether there is any likelihood of a Budget surplus in Railways?

(b) If so, are Government prepared to consider the advisability of lowering the freights on agricultural commodities and the rates for third class passengers?

Mr. P. R. Rau: My Honourable friend will have found an answer to his question in the speech of the Honourable the Railway Member introducing the Railway Budget and the budget papers circulated on Monday.

WATER TAPS AND TANKS IN THE LATRINES OF THIRD CLASS CARRIAGES ON THE BENGAL NAGPUR RAILWAY.

578. ***Prof. N. G. Ranga:** Are Government aware of the fact that in many third class carriages on the Bengal Nagpur Railway, the water-tanks provided for the latrines, are not regularly filled either at the starting stations or at the junctions, and that many water-taps therein are not repaired and so are unusable? If so, are Government prepared to take steps to remove these defects?

The Honourable Sir Muhammad Zafrullah Khan: No. Government understand that arrangements have been made to ensure that all tanks are filled with water both at starting stations and at stations *en route* where trains halt sufficiently long to replenish tanks. The allegation in regard to water taps has been brought to the notice of the Administration.

CLEANSING OF LATRINES OF THIRD CLASS CARRIAGES ON CERTAIN RAILWAYS AT JUNCTION STATIONS.

579. ***Prof. N. G. Ranga:** (a) Are Government aware of the fact (i) that it has become practically impossible for third class passengers to get their carriages and the lavatories therein cleaned even at junction stations on the South Indian Railway, Madras and Southern Mahratta Railway and Bengal Nagpur Railway; and (ii) that neither the guards nor the Station Masters pay any attention at most places to the requests of passengers to send the sweepers to clean at least the specified carriages?

(b) If so, do Government propose to take steps to see that at all the junction stations, at least, a sweeper is regularly kept on duty and ready on the platform to clean the carriages as the trains come on to the platform?

The Honourable Sir Muhammad Zafrullah Khan: (a) No. The Agents of the three Railways referred to deny these allegations and the Agent of the South Indian Railway further states that public complaint books are kept at many of the important stations but no complaint in regard to these matters has so far been made.

(b) Does not arise.

INCOME-TAX PAYERS IN THE BOMBAY PRESIDENCY QUALIFIED TO BE ENTERED IN THE ELECTORAL ROLL FOR THE COUNCIL OF STATE.

580. ***Mr. N. V. Gadgil:** What is the number of income-tax payers in the Bombay Presidency qualified to be entered in the electoral roll for the Council of State recently prepared, but who have not been so entered in the roll?

The Honourable Sir Nripendra Sircar: On the occasion of the preliminary publication for claims and objections, 611 persons were included in the rolls on the strength of possessing the relevant income-tax qualification. The total number of persons possessing the qualification is believed to be 1119. In other words, the number of qualified persons, not included on the occasion of the preliminary publication, was approximately 508.

Mr. N. V. Gadgil: Will Government take steps to see that they are also included in the list?

The Honourable Sir Nripendra Sircar: I think I ought to explain to the Honourable Member that the income-tax authorities are precluded by section 54 of the Indian Income-tax Act from supplying lists of qualified persons to the registering authority, with the result that, in the absence of applications from qualified persons themselves, the registering authority has no means of securing their inclusion in the roll, that the preliminary publication for claims and objections effected on the 18th January will afford ample opportunity for claims by qualified persons and that it is for candidates and political organisations interested in the completeness of the rolls to see that qualified persons make claims.

Mr. S. Satyamurti: Will Government consider the advisability of amending the Income-tax Act, so as to enable the income-tax authorities to supply the lists to the returning officer, whoever he may be, so that the

list may be complete in so far as information is available with Government already? I had the difficulty in Madras, where 4,000 men had been excluded from the list.

The Honourable Sir Nripendra Sircar: This is really a matter, for the Honourable the Finance Member, but I do not think the Honourable Member can expect a question of policy like that to be answered on a supplementary question.

Mr. S. Satyamurti: Will the Honourable the Finance Member be good enough to consider—he is more alert—whether it is not necessary to amend the Act so as to give to the authority concerned the names of all income-tax assesses for the purpose of including them in the electoral rolls?

The Honourable Sir James Grigg: I shall consider the question of amending the secrecy provisions of the Income-tax Act for the purpose of the electoral rolls, though I am not particularly anxious to carry somebody else's baby.

Mr. S. Satyamurti: May I ask whether Government are not interested in making the electoral rolls as complete as possible?

The Honourable Sir James Grigg: I am not the Member of Government particularly interested in that aspect of the question.

Mr. S. Satyamurti: When I ask the Law Member, he refers me to the Finance Member, and the Finance Member says that he is not interested in the subject matter of the question. I should like to have an answer from somebody to my question.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member had better put down a question.

Mr. S. Satyamurti: It would not be reached, before the end of the Session.

The Honourable Sir Nripendra Sircar: What further answer does the Honourable Member want? The Honourable the Finance Member said he would consider it.

Mr. S. Satyamurti: This is as old as the hills. I am putting a simple question—whether Government do not consider it necessary to make the electoral rolls as complete as information in their possession makes it possible.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member said that he will have the matter considered.

Mr. S. Satyamurti: Thank you, Sir.

SERVICE BOOKS OF GOVERNMENT SERVANTS.

581. ***Mr. N. V. Gadgil:** (a) Will Government be pleased to state whether a service book of a Government employee is his personal property, left in the custody of Government, and whether it is treated as a confidential record?

(b) Can the service book and official leave record of a Government employee be supplied to an outsider by any of the offices without knowledge and permission of the employee concerned?

(c) Is it a misuse if such a record is supplied to an outsider by any officers of Government?

(d) Can Government refuse to supply such record to an heir of an employee (deceased)? If so, under what rules of office procedure framed by Government?

The Honourable Sir Henry Craik: (a) A Service Book is a Government record and not the personal property of any individual. It is kept in the custody of the Head of the office and is thus treated as confidential.

(b) and (c). The Service Book should not be shown to any person outside the Government office in which the Government servant is for the time working or outside the Audit Office. It is shown to the Government servant himself for the purpose of seeing that it is correct.

(d) If application is made, Government would not ordinarily refuse to give the book to the heir of the Government servant.

Mr. Lalchand Navalrai: May I know from the Honourable Member how a Government servant is to know if any adverse remarks are made in the service book?

The Honourable Sir Henry Craik: Adverse remarks would be made in the character roll, which is a separate document.

REFUSAL OF PAYMENT OF PROVIDENT FUND AMOUNT TO A DECLARED NOMINEE OF A DECEASED SUBSCRIBER.

582. ***Mr. N. V. Gadgil:** (a) Will Government be pleased to state under what circumstances the Finance Department or any audit office of a Province can refuse payment of Government General Provident Fund amount to a declared nominee of a deceased subscriber to the fund?

(b) Under what rule or rules of the General Provident Fund can an audit office demand a succession certificate from such a nominee of a subscriber, when a declaration of the deceased subscriber had been accepted by an audit office?

(c) If the demand for a succession certificate by the Finance Department is looked upon as quite legal and justified, will Government be pleased to state why a provision of nomination is made at all in the Government General Provident Fund Rules, and what is the propriety then of a nomination?

The Honourable Sir James Grigg: (a) and (b). I invite the attention of the Honourable Member to rules 8, 31 and 32 (2) and Appendix D in the General Provident Fund (Central Services) Rules, and rules 10, 15 and 17 of the General Provident Fund Rules of 1929, copies of which are available in the Library. The former rules came into force with effect from the 1st April, 1934, and from that date supersede the latter rules in their application to persons subject to the rule-making powers and control of the Governor General in Council.

(c) Under the rules of 1929, the nomination became null and void from the date the subscriber quitted service. If the subscriber died after quitting service but before receiving his provident fund money, the amount at credit became part of his estate and could only be paid to his legal heir or heirs. Under the General Provident Fund (Central Services) Rules, however, the nomination holds good even although a subscriber dies after quitting service but before receiving his provident fund money.

**POSITION OF STAFF RECRUITED AT THE ADVENT OF CREW SYSTEM
ON RAILWAYS.**

583. ***Mr. N. V. Gadgil:** Will Government be pleased to state:

- (a) whether the majority of the staff directly recruited at the advent of the crew system in 1928, are still considered as temporary and thereby deprived of the privileges of State Railway Provident Fund Contribution;
- (b) whether these staff, having passed the best part of their life in the working of this system, have become age barred and unfit to enter any other Government service;
- (c) whether the old ticket checking staff loaned to this system and working on higher grades which they earned during the life of this department, are still considered on temporary promotion in their home divisions, if returned, and are also not given the benefit of pass rules, since they are considered as officiating in these grades temporarily; and
- (d) The appointments of Train Conductors and Chief Inspector such as Train Conductors on Rs. 340, Chief Inspector Crews on Rs. 450, are filled by Anglo-Indian Transportation hands, thereby blocking the promotion of next lower grade Indian subordinates of the Commercial Branch?

The Honourable Sir Muhammad Zafrullah Khan: I presume the Honourable Member is referring to the Great Indian Peninsula Railway. If so, the reply is as follows:

- (a) Yes.
- (b) It is possible that a large number of the staff have passed the age at which candidates are usually recruited for service in other Government departments.
- (c) The permanent staff loaned to the Crew system and working in higher grades are considered as on temporary promotion; if any of them are returned to their home division they would be given the seniority and pay which they would have earned had they continued to work in their substantive posts. They are given passes permissible to them under the pass rules.
- (d) The appointments of Train Conductors and Chief Inspector, Crews, fall within the category of selection posts and promotion to these posts is made from among the existing staff considered to be the most suitable.

Mr. Lalchand Navalrai: May I know when these men will be given the benefits to which they are entitled when they go to their old places, and why they are not made permanent?

The Honourable Sir Muhammad Zafrullah Khan: Well, they will be made permanent as soon as it is decided that a certain percentage of that category should become permanent.

ASSESSED INCOME FROM OUTSIDE INDIA AFTER THE AMENDMENT OF THE INDIAN INCOME-TAX ACT.

584. ***Mr. Sami Vencatachellam Ohetty:** (a) Will Government be pleased to state the assessed income from outside India after the Income-tax Act was amended, so as to include 'Property', and three years previous to the said amendment?

(b) Is it a fact that sales proceeds of properties in foreign countries by the citizens of this country are taxed when the same are remitted here? If so, why?

(c) Is income-tax levied on the savings of salaries and the wages earned by the Indian employees in foreign countries and brought by them when they come home?

Mr. A. H. Lloyd: (a) The information is not available.

(b) The question whether sale proceeds of properties owned by British Indian subjects in foreign countries are taxable will depend upon whether such sales form part of the business carried on in the foreign place. If the sale was in the course of the business, the surplus realised is profit taxable under section 4 (2) of the Indian Income-tax Act, 1922, when remitted to British India.

(c) Savings from salaries and wages earned, outside British India by British Indian employees, are taxable income of the year in which they are brought to British India, provided the employee is a resident in British India and the income does not fall under the first proviso to section 4 (2) of the Indian Income-tax Act, 1922.

UTILIZATION OF INDIGENOUS SYSTEM OF MEDICINES.

585. ***Sardar Sant Singh:** (a) Will Government please state in detail all the steps taken by the Government of India directly and indirectly to promote the utilization of indigenous systems of medicines in India after the adoption of the resolution on the subject by Rai Sahib Lakshmi Narayan Lal by the Legislative Assembly on the 12th January, 1922?

(b) What grants-in-aid were given by the Government of India or other bodies to the different Colleges for training in Ayurvedic and Unani systems in India, *e.g.*, Tibbia College, Delhi, and other similar institutions in India since 1922? If none, why not? If so, how much amount was paid each year in each case?

(c) Have Government opened any dispensary of their own for the benefit of their staff, which ever since 1922 consists mostly of Indians and are Government aware that they prefer Ayurvedic or Unani treatment? If not, do Government now propose to open a hospital of indigenous medicines on a large scale under most learned and capable Vaidas and Hakims at New Delhi, so as to make that a most central institution in India for the benefit of both Government employees and the public at large? If not, what are the difficulties?

Sir Girja Shankar Bajpai: (a) The Government of India have shown an active interest in indigenous systems of medicine by financing investigations by pharmacologists into the action of indigenous medicines. Over two lakhs of rupees have been spent during the last eleven years on these investigations which are being continued.

(b) The Government of India have not considered it necessary to give such grants which, considering the constitutional position could only have been given to institutions in directly administered areas. They have no information relating to grants by other bodies.

(c) Government have made adequate arrangements for the medical treatment of their employees. Ayurvedic and Unani dispensaries under municipal control exist in New Delhi and Simla. The answer to the second part is in the negative. The difficulties are primarily financial.

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GOVERNMENT SERVANTS DECLARED INSOLVENT OR WHOSE SALARIES HAVE BEEN ATTACHED IN OFFICES UNDER THE GOVERNMENT OF INDIA.

586. ***Sardar Sant Singh:-** (a) Will Government be pleased to state the names of Government servants who were declared insolvent or whose salaries have been attached during the last three years in the following offices:

- (1) the Civil Aviation Department,
- (2) the Department of Industries and Labour,
- (3) the Indian Stores Department.
- (4) all the branches of the Central Public Works Department,
and
- (5) other Departments,

giving in every case the pay of the Government servants, the total sum of attachments and the monthly deductions made from their pay?

(b) Will Government be pleased to state if the pay of any of such officials has been constantly under attachment for a period exceeding two years?

(c) Will Government be pleased to state if the pay of any of such officials is attached for a sum which in ordinary circumstances cannot be repaid within a period of two years?

(d) Are Government aware that in the above circumstances of the case, a Government servant is liable to be dealt with under Government Servants' Conduct Rules? If so, who has been dealt with and in what way?

(e) Will Government also be pleased to state what punishment other than dismissal is awarded in respect of further grant of increment or promotion, etc., to such Government servants who are retained in service?

(f) Are Government aware of the fact that such cases of insolvency or indebtedness are liable to set bad examples for younger incumbents and tend to promote similar action by other Government servants? Are the juniors who honestly work all round given preferential treatment for purposes of promotion?

The Honourable Sir Henry Craik: (a), (b) and (c). Government regret that the required information is not available and cannot be obtained without an undue expenditure of time and labour.

(d) The Government are aware of this; but as I have just stated, the information is not available.

(e) Each case has to be dealt with on its merits, and the action taken will depend largely on the circumstances in which the debts were incurred.

(f) The answer to be given to the first part of the question is a matter of opinion. As regards the second part, I can only say in general terms that good and honest work on the part of juniors is naturally taken into account for purposes of promotion.

APPOINTMENT OF INDIANS AS CARETAKERS OF GOVERNMENT BUILDINGS IN NEW DELHI AND SIMLA.

587. ***Sardar Sant Singh:** Are Government aware that questions have been asked in this House in the past as to why no Indian has been appointed as Caretaker either of the Secretariat Buildings or the Council House Buildings, New Delhi or the Gorton Castle, Simla, up till now? If so, what action did they take for appointment of Indians to such posts? If no action has been taken so far, why not?

The Honourable Sir Frank Noyce: Yes. Of five posts of caretaker in the Central Public Works Department two are already held by Indians. The caretaker of Gorton Castle and the Railway Board buildings, Simla, retired towards the end of last year and it is proposed to appoint an Indian in the vacancy, which is the first which has occurred for some years.

APPOINTMENT OF A SIKH ON THE PERSONAL STAFF OF HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

588. ***Sardar Sant Singh:** (a) Are Government aware that on the personal staff of His Excellency the Commander-in-Chief in India, the following ministerial appointments have been held by Muhammadans only to the total exclusion of the majority community and other minority communities:

- (1) Household Superintendent.
- (2) Stenographer for A. M. S. (P.), or the Commander-in-Chief,
- (3) Assistant Cashier, A. M. S. (P.)?

(b) When was each of these appointments created and what pay and allowances, separately, are given to each of them?

(c) Did the military authorities take into any consideration the claims of other communities while making all these appointments in the past? If so, in what way? If not, why not?

(d) Is it not the set policy of Government to avoid preponderance of any one community in a service and that too of only one minority community? If so, how do Government justify the present composition of the existing ministerial personal staff which the military authorities have now got on the staff of His Excellency the Commander-in-Chief and which belong to only one minority community?

(e) Was there any Sikh application for any of the appointments in question when each of these was filled up in the past? If so, what were their names and qualifications and were their claims considered? If not, why not?

(f) Do Government propose to appoint a Sikh also on the staff of His Excellency the Commander-in-Chief in India in a vacancy that may fall vacant hereafter? If not, why and will that be in accordance with the Home Department's orders in regard to the removal of communal inequalities in the services? If so, how?

Mr. G. R. F. Tottenham: (a) to (f). Two out of the three appointments to which the Honourable Member refers were made long before Government had issued orders about communal representation in Government offices. There is no reason to believe that these rules will not be borne in mind in filling any future vacancies that may arise.

HOLIDAYS IN THE GOVERNMENT OF INDIA OFFICES ON ACCOUNT OF GURU GOVIND SINGH'S BIRTHDAY AND GURU TEGH BAHADUR'S MARTYRDOM DAY.

589. ***Sardar Sant Singh:** Are Government prepared to add to the holidays of the Government of India, the holidays on account of Guru Govind Singh's Birthday and Guru Tegh Bahadur's martyrdom day? If not, what are the difficulties or reasons?

The Honourable Sir Henry Craik: Sectional holidays are given on account of Guru Govind Singh's birthday and Guru Tegh Bahadur's martyrdom day. If the Honourable Member's intention is that these days shall be declared to be general holidays, the reply is that the Government see no necessity for it.

SERVANTS' GODOWNS IN UNORTHODOX QUARTERS IN SIMLA.

590. ***Sardar Sant Singh:** (a) Is it a fact that the 'C' class unorthodox quarters in Kaithu are provided with three servants' godowns, whereas 'C' class tenants in Summer Hill unorthodox quarters are provided with one servants' godown? If so, what is the reason for this differentiation?

(b) Will Government be pleased to state the number of servants' godowns provided for 'B' class and 'A' class unorthodox quarters in Kaithu and Tuti Kandi and the number of servants' godowns provided for the tenants of the same class of quarters in Summer Hill?

(c) Will Government be pleased to state the reasons why men drawing Rs. 300 to 600 but living in Summer Hill quarters, are provided with one or two servants' godowns whereas men drawing less than Rs. 300 are provided with three godowns in Kaithu?

(d) Will Government be pleased to state whether at the time of building the Summer Hill quarters this point was considered? If not, why not?

(e) Do Government propose to rectify these mistakes by allotting at least two godowns to 'B' class Summer Hill quarters and three godowns to 'A' class quarters? If not, are Government aware of the difficulties

and hardships of such tenants for want of accommodation for their servants? If not, do they propose to enquire into the matter? If not, why not?

The Honourable Sir Frank Noyce: (a) Yes. The Kaithu quarters were constructed 50 years ago when it was customary to provide more servants' quarters than it is now.

(b) The number of servants' quarters provided for 'A' and 'B' class unorthodox quarters in Kaithu, Tutikandi and Summer Hill is as follows:

Kaithu—'A' class 4. 'B' class 4.

Tutikandi—'A' class 5 or 6. 'B' class 6.

Summer Hill—'A' class 2. 'B' class 1.

(c) The attention of the Honourable Member is invited to the reply given to part (a) above.

(d) Yes. The second part does not arise.

(e) No. The suggestion would involve very considerable expenditure and substantial increases in rents.

CHANGE OF CLASSIFICATION OF QUARTERS FROM UNORTHODOX TO ORTHODOX BY THE SECRETARIAT STAFF.

591. ***Sardar Sant Singh:** (a) Will Government be pleased to state the number of men of the Secretariat Departments under the new rates of house rent or men of other offices entitled to get house rent, who have changed their classification from unorthodox to orthodox during the last two years and the present year?

(b) Are Government aware that a large number of men are changing their classification owing to the several disadvantages that they are put to by living in Summer Hill?

The Honourable Sir Frank Noyce: (a) Eleven during the last two years and seven during the current year.

(b) No.

INCONVENIENCE FELT BY PERSONS ELECTING UNORTHODOX TYPE OF QUARTERS IN SIMLA.

592. ***Sardar Sant Singh:** Is it a fact that a large number of men under the new rates of house rent, who have elected orthodox types, cannot be provided with orthodox quarters and therefore they can draw increased house rent and make private arrangements of houses and that the unorthodox men are not allowed this option.

The Honourable Sir Frank Noyce: All Government servants who draw house allowance at the new rates must accept the accommodation allotted to them or forgo the allowance. The demand for orthodox quarters exceeds the supply. The supply of unorthodox quarters, on the other hand, is adequate for the demand. It follows that more "orthodox" than "unorthodox" clerks make private arrangements for accommodation and draw the allowance.

SCRUTINY OF ALLOTMENT RULES OF GOVERNMENT QUARTERS IN DELHI AND SIMLA.

593. ***Sardar Sant Singh:** (a) Are Government aware that men of the attached offices and subordinate offices, getting lower salaries only, are electing unorthodox classification in order to get better accommodation by paying a nominal rent of Rs. 5 to Rs. 15 a month?

(b) Are there any cases in the case of officers' quarters in Simla where Under Secretaries have been provided with Secretaries' quarters or Superintendents have been provided with quarters meant for Under Secretaries and Deputy Secretaries?

(c) If there are no such instances why, in the case of the clerks' unorthodox quarters only, have men with Rs. 50 or 60 been provided with 'A' class accommodation over-riding the claims of senior men in service, in pay and who are foregoing as much as Rs. 400 and 450 a year by way of house rent for lower types of quarters?

(d) Do Government propose to appoint a committee consisting of officials and non-officials by which the allotment rules of Government quarters in Simla and Delhi may be scrutinised for the purposes of making the Government estates in Simla and Delhi to yield a suitable return on the capital invested on such estates? If not, why not?

The Honourable Sir Frank Noyce: (a) and (b). No.

(c) I would refer the Honourable Member to the reply given on the 26th September, 1935, to Babu Baijnath Bajoria's starred question No. 705.

(d) No. Government see no reason for the appointment of a committee.

CONSTRUCTION OF THE NEW HOWRAH BRIDGE.

594. ***Sardar Sant Singh:** Has the attention of Government been drawn to the United Press message published in the *Forward*, dated the 17th August, 1935, under the title "New Howrah Bridge, Indo-British Combine"? If so, will Government be pleased to state whether there is any truth in the statement?

The Honourable Sir Muhammad Zafrullah Khan: Government has seen the United Press message referred to, and have no reason to suppose that it did not adequately summarise the views at the time of the *Bombay Chronicle*. They are not in a position to confirm the correctness of those views.

RECRUITMENT OF CERTAIN CASTES OF SIKHS IN THE ARMY.

595. ***Sardar Sant Singh:** (a) Will Government please state the names of the castes of Sikhs (non-Jats) which till recently used to supply recruits (soldiers, etc.) for the Indian Army?

(b) What are the names of the Regiments—Infantry and Cavalry, separately—in which recruits from such castes of Sikhs used to be taken?

(c) When was the recruitment of such castes of Sikhs in the ranks stopped in each of these regiments and under whose orders?

(d) What were the circumstances which led to the stoppage of the recruitment of these classes to the Indian Army?

(e) Will Government please place a statement on the table showing the number of soldiers and the names of the officers belonging to such Sikh castes which fought during the Great War and on other occasions?

(f) Are Government aware that many of them had won extraordinary distinctions in the Great and other Wars and many of such officers and soldiers have since retired and others are yet serving the Government to the entire satisfaction of their respective Officers Commanding?

(g) Are Government aware that in good old days the Kshatryas or Khattris, which included Khatri Sikhs also, was the sect which used to be classed as warrior or martial race?

(h) Do Government propose to take steps to open the recruitment to the members of Khatri Sikhs and other such castes which used to enlist previously? If not, why not?

(i) Do Government also propose to raise their separate regiments and give some befitting names also? If not, why not?

Mr. G. R. F. Tottenham: (a) and (b). I lay a statement on the table.

(c) and (d). The recruitment of non-Jat Sikhs has never been stopped, but the reduction in the number of units authorised to recruit them was necessitated by the all round reduction in the Indian Army which was a feature of the post-war re-organisation.

(e) The number of non-Jat Sikhs serving in the Indian Army on the 1st January, 1918, was 16,983. The number serving on the 1st January, 1935, was 4,400. Details regarding the names of the officers are not available.

(f) Yes.

(g) Government are aware that Kshatryas were the Hindu warrior class.

(h) and (i). The Honourable Member's attention is invited to the replies I gave to parts (d) and (g) of his starred question No. 437 on the 17th September, 1935.

Statement.

(a) All sub-classes of Sikhs *viz.*, Khattris, Labanas, Mahtons (Rajput), Kambohs, Sainis, Ahluwalias, Jhiwars, Brahmans, Tarkhans and Tirah Sikhs, except Mazhbis and Ramdassias who are specifically authorised for recruitment in certain units, have been, and are now, eligible for recruitment in units authorised to recruit "Sikhs (other than Jat Sikhs)".

(b) During the Great War non-Jat Sikhs were authorised for recruitment in the following Cavalry, Infantry and Pioneer units:

Cavalry

6th K. G. O. Cavalry.

Infantry and Pioneers ... 1/12th Pioneers.

46th Punjabis.

48th Pioneers.

1/67th Punjabis.

69th Punjabis.

74th Punjabis.

1/107th Pioneers.

124th Baluchistan Infantry.

126th Baluchistan Infantry.

128th Pioneers

Under the post-war organization of the Indian Army the following units are authorised to recruit non-Jat Sikhs :

<i>Cavalry</i>	Nil.
<i>Infantry</i>	2nd Punjab Regiment (5 battalions in all).

In addition to the above unit, non-Jat Sikhs are also eligible for recruitment in 20 Machine Gun Platoons of British Infantry and in the undermentioned Artillery units :

5th Field Brigade.
6th Field Brigade.
25th Field Brigade.
2nd Light Battery.
17th Light Battery.
11th Mountain Battery.
16th Mountain Battery.
18th Mountain Battery.

REALISATION OF FINES FROM THE STAFF OF THE POSTS AND TELEGRAPHS DEPARTMENT.

596. ***Sardar Sant Singh:** (a) With reference to the answer to starred question No. 464 of Mr. Abdul Latif Saheb Farookhi on the 25th August, 1927, will Government please state the amount of fines realised from the staff of the Posts and the Telegraphs Department (separately) during the year 1934-35?

(b) Will Government please state the decision in the matter of instituting a Fine Fund, which was stated to be under consideration?

The Honourable Sir Frank Noyce: (a) Except with regard to piece-workers and daily labourers in the Telegraph Workshops at Alipore, Calcutta, fines are no longer a recognised form of punishment in the Posts and Telegraphs Department. A Fines Fund has been constituted in the Telegraph Workshops and the amounts credited were Rs. 1,150 in the calendar year 1934 and Rs. 1,197 in 1935.

(b) Does not arise.

REDUCTION IN THE PIE-MONEY AND THE OVERTIME ALLOWANCES OF THE STAFF IN THE TELEGRAPH DEPARTMENT.

597. ***Sardar Sant Singh:** (a) Is it a fact that pie-money and overtime allowances of the staff employed in the Telegraphs Department are reduced occasionally?

(b) If the reply to part (a) be in the affirmative, will Government place on the table a copy of the order or rules authorising such reductions and state the circumstances under which these are enforced?

(c) Will Government please place on the table a statement showing the amount deducted from the overtime and pie-money allowances of the staff of the Telegraphs Department during the last seven years?

The Honourable Sir Frank Noyce: (a) The rules permit of the reduction in whole or part, of pie-money in certain cases, but there are no similar rules in regard to over-time allowance.

(b) A copy of the rule referred to in the reply to part (a) above is placed on the table.

(c) Government regret that information is not available nor are they prepared to collect it in view of the inordinate expenditure of time and labour which would be involved.

Extract of Rule 87 of the Posts and Telegraphs Manual, Volume IX.

Heads of offices are allowed a wide discretion in passing the pie-money earnings of the staff. In the case of inaccurate work the pie-money earnings may be retrenched in whole or in part.

**RECOVERIES FROM CLERKS OF THE CENTRAL TELEGRAPH OFFICE, CALCUTTA,
ON ACCOUNT OF UNDER-CHARGES ON TELEGRAMS.**

598. ***Sardar Sant Singh:** Will Government please state the amount of recoveries made from the clerks of the Central Telegraph Office, Calcutta, during the year 1934-35, on account of under-charges on telegrams booked by them?

The Honourable Sir Frank Noyce: It is regretted it is not possible to supply the required information as no account is kept in telegraph offices of the total amounts recovered from clerks in any year on account of under-charges.

INFERIOR STAFF OF THE CENTRAL TELEGRAPH OFFICE, CALCUTTA.

599. ***Sardar Sant Singh:** (a) Is it a fact that the employees of the superior service of the Posts and Telegraphs Department were allowed the option to remain either under Civil Service Regulations or Fundamental Rules in the matter of their leave?

(b) Is it a fact that the inferior staff of the Central Telegraph Office, Calcutta, were compulsorily brought twice under the Civil Service Regulations and thereafter under Fundamental Rules, in the matter of their leave?

(c) Is it also a fact that the inferior staff of the Central Telegraph Office, Calcutta, were neither allowed any option, nor given any information while bringing them twice under the Civil Service Regulations and thereafter under the Fundamental Rules in the matter of their leave?

(d) Is it a fact that as a result of the operation of different rules, referred to in parts (b) and (c), a heavy recovery was made from the salary of the staff of the inferior establishment of the Central Telegraph Office, Calcutta, on account of alleged over-drawn leave allowance?

(e) If the replies to parts (a), (b), (c) and (d) above be in the affirmative, do Government propose to order a refund of the over-drawn leave allowance? If not, why not?

The Honourable Sir Frank Noyce: (a) Yes.

(b) The facts of the case are that the staff referred to which was subject to the leave rules under the Civil Service Regulations was brought under the Fundamental Rules on their introduction in 1922. In 1923 it was wrongly brought again under the Civil Service Regulations, but in 1927 this mistake was rectified at the instance of the Deputy Accountant General and it was again brought under the Fundamental Rules.

(c) Yes, except that as already stated it was brought under the Civil Service Regulations only once after the introduction of the Fundamental Rules.

(d) The leave allowance actually overdrawn was recovered but the recoveries were not unduly heavy and were effected by easy instalments.

(e) No, for the reasons stated in reply to part (d).

REVISED SCALES OF PAY OF TELEGRAPHISTS OF THE NEW CIRCLE SERVICE.

600. ***Sardar Sant Singh:** (a) Will Government be pleased to refer to the Special General Circular No. 37, dated the 11th March, 1935, of the Director General of Posts and Telegraphs on the revised rates of pay, and state whether it is a fact that the initial pay of the departmental telegraphists of the new Circle Service, second grade clerk and postal signallers of the Department is the same, *viz.* Rs. 45?

(b) Will Government please state whether liability to transfer within the Circle has been made an additional condition of service of the new Circle Service telegraphists with reduced scales of pay?

(c) Will Government be pleased to refer to the reply given to question No. 922, dated the 21st March, 1935, by Mr. D. K. Lahiri Chaudhury and state whether it was admitted that the "Departmental telegraphists were given a better scale of pay in recognition of the fact that they are required to possess a higher degree of operative skill and technical attainment than postal clerks or signallers and that the Government do not therefore consider that there is any case for equalizing the scales of pay"?

(d) If the replies to parts (a), (b) and (c) be in the affirmative, are Government prepared to review the question and grant a better scale of pay to the departmental telegraphists of the new Circle Service, as hitherto done in the case of the Station Service telegraphists? If not, why not?

The Honourable Sir Frank Noyce: (a) The starting pay for departmental telegraphists of the new Circle Service and for second grade clerks, including postal signallers, is the same only at the places included in Group A mentioned in the Memorandum issued with the Director-General's special circular referred to by the Honourable Member. In all other places the starting pay for departmental telegraphists is higher than that for second grade clerks, including postal signallers. I may, however, add, for the Honourable Member's information, that the maximum of the scale for departmental telegraphists is much higher than that for second grade clerks, including postal signallers.

(b) Liability to transfer within the Circle is a condition attaching to recruitment for the Circle Service for telegraphists. As this is a new service no question of an additional condition arises.

(c) Yes.

(d) Government are not prepared to review the question in view of the reply given to part (a) above.

GRIEVANCES OF THE STATION SERVICE TELEGRAPHISTS OF THE KARACHI CENTRAL TELEGRAPH OFFICE.

601. ***Sardar Sant Singh:** (a) Is it a fact that when the Station Service of the Indian Posts and Telegraphs Department was introduced in 1920, there was no difference in the scales of pay of telegraphists recruited to this service at Bombay, Calcutta, Rangoon, Karachi and Madras?

(b) Is it a fact that when the pay of the Station Service telegraphists at Bombay, Calcutta and Rangoon was revised and enhanced in 1927-28, the pay of this class of employees at Karachi was not enhanced?

(c) Is it a fact that the aggrieved officials were told in reply to their appeals to Government that their pay had conformed with that of the time-scale clerks of the Karachi Central Telegraph Office?

(d) Is it a fact that a compensatory allowance was sanctioned in 1930 for the time-scale clerks of the Karachi Central Telegraph Office?

(e) If the replies to parts (a), (b), (c) and (d) be in the affirmative, are Government prepared to remedy the grievance of the Station Service telegraphists of the Karachi Central Telegraph Office, by sanctioning with retrospective effect either the revised scales of pay granted to the Station Service telegraphists of Calcutta, Bombay and Rangoon in 1927-28, or the compensatory allowance granted to the time-scale clerks of the Karachi Central Telegraph Office in 1930? If not, why not?

The Honourable Sir Frank Noyce: (a) Yes.

(b) Yes, except that the revision of the rates for Rangoon, Bombay and Calcutta took place in 1926-27 and not in 1927-28.

(c) No.

(d) Yes.

(e) Government do not admit that the station service telegraphists at Karachi have any grievance since their emoluments are higher than those of the postal and telegraph clerks at Karachi even when the compensatory allowances drawn by the latter are taken into consideration. Government are not, therefore, prepared to adopt either of the suggestions made by the Honourable Member.

OVER-TIME WORK DONE BY TELEGRAPHISTS AND POSTAL CLERKS.

602. ***Sardar Sant Singh:** (a) Will Government be pleased to state if there is any rule or order prescribing the limit up to which a telegraphist or a clerk of the Indian Posts and Telegraphs Department can be compelled to do over-time duty?

(b) If the reply to part (a) be in the affirmative, will Government be pleased to quote the same?

(c) If the reply to part (a) be in the negative, will Government be pleased to make it a rule by which no telegraphist or clerk may be compelled to do more than two hours of over-time work? If not, why not?

(d) Are Government aware that the health of telegraphists and clerks in the Indian Telegraphs Department is likely to suffer seriously if they are compelled to do more than two hours' over-time at a stretch?

The Honourable Sir Frank Noyce: (a) No.

(b) Does not arise.

(c) Government are unable to accept the suggestion. Overtime is not a regular feature of a telegraphist's work. The prescription of a time-limit for it might on occasion cause serious administrative inconvenience.

(d) No.

GRANT OF PENSIONARY STATUS OR BENEFITS OF PROVIDENT FUND AND GRATUITY TO TELEPHONE OPERATORS.

603. ***Sardar Sant Singh:** (a) Is it a fact that of all branches of the Posts and Telegraphs Department, only the Telephone Branch is making profits every year since 1928-29?

(b) Is it a fact that the posts of telephone operators are non-pensionable and do not carry any gratuity or Provident Fund?

(c) Is it a fact that the subordinate employees on the State Railways enjoy the benefits of contributory provident fund and gratuity?

(d) If the replies to parts (a), (b) and (c) be in the affirmative, do Government propose to grant either the pensionary status or the benefits of contributory provident fund and gratuity to the telephone operators? If not, why not?

The Honourable Sir Frank Noyce: (a) Yes, except during the year 1930-31 in which there was a loss.

(b) The fact is as stated by the Honourable Member except that the services of those telephone operators who were holding permanent posts substantively on the 8th of July, 1919, are pensionable.

(c) Yes.

(d) The matter is under consideration.

EXAMINATION FOR PROMOTION OF POSTAL CLERKS TO SELECTION GRADES.

604. ***Sardar Sant Singh:** (a) Will Government please state the total number of clerks employed in Posts and Telegraphs, respectively, and the number of selection grade (upper and lower) appointments allotted to each separately?

(b) Is it a fact that examinations for promotion of clerks to selection grades have been abolished?

(c) Do Government propose to revive the examination? If not, will Government please state what procedure will be followed for selection of best men for promotion to selection grade appointments in order to maintain departmental efficiency?

(d) Are Government aware that junior clerks, recruited after 1918 prefer the examination, while their seniors do not like it? If so, do Government propose to adopt a strict method of selection by which really capable hands may get full opportunity to rise higher and retain efficiency of the department without at the same time giving any loophole for favouritism whatsoever?

The Honourable Sir Frank Noyce: (a) On the 28th February, 1935, the latest date for which information is at present available, the total number of clerical staff was 28,010 in the Postal Branch and 1,942 in the Telegraph Branch. The number of selection grade appointments was 1,492 and 79 respectively.

(b) Yes.

(c) The reply to the first part is in the negative. As regards the second part, promotion to selection grade appointments is made by selection based on an officer's fitness and seniority.

(d) Government have no information. The second part of the question does not arise.

COST OF MAINTENANCE OF TELEGRAPH LINES.

605. ***Sardar Sant Singh:** Will Government be pleased to state which department bears the cost of maintenance of telegraph lines and other charges for the Engineering staff required to keep them in working order in the Railways, Postal Combined offices, Indian States, etc.?

The Honourable Sir Frank Noyce: The Indian Posts and Telegraphs Department bears the cost of maintenance of all telegraph lines which it erects and maintains.

POSTAL AND TELEGRAPH CONCESSIONS IN RATES ALLOWED TO DIFFERENT PARTIES.

606. ***Sardar Sant Singh:** Will Government please state the nature of concessions in rates allowed to different parties (Railways, Indian States, Governments, public, etc.), including the Press rates, code words, delivery in a lot to the same address at the same time under charge of messages, etc., etc., and quote rules therefor?

The Honourable Sir Frank Noyce: I would refer the Honourable Member to Sections X, XXII and XXIV of the latest edition of the Post and Telegraph Guide, that issued in April, 1935, a copy of which is in the Library of the House and in which he will find full information regarding telegraphs and telegraph charges.

AMALGAMATION OF THE POSTS AND TELEGRAPHS DEPARTMENT.

607. ***Sardar Sant Singh:** (a) Will Government please state whether the amalgamation of Posts and Telegraphs, including Phone and Engineering (proper), under one Director General and Postmaster General, was effected as an experimental measure?

(b) If so, for what period? If not, why do Government maintain different accounts of these two branches, entailing extra cost in keeping accounts, etc.?

The Honourable Sir Frank Noyce: (a) No.

(b) The first part does not arise. As for the last part, separate accounts are maintained in order that the financial results of the working of the constituent branches may be ascertained. No extra cost is involved in maintaining such accounts.

CONVERSION OF DEPARTMENTAL TELEGRAPH OFFICES INTO COMBINED
POST OFFICES.

608. ***Sardar Sant Singh:** Is it a fact that the policy of the Government is ultimately to convert all departmental telegraph offices into combined Post Offices? If not, will Government please state the names of the departmental telegraph offices which will not be so converted and why?

The Honourable Sir Frank Noyce: The reply to the first part is in the negative.

As regards the second part, the question of conversion is decided in each case on financial and administrative considerations. It is not possible, therefore, to state definitely which telegraph offices will not be converted.

EXAMINATIONS OF TELEGRAPHISTS FOR THE PURPOSE OF INCREMENTS.

609. ***Sardar Sant Singh:** (a) Will Government please state the different stages at which telegraphists are required to appear at examinations for the purpose of increments?

(b) Is it a fact that postal signallers have no incremental examinations? If so, do Government propose to consider its desirability? If not, why not?

(c) Will Government state the names of services in which incremental examinations prevail and the stages thereof?

The Honourable Sir Frank Noyce: (a) General and Local Service telegraphists are required to appear at examinations for the purposes of increments every year during the first five years of their service and, thereafter, in the tenth year of service and again before passing the efficiency bar at the fifteenth year of service.

Station Service telegraphists are required to appear at similar examinations every year during the first five years of their service and, thereafter, before passing the efficiency bar at the tenth year of service and again in the 15th year of service.

(b) Postal signallers are not required to pass incremental examinations in signalling like telegraphists. Government consider it unnecessary to prescribe such examinations for postal signallers as they only perform signalling work for part of their time and work on the comparatively less important telegraph circuits.

(c) In the Posts and Telegraphs Department incremental examinations are prescribed in the case of Wireless Operators and Engineering Supervisors. Wireless Operators are required to pass incremental examinations every year during the first five years of service and, thereafter, in the tenth year and again before passing the efficiency bar at the fifteenth year of service.

Engineering Supervisors are required to pass a signalling test annually during the first five years of their service for the purpose of increments and thereafter a technical examination once only at any time before passing the efficiency bar at the 20th year of service.

DUTIES OF INSPECTORS OF POST OFFICES AND INSPECTORS OF PEONS OF TELEGRAPH OFFICES IN CALCUTTA.

610. ***Sardar Sant Singh:** (a) With reference to the answer to unstarred question No. 269 of Mr. S. C. Mitra, M.L.A., of 29th March, 1932, will Government be pleased to place on the table a list of duties performed by the Town Inspectors of Post Offices in Calcutta and also Inspectors of Peons of Telegraph Offices?

(b) In what respect do the duties of Inspectors of Peons of Telegraphs differ from those of Inspectors of Post Offices, so far as the outdoor duty is concerned?

(c) Is it a fact that the Postal Inspectors were also supplied with cycles at the beginning?

(d) Is it a fact that they were subsequently granted conveyance allowance?

(e) Is it a fact that the attached officers in the Central Telegraph Office, Calcutta and other Inspecting S. T. Ts. in Postmaster General's Office in Calcutta get conveyance allowance for inspection of local or combined offices? If so, will Government please state the rate of such allowance drawn by them?

The Honourable Sir Frank Noyce: (a) and (b). Generally speaking, Inspectors of Peons are attached to the larger Telegraph Offices to supervise the delivery work of the Telegraph Peons; Town Inspectors of Post Offices in addition to supervising the work of postmen and of other postal subordinates working outside the post office also supervise and inspect the working of town sub-offices and make inquiries into complaints entrusted to them.

(c) So far as Government are aware, this was not the case.

(d) Town Inspectors are granted conveyance allowance.

(e) The reply to the first part is in the negative, the second part does not arise.

GRANT OF HOLIDAYS TO THE TELEPHONE OPERATORS.

611. ***Sardar Sant Singh:** With reference to the answer to unstarred question No. 86 of Mr. S. G. Jog on 20th August, 1934, will the Honourable Member in Charge of Industries and Labour Department please state if any decision has yet been arrived at regarding the grant of holidays to the telephone operators? If so, will Government please place on the table a copy of the orders?

The Honourable Sir Frank Noyce: Yes. A copy of the orders is laid on the table.

INDIAN POSTS AND TELEGRAPHS DEPARTMENT.

From

The Director-General of Posts and Telegraphs,

To

All Postmasters General, and
The Director of Posts and Telegraphs,
Sind and Baluchistan Circle, Karachi.

No. ESA-99/34(3), dated New Delhi, the 6th February, 1936.

SUBJECT :—*Grant of holiday or offs to Telephone Operators.*

Sir,

With reference to your reply to this office letter No. Es.A.99/34(3), dated the 25th March, 1935, I am directed to say that the Director-General has noticed that in certain exchanges Telephone Operators do not at present enjoy any holiday throughout the year like officials of other branches of the Department. In order to remove this grievance the Director-General is pleased to order that the following measures shall be adopted in Telephone Exchanges with effect from the date mentioned below :

- (a) Telephone Exchanges with only one 'position' which work for 24 hours, should be manned by four Telephone Operators and not three Telephone Operators as at present. The extra staff which would be necessary by the adoption of the above measure, should be employed with effect from the 1st March, 1936, or earliest date thereafter.

2. In regard to the other Telephone Exchanges in which there is only one 'position' and which are at present manned by four Telephone Operators, the Director-General thinks that there should be no difficulty in arranging for offs for Telephone Operators. In such exchanges every Telephone operator ought to get one Sunday off each month, and if the men are required to do 50 hours' work per week, there should be no difficulty about short offs during the week. The Director-General sees no reason why the duties of the Telephone Operators in such exchanges cannot be so fixed that they do only 42 hours work per week.

3. The extra posts of Telephone Operators which would be necessary by the adoption of the measures at 1(a) above, should be in the 2nd grade of the new revised scales of pay.

4. From henceforth the practice of employing less than four operators in a manual exchange, open from 0 to 24 hours, is absolutely prohibited except with the special orders of the Director-General in each case.

I have the honour to be,

Sir,

Your most obedient servant,

J. R. BOOTH,

Senior Deputy Director-General.

The 6th February 1936.

 POSITION OF THE POSTS AND TELEGRAPHS DEPARTMENT.

612. *Sardar Sant Singh: (a) Is it a fact that the Posts and Telegraphs Department was formerly treated as a public utility department?

(b) Is it a fact that the policy of Government has since undergone a change and the said Department is now declared as a commercial department?

(c) If the reply to part (b) be in the affirmative, are Government prepared to observe all bank holidays as holidays of this Department in respect of dealings with the public and notify accordingly? If not, why not?

The Honourable Sir Frank Noyce: (a) and (b). The Posts and Telegraphs Department has always been regarded as a public utility department which should at the same time pay its own way. Its accounts are now maintained on a commercial basis.

(c) Government are not prepared to direct that all Bank holidays should be observed as holidays for post and telegraph offices as to do so would cause serious inconvenience to the public.

REDUCTION OF THE HOURS OF DUTY OF TELEGRAPHISTS AND SIGNAL ROOM CLERKS.

613. ***Sardar Sant Singh:** (a) With reference to the answer given on the 13th March, 1933, to unstarred question No. 100 by Mr. Rameshwar Prasad Bagla, will Government be pleased to state:

(i) the conditions of service in continental signal offices and the reasons why they are not the same as in India;

(ii) the result of Government's enquiry as to the percentage of staff brought on night duty, and whether there has been no increase on the percentage recommended by the Maxwell Committee?

(b) Will Government be pleased to state the recommendation of the Geneva Conference on the question of reduction of duty hours and the decision of Government thereon?

(c) Do Government propose to institute an independent enquiry in India with a view to reducing the hours of duty of the employees, to solve the question of unemployment or to give partial relief to the present men by introducing 40 hours' week instead of 54 as now? If not, why not?

The Honourable Sir Frank Noyce: (a) In regard to the first part of item (i), Government have no precise information. The last part, therefore, does not arise. As for item (ii), the Honourable Member is referred to the reply given by the late Sir Thomas Ryan to part (d) of Mr. Rameshwar Prasad Bagla's unstarred question No. 100 in this House on the 13th March, 1933.

(b) I am not aware of any recommendation bearing closely on the question of hours of work for signallers, but I presume that the Honourable Member has in mind the draft convention embodying the principle of a 40-hour week which was adopted by the International Labour Conference in June, 1935, and which has so far been supplemented only by a draft convention relating to Glass-bottle works. Government propose to place these Conventions before this House in the course of this Session, when they will explain their attitude.

(c) No, for the reasons indicated in reply to part (b).

HOUSING ACCOMMODATION FOR TELEGRAPH STAFF NEAR TELEGRAPH OFFICES.

614. ***Sardar Sant Singh:** (a) Is it a fact that the employees of the Telegraph Department have got to attend to their duties at all periods during day and night, and are required to stay as close to their offices as possible, often on payment of exorbitant house rents?

(b) Is it also a fact that even in cases of General Service Telegraph Masters and Telegraphists, out-of-turn transfers have sometimes to be resorted to owing to absence of suitable quarters in particular places?

(c) If the reply to parts (a) and (b) be in the affirmative, are Government prepared to provide all the telegraph staff with suitable housing accommodation close to the Departmental Telegraph Offices? If not, why not?

The Honourable Sir Frank Noyce: (a) The reply to the first part is in the affirmative. As regards the second part, it is a fact that such employees are expected to live sufficiently near the telegraph office for their services to be available when needed, but Government have no reason to suppose that they have to pay exorbitant rents in order to do so.

(b) Yes, sometimes.

(c) Government are unable to accept the suggestion as the cost would be prohibitive.

MAINTENANCE OF DIFFERENT ACCOUNTS OF POSTS AND TELEGRAPH BRANCHES.

615. ***Sardar Sant Singh:** (a) With reference to the answer to starred question No. 1060, dated the 21st November, 1933, by Pandit Satyendra Nath Sen, M.L.A., will Government please state the reason for maintaining different accounts of Posts and Telegraphs?

(b) Are these two Branches under one Department? If so, will Government state the necessity of maintaining separate accounts?

(c) Are Government aware that in view of the maintenance of such separate accounts, an antagonistic feeling is growing between the Postal and Telegraph employees?

(d) Will Government please state the origin of the system of maintaining such separate accounts?

(e) Will Government please state if they have considered whether it will not be economical if all the combined post offices in a town are kept in charge of a qualified Telegraph Master trained in postal work?

(f) Is it a fact that Postal Head Clerks are trained in telegraphy to be able to supervise over the signallers' work?

(g) If the reply to part (f) be in the affirmative, are Government prepared to consider if similar opportunities should not be given to the Telegraph Masters to learn postal work, and where combined offices exist, to place these offices under their charge? If not, why not?

(h) Will Government state if the above matters were referred to the Postal Committee?

The Honourable Sir Frank Noyce: (a) and second part of (b). I would refer the Honourable Member to the reply I gave a little while ago to a somewhat similar question put by him.

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

(c) No.

(d) I presume the Honourable Member is referring to the reconstitution of the accounts of the Indian Posts and Telegraphs Department which took place in 1925. Previous to that year, the accounts of the department did not give a clear and accurate picture of the true financial position of the department and of each of its constituent branches; the accounts were therefore reconstituted so as to exhibit as accurately and clearly as possible.

the true financial position of the department as a whole and of each of its constituent branches, a reform which was essential for proper administration.

(e) Government consider that the arrangement suggested by the Honourable Member will not be economical.

(f) Postal head clerks who supervise the work of postal signallers are themselves postal signallers and are trained in telegraphy.

(g) Telegraph masters are intended to supervise the work of telegraphists in departmental telegraph offices and it would involve wasteful expenditure to train telegraph masters in postal work and to put them in charge of combined offices.

(h) No.

DELAY IN THE HEARING OF INCOME-TAX APPEALS IN THE PUNJAB.

616. ***Sardar Sant Singh:** Will the Honourable the Finance Member state whether he has received any communication, complaining of the abnormal delay in hearing the income-tax appeals in the Punjab? If so, what is the number of appeals pending before the Assistant Commissioners at Lahore, Amritsar, Rawalpindi and Delhi, and what are the dates (i) on which the appeals were filed, and (ii) when they were disposed of during the years 1933-34 and 1934-35?

Mr. A. H. Lloyd: Complaints have been received of delays in the disposal of income-tax appeals in the Punjab, and in consideration of the great increase in the number of appeals and consequent accumulation of arrears the Government have recently sanctioned the creation of an additional temporary post of Assistant Commissioner. The detailed information for which the Honourable Member asks in the second part of his question cannot be compiled without the expenditure of an amount of labour which would, in my opinion, not be commensurate with the value of the results, since the Government of India have accepted the position that the accumulation of arrears is primarily due to the inadequacy of the staff to deal with a greatly increased volume of work.

RECOVERY OF ELECTRIC AND WATER CHARGES, ETC., FROM POSTAL EMPLOYEES IN THE PUNJAB AND NORTH-WEST FRONTIER CIRCLE.

617. ***Sardar Sant Singh:** (a) Will Government please state whether they are aware that the Post Master General, Punjab and North-West Frontier Circle, Lahore, had issued orders, directing recovery of electric supply, water, sanitation and other charges on the 27th November, 1933, with retrospective effect from 1st April, 1931?

(b) Under what terms and conditions were these charges recovered previously and what are the amended conditions, if any?

(c) When were the occupants made aware of the changes in each case, and did they accept them *nem con*?

(d) Why were the orders held up from 1st April, 1931 till 27th February, 1933 and where did the delay occur?

(e) Have any recoveries been made so far under the amended regulations with retrospective effect since 1st April, 1931?

(f) Were the rules revised without due notice to and concurrence of the occupants or tenants, especially when a long period of retrospect is involved?

(g) On what authority does the Post Master General, Punjab and North-West Frontier Circle, base his orders, directing retrospective recoveries from 1931?

(h) Are Government prepared to institute such steps as to countermand the orders, passed by the aforesaid officer and cause all recoveries made thereunder to be refunded? If not, why not?

The Honourable Sir Frank Noyce: (a) Yes.

(b) Prior to the 1st of April, 1931, all officials of the non-clerical class such as overseers, postmen and menials on the postal side and corresponding officials on the telegraph side who were provided with rent-free quarters were exempt from the payment of all municipal taxes including personal taxes i.e., taxes for water, conservancy, electric light etc., and all other officials provided with rent-free quarters had to pay them at the rate of $\frac{1}{2}$ per cent. of monthly emoluments subject to a maximum of Rs. 5 per mensem. In May, 1931, orders were issued that with effect from the 1st April, 1931, all non-gazetted officers of the Posts and Telegraphs Department whose pay does not exceed Rs. 150 per mensem should be exempted from the payment of municipal taxes other than personal taxes on all buildings occupied by them free of rent.

(c) As regards the first part, all employees were made aware of these orders by means of the Director-General's General Circular No. 6, dated the 11th May, 1931. As regards the second part Government have no information but there was no question of asking the occupiers consent to the new orders.

(d) Owing to a misunderstanding, certain Heads of offices did not effect recovery of the personal taxes from the officials concerned till their attention was drawn to the matter by the issue of general orders by the Postmaster-General, Punjab and N.-W. F. Circle in November, 1933, on the Audit Office pointing out the omission.

(e) Yes.

(f) and (g). If the Honourable Member is referring to the orders issued by Government in the Director-General's General Circular No. 6, dated the 11th May, 1931, the reply is in the affirmative, but I may point out that the concurrence of the occupants is not a necessary condition for the revision of rules and that no long retrospective period was involved as the orders were issued on the 11th May, 1931, and were made applicable with effect from the 1st April, 1931. If the Honourable Member is referring to the Circular issued by the Postmaster-General in November, 1933, I would point out that the Postmaster-General did not issue new orders but merely enforced the existing orders.

(h) No, the orders to effect recovery were issued under the orders of competent authority and consequently no question of refund of the recoveries made arises.

STIPENDIARY CANDIDATES RECRUITED AND TRAINED IN TELEGRAPHY AND RAILWAY MAIL SERVICE WORK.

618. ***Sardar Sant Singh:** (a) Is it a fact that out of many stipendiary candidates recruited and trained in telegraphy and R. M. S. work on execution of a bond to serve the Posts and Telegraphs Department, some were confirmed on the old scale of pay (that is Rs. 35 to 135) and some were brought on to the reduced scale of pay now sanctioned by putting a ban on their confirmation?

(b) If so, how do Government justify such differential treatment to candidates recruited and trained at the same time?

(c) When a bond was taken from them to serve the department, was there not an obligation on the part of the Government to provide them with appointments on the same scale as the others recruited and trained with them?

(d) Are Government prepared to reconsider their case and restore them to the old scale of pay?

The Honourable Sir Frank Noyce: (a) I presume that by 'stipendiary candidates' the Honourable Member means candidates who received only the learner's allowance, during the period of their training. Government have no precise information but they understand that the facts are substantially as stated by him.

(b) The pay of the candidates on permanent appointment was fixed not with reference to the dates of their training or recruitment but in accordance with paragraphs 2 and 6(b) (2) of Government orders, dated the 11th March, 1935, a copy of which is laid on the table.

(c) and (d). No.

Copy of orders referred to in the reply to part (b) of starred question No. 611.

No. Es. A.-130/33(2)

GOVERNMENT OF INDIA.

DEPARTMENT OF INDUSTRIES AND LABOUR.

POSTS AND TELEGRAPHS BRANCH.

New Delhi, the 11th March, 1935.

MEMORANDUM.

Revised rates of pay, Compensatory Allowances and Special pay for non-Gazetted Posts in the Indian Posts and Telegraphs Department.

The Governor-General in Council is pleased to sanction revised rates of pay, as shown in Schedule I attached to this memorandum, for non-gazetted Government servants of the Indian Posts and Telegraphs Department other than those employed in the office of the Director-General of Posts and Telegraphs.

2. The rates of pay shown in Schedule I, shall apply to :

- (i) all persons who enter, or have entered, or are or have been re-employed in, Government service, whether in a permanent or other capacity, on or after 16th July, 1931;
- (ii) persons who were in service whether in a permanent or other capacity on 15th July, 1931, if there is a break in their service after that date;
- (iii) persons who were on probation on 15th July, 1931, and who were subsequently confirmed in the service or post for which they were on probation, provided that they were specifically warned, at the time of appointment on probation, that they would be brought on to revised scales of pay when introduced; and
- (iv) persons who entered service as a result of a competitive examination held before the 16th July, 1931, provided they were specifically warned, before or at the time of the examination, that the rates of pay of the posts or services for which they were candidates were under revision.

NOTE 1.—The term "Government service" shall be deemed to include prior service under Provincial Government in India.

NOTE 2.—A person re-employed under any of the Re-employed Personnel (Conditions of Service) Rules shall be regarded as having had a break in his service.

6. (a) The pay, compensatory allowances and special pay of persons to whom the revised rates apply will be refixed with effect from the 1st April, 1935, at the rate which would have been admissible had the revised rates of pay, compensatory allowances and special pay been in force from the beginning of their service or re-employment, but no re-adjustments will be made on this account in respect of amounts earned before 1st April, 1935.

(b) Holders of lower and Upper Division clerical posts to whom these orders apply will be brought on to the new scales in accordance with the following instructions :

- (1) In Circle Offices and other offices mentioned in Section I(b) of Schedule I.—Holders of clerical posts in these offices will be brought on to the first and second divisions hereby sanctioned in accordance with detailed instructions which will be issued subsequently. Pending the issue of those instructions, however, and purely as a transitional measure, holders of Upper Division posts (if any) will be brought on to the first division of the clerical scale and holders of Lower Division posts on to the second division in accordance with sub-paragraph (a) of this paragraph.
- (2) In offices other than those mentioned at (1) above.—Holders of Upper Division (if any) and Lower Division posts will have their pay refixed in accordance with sub-paragraph (a) of this paragraph in the second grade of the new clerical services. Similar treatment will also be accorded to Telephone operators, Classes I and II, respectively.

TRAINING IN POST OFFICE WORK GIVEN TO OFFICERS OF THE TELEGRAPH ENGINEERING DEPARTMENT BEFORE THEIR APPOINTMENT AS POSTMASTERS GENERAL.

619. *Sardar Sant Singh: (a) What training in post office work is given to officers of the Telegraphic Engineering Department before they are appointed as Postmasters General?

(b) If no training is given, how are they expected to do justice to the questions dealing with the postal side?

(c) If no postal training is needed for these Telegraphic Engineering Officers, why is it required for I. C. S. officers preliminary to their being drafted to the Posts and Telegraphs Department?

(d) Do Government propose to give some postal training to Engineering Officers selected for appointments as Postmasters General?

The Honourable Sir Frank Noyce: (a) No formal training in post office work is prescribed for officers of the Telegraph Engineering Branch before their appointment as Postmasters General.

(b) Before being appointed as Postmasters General, Telegraph Engineering Officers are, in view of their long service in the Posts and Telegraphs Department, already familiar with the general organisation of the Department and the lines on which it is administered. The major part of the work of a Postmaster General is of a general administrative character. In dealing with purely technical matters he has the assistance of Deputy Postmasters General and Assistant Postmasters-General.

(c) The cases of Telegraph Engineering Officers and of I.C.S. Officers are not identical. As already explained, the former are familiar with the organisation and general administration of the Posts and Telegraphs Department while the latter have no such experience or knowledge.

(d) For the reasons already given Government do not consider that any special training is necessary. Instructions have, however, been issued to Heads of Circles to afford facilities to senior officers of both the Telegraph and Postal Branches of the Department to familiarise themselves with the detailed work of branches with which they are not immediately connected.

ALLEGATIONS AGAINST THE POSTMASTER GENERAL, MADRAS.

620. ***Sardar Sant Singh:** (a) Has it come to the notice of the Director General, Posts and Telegraphs and Government that the Postmaster General, Madras (Mr. Brokenshaw) assaulted a peon from the office?

(b) If so, what notice are Government going to take of such conduct?

(c) Are Government aware that the Postmaster General, Madras, is treating Postmasters in a most insulting manner?

(d) Did the Postmaster General ask the Postmaster, Bellary, to get out of his office and never to appear before him? For what offence was the Postmaster so treated?

The Honourable Sir Frank Noyce: (a) No such incident has come to the notice of the Director General.

(b) Does not arise.

(c) Government have no reason to believe that the allegation made by the Honourable Member has any foundation.

(d) As regards the first part, it appears from enquiries made that no such incident took place. The rest of the question does not arise.

LANGUAGE REWARDS GIVEN TO OFFICERS.

621. ***Mr. C. N. Muthuranga Mudaliar:** (a) Will Government state if it is a fact that language rewards are given to officers in the civil, military or other services under the Government of India and Local Governments?

(b) Will Government state the reasons why these rewards are given and the results obtained from giving these rewards?

(c) Is it a fact that the intention originally was to induce non-Indian officers to learn the languages of the country, when the country had come recently under the Government of the Crown?

(d) Will Government state if these reasons continue to exist, or whether they propose to consider the abolition of these rewards?

(e) Will Government state the total amount given during the years 1933, 1934 and 1935 in the shape of rewards to officers in the Army, the Indian Civil Service and other all-India services, for learning oriental languages, or for attaining proficiency therein?

(f) Will Government state if officers in any of the services under the Government of India, after attaining proficiency in any of the oriental languages, are posted to countries outside India and if any benefit is derived by India in return for the sums spent in such rewards?

(g) Will Government state the languages, for attaining proficiency in which rewards to officers are given?

Sir Girja Shankar Bajpai: (a) The position is correctly stated as regards officers under the Government of India. Local Governments have their own examinations.

(b) To ensure proficiency in languages which are likely to help an officer to discharge his duties efficiently.

(c) The intention has always been to encourage officers, irrespective of their nationality, to study languages other than their own mother tongue, or in which they have acquired proficiency in the course of their school or university studies or could acquire it by association with the educated classes or otherwise, without difficulty.

(d) Yes. The latter part of the question does not arise.

(e) The information asked for by the Honourable Member is not available and Government regret their inability to collect it as this will involve an expenditure of time and labour which will not be justified by the results.

(f) Yes.

(g) A statement showing the names of languages for attaining proficiency in which rewards are given to officers is laid on the table.

Statement showing the names of languages for passing examinations in which rewards are given to officers,

1. Arabic.
2. Assamese.
3. Baluchi.
4. Bengali.
5. Brahui.
6. Burmese.
7. Canarese (Kannarese).
8. Chinese.
9. French.
10. German.
11. Gujarati.
12. Hindi.
13. Japanese.
14. Khovar.
15. Malayalam.
16. Marathi.
17. Nepali.

18. Pali.
19. Pashtu.
20. Persian.
21. Punjabi.
22. Russian.
23. Sanskrit.
24. Shina.
25. Sindhi.
26. Tamil.
27. Telugu.
28. Tibetan.
29. Turkish.
30. Urdu.
31. Uriya.

**CENTRAL PUBLIC WORKS DEPARTMENT AND MUNICIPAL COMMITTEE,
NEW DELHI.**

622. ***Mr. O. N. Muthuranga Mudaliar:** (a) Will Government state the present strength of the Central Public Works Department, which is concerned with the area of New Delhi, together with the salaries which they are drawing?

(b) Will Government state how far they are responsible for repairs, renewals and maintenance of buildings belonging to Government in New Delhi?

(c) What portion of the work done by the Public Works Department in respect of water, electricity, roads, etc., was handed over to the New Delhi Municipality, when the municipality was created and subsequently?

(d) Will Government lay on the table a statement showing the officers in the employ of the New Delhi Municipality who are responsible for the department of water, electricity and roads?

(e) Why was the number of posts in the New Delhi Municipality kept high?

(f) Are Government prepared to consider the question of making the New Delhi Municipal Committee wholly elected at an early date?

Sir Girja Shankar Bajpai: (a) A statement giving the information required by the Honourable Member is laid on the table.

(b) Government are completely responsible for repairs, renewals and maintenance of their buildings in New Delhi.

(c) Distribution of filtered water supply and electricity and maintenance of roads, sewers, storm water drains for all of which, except electricity, it employs the agency of the Central Public Works Department.

(d) A statement of the electrical staff maintained by the Municipality is laid on the table.

(e) The number of posts referred to by the Honourable Member was based on the requirements of the city and does not appear to be excessive.

(f) For reasons which have been frequently explained to the House, Government do not propose to alter the composition of the municipality at present.

Statement referred to in part (a).

Posts.	Strength.		Total.	Scale of pay.	Remarks.
	Perma- nent.	Tempo- rary.			
				Rs.	
Executive Engineers .	4	2	6	825—1,375	
Electrical Engineer .	1	..	1	725—1,375	
Superintendent, Horti- cultural Operations.	1	..	1	600—800	
Assistant Superinten- dent, Horticultural Operations.	1		1	550—750	
Sub-Divisional Officers	9	5	14	250—500	In many cases old rates of pay are drawn which vary for individuals. The rates shown are the revised rates.
Sub-Divisional Officer, Horticultural Opera- tions.	1	..	1	70—200 plus S. D. O. al- lowance of Rs. 50..	
Electrical Supervisors	3	1	4	150—400	
Members of the Sub- ordinate Engineer- ing Service.	20	28	48	70—200	
Horticultural Sub- ordinates.	6	..	6	70—200	
Electrical Subordi- nates.	4	4	8	70—200	
Labour verifier .	1	..	1	100—160	
Caretakers .	2	..	2	200	
Storekeeper .	1	..	1	70—200	
Garden Chowdharies .	10	..	10	25—70	
Accountants .	6	2	8	80—225	
Accounts Clerks .	48	22	68	40—110	
Head Clerks .	6	2	8	100—200	
Clerks .	23	14	37	40—90	
Draftsmen .	12	5	17	40—250	

Statement referred to in part (d).

Name.	Strength.	Grade.
A.—Executive Officers.		
(1) Electrical Engineer . . .	1	Rs. 1,250—25—1,800 (plus Rs. 105 m. a.).
(2) Assistant Electrical Engineer . . .	1	Rs. 500—20—750—850—950 (plus 105 m. a.).
B.—Superintendents.		
(1) Superintendent, Power House . . .	1	Rs. 250—275 (Probation). Rs. 350—25—450/2—500—20—750.
(2) Superintendent, I Circle . . .	1	Rs. 250—275 (Probation)—350—25—450/2—500 (Plus Rs. 50 m. a. or Rs. 15 m. c. a.).
(3) Superintendent, II Circle . . .	1	Ditto.
(4) Assistant Superintendent, Power House . . .	1	Rs. 250—275 (Probation)—350—25—450/2—500.
C.—Upper Subordinates.		
(1) Shift Engineer, Power House . . .	1	Rs. 150—10—300.
(2) Superintendent Fire Brigade . . .	1	Rs. 150—10—300 (Plus Rs. 15 m. c. a.).
(3) Superintendent of Meters . . .	1	Rs. 150—10—300 (Plus Rs. 15 m. c. a.).

Name. Strength. Grade.

D.—Subordinates.

(1) Workshop Foreman	1	Rs. 70—5—150—10—200.
(2) Electrical Meter Inspector	1	Rs. 75—4—95—5—150 (plus Rs. 15 m. c. a. or Rs. 6 cycle allowance).
(3) Water Meter Inspector	1	Rs. 75—4—95—5—150 (plus Rs. 15 m. c. a. or Rs. 6 cycle allowance).
(4) Supervisors	4	Ditto.
(5) Assistant Shift Engineers	2	Rs. 75—4—95—5—150.
(6) Boiler Supervisor (Power House)	1	Ditto.
(7) Store-keeper	1	Ditto.
(8) Head Mechanics	3	Ditto.
(9) Draftsman	1	Ditto.

E.—Lower Subordinates.

(1) Shifts-in-Charge	16	Rs. 40—5/2—90.
(2) Power House Attendants	4	Ditto.
(3) Switch Board Attendants	4	Ditto.
(4) Meter Readers	9	Ditto.

F.—Artisans.

(1) Fitters	3	Rs. 40—2—60.
(2) Jointers	6	Rs. 40—2—60.
(3) Cable-testers	2	Rs. 40—2—60.
(4) Meter Repairers	4	Rs. 40—2—60.
(5) Meter Checkers	2	Rs. 40—2—60.
(6) Turners	3	Rs. 40—2—60.
(7) Pattern-maker	1	Rs. 40—2—60.
(8) Drivers Sub-Stations	15	Rs. 26—2—40.
(9) Drivers Power House (Turbines)	9	Rs. 40—2—60.
(10) Sarangs . . . . .	..	Rs. 26—2—40.
(11) Wiremen	5	Rs. 26—2—60.
(12) Armature Winders	3	Rs. 40—2—60.
(13) Masons	4	Rs. 26—2—40.
(14) Meter Mistries	4	Rs. 26—2—40.
(15) Blacksmith	1	Rs. 26—2—40.
(16) Tinsmith	1	Rs. 26—2—40.
(17) Sub-station attendants	7	Rs. 15—1—30.
(18) Electric Linemen	10	Rs. 26—2—30.
(19) Meter Erectors	2	Rs. 26—2—40.
(20) Chargemen, Power House	Nil.	Rs. 26—2—40.
(21) Carpenters	Nil.	Rs. 26—2—40.
(22) Boiler Attendants	3	Rs. 40—2—60.

G.—Clerical Staff.

(1) Head Clerk	1	Rs. 100—15/2—175—10—185.
(2) Accountant	1	Ditto.
(3) Senior Clerks	4	Rs. 55—5/2—100.
(4) Junior Clerks	10	Rs. 40—5/2—90.
(5) Duffry	1	Rs. 15—1—25.

H.—Menial Staff.

(1) Head Khallasi . . . . .	..	Fixed pay Rs. 20.
(2) Mate	1	" " " 20.
(3) Boiler Khallasis	30	" " " 20.
(4) Fireman . . . . .	..	" " " 20.
(5) Cleaners	10	" " " 17.
(6) Khallasis	127	" " " 17.
(7) Line Patrollers	3	" " " 18.
(8) Peons	6	" " " 15.
(9) Cycle Peons	3	" " " 16.
(10) Bhisti	1	" " " 16.
(11) Chowkidars	19	" " " 14.
(12) Sweepers	7	" " " 12.
(13) Mali . . . . .	..	" " " 15.

The Committee do not employ its own staff for the maintenance of roads and distribution of filtered water. The Committee employ the agency of the Central Public Works Department for the above works on payment of 16½ per cent. on the completed cost as departmental charges.

ELECTRICITY CHARGES IN NEW DELHI.

623. ***Mr. C. N. Muthuranga Mudaliar:** (a) Has the attention of Government been drawn to an article in the "Notes" column of the *Modern Review* for December, 1935, at page 730, regarding profiteering in electric supply?

(b) Are Government aware of, and if so, will they lay on the table a statement showing the rates charged for lighting in the Calcutta Municipality, and in the New Delhi Municipality?

(c) Is it a fact that the rate for lighting in New Delhi is at least four annas a unit and that it compares very unfavourably with the rates mentioned for the various towns and areas mentioned in the articles referred to above?

(d) Will Government state the total expenditure on the New Delhi electric installation and the recurring expenditure per month?

(e) What is the amount of power which can be produced by the New Delhi installation, and the amount which is actually produced and actually consumed?

(f) Are Government aware that from about the middle of March every year persons, residing in New Delhi, begin to use electric fans regularly and that in many cases the prohibitive charges for electricity consumed in running fans deters persons from using such fans to the extent necessary or desirable?

(g) Are Government prepared to take the necessary steps to have the electric charges reduced by at least 50 per cent., so as to encourage the consumption of electricity in the New Delhi area?

(h) Will Government lay on the table a statement showing the annual income received during the period when the department was run by Government and during the period it has been under the charge of the municipality?

Sir Girja Shankar Bajpai: (a) Yes.

(b), (d), (e) and (h). A statement is laid on the table.

(c) The rates charged for current depend, like any other articles supplied, on the expenses and conditions of installation and operation, the extent and nature of the demand, whether, e.g., as in New Delhi, street lighting is covered, and other circumstances. It is not possible to fix charges in Indian cities by the figures prevailing in the totally different conditions of the United Kingdom or even other cities in India.

(f) Government believe that as the weather grows hotter more fans are used but they are not prepared to admit that the charges for electricity are prohibitive.

(g) Government share the Honourable Member's desire to encourage the consumption of electricity in the New Delhi area but, for the reasons indicated already, reduction of charges is a matter in which many factors enter which require careful consideration.

(b) *Rates for electric lighting charged by the New Delhi and Calcutta Municipalities.*

New Delhi	4 annas per unit less 10 per cent. discount for prompt payment.
Calcutta	4 annas per unit less a rebate of 1½ anna per unit for prompt payment and freedom from arrears.

(d) *Capital cost and recurring expenditure on the New Delhi electric installation.*

Capital cost	Rs. 70,00,000 including road lighting.
Recurring expenditure per year	Rs. 9,25,000 including interest and sinking fund charges.

(e) *New Delhi Electric Installation.*

Amount of power produced and consumed.

The New Delhi installation can produce 3000 kilowatts. The capacity of the plant is taxed to the utmost. In January, 1935, the amount produced and consumed exceeded 2800 kilowatts.

(h) *Annual income of the New Delhi Electrical Department while under Government, and the Municipal Committee respectively.*

	Rs.	
1929-30	8,15,921	} during these years the Department was under Government control.
1930-31	8,37,691	
1931-32	8,01,800	
1932-33	8,77,522	} during these years the Department was under the control of the Municipal Committee.
1933-34	9,21,596	
1934-35	10,41,395	

Mr. S. Satyamurti: May I know if the actual charges are just enough to cover expenses and nothing more?

Sir Girja Shankar Bajpal: The concern is not a Government concern, it is a municipal concern, and, as far as I know, the municipality had a slight income over and above the expenses which are incurred on the installation.

MARKETS IN NEW DELHI.

624. ***Mr. C. N. Muthuranga Mudaliar:** (a) Will Government state the number of vegetable markets provided by the Municipal Committee, or by Government, in New Delhi?

(b) Is it a fact that there is only one market—the Gole Market—in New Delhi to cater to the inhabitants of New Delhi living in places miles away from the market?

(c) Is it a fact that licences for vending vegetables in the streets and quarters are not freely issued and are Government aware that it puts poor people to a great deal of expense and worry to get licences at all?

(d) Are Government aware that poor people hawking vegetables without a licence are harassed by the police and others and are not allowed to go about their work in peace?

(e) Are Government aware that in the absence of good market places, besides the Gole Market, inhabitants in far off residences and quarters find it very inconvenient to have to come all the way to Gole Market for their vegetables, etc.?

(f) Are Government prepared to consider the advisability of making early provision for building markets in at least three or four more places in the Minto Road and other areas and let out stalls in such markets at nominal rents, so as to provide cheap and good vegetables under sanitary conditions?

Sir Girja Shankar Bajpai: (a) There is a Municipal vegetable market called the Gole Market, New Delhi.

(b) Yes, but shops have been built behind the Western Court on Hastings Lane and on Aurangzeb Road. There are also shops in the Government Press Area.

(c) Licences are not required for vending vegetables in the streets and quarters.

(d) Not so far as Government are aware.

(e) and (f). The Honourable Member will appreciate that in a city of distances like New Delhi residents in some parts will have to travel some way for their shopping, unless each road or street had a market, which is obviously impracticable. Government are informed that new blocks of shops are under construction in three different places in the new City Extension Area, that is the Minto Road area.

Mr. C. N. Muthuranga Mudaliar: May I know if Government will make inquiries and, if the facts are as reported, will the Honourable Member kindly take steps to rectify matters?

Sir Girja Shankar Bajpai: Sir, if my Honourable friend, who has framed this question, will be good enough to supply to me the information on which that question is based, I shall see whether any action on the part of Government is necessary.

Mr. C. N. Muthuranga Mudaliar: Sir, is it incumbent upon me to supply the facts? If it is, may I give such facts as are in my possession to the Honourable Member?

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member may afterwards supply such facts as he may have in his possession to the Honourable Member for Government to enable him to make further inquiries.

BUILDING OF KITCHENS FOR THE QUARTERS ON ALLENBY ROAD, NEW DELHI.

625. *Mr. C. N. Muthuranga Mudaliar: (a) Will Government state if it is proposed now or in the near future, to build kitchens for the quarters on Allenby Road, New Delhi?

(b) Will Government state if it is proposed to build these kitchens separately from the main building or as part of the building itself?

(c) Are Government aware that in all quarters on Mahadev Road, Talkatora Road and Queen Mary's Avenue, as well as in many of the quarters on Rakabganj Road and Asoka Road, and in all the unorthodox types of quarters on Market Road, Park Lane and Barakhamba Road, the kitchens are built as part of the building itself?

(d) If the answer to part (c) be in the affirmative, are Government prepared to consider the advisability of building the kitchens as an integral part of the buildings on Allenby Road, when the proposal is taken up?

The Honourable Sir Frank Noyce: (a) Certain A class unorthodox clerks' quarters on Allenby Road have been reclassified as D class officers' houses, and it is proposed to build new kitchens for them as soon as funds can be made available.

(b) The kitchens will be built close to the main building, and connected with it by a covered passage.

(c) Yes.

(d) Attention is invited to the reply given to part (b).

LETTING OUT OF BUILDINGS IN CONNAUGHT CIRCUS, NEW DELHI.

626. *Mr. C. N. Muthuranga Mudaliar: (a) Will Government state if there are any conditions or restrictions as to the letting out of buildings—ground or top floor—built in Connaught Place, Connaught Circus and adjacent area, which have been laid down by Government or by the new New Delhi Municipal Committee? If so, will Government please lay a copy on the table of this House?

(b) Is it a fact that the New Delhi Municipal Committee makes a distinction between shops and offices in the matter of the letting out of such buildings in Connaught Circus? If so, will Government state what constitutes such distinction and the reasons why such a distinction is sought to be enforced?

(c) Are Government aware that a number of shop-keepers who had taken up the ground floor room in the outer circle of Connaught Circus were given very short notice to quit and were therefore put to considerable inconvenience and expense?

(d) Are Government aware that there is a feeling among the landlords in New Delhi that it is difficult for them to get redress, as their representation in the New Delhi Municipal Committee is very inadequate and that the officials on the committee do not consider their difficulties?

(e) Are Government prepared to consider the advisability of giving more effective representation to the non-official element in the New Delhi Municipal Committee?

Sir Girja Shankar Bajpai: Enquiries have been made and the information will be furnished to the House in due course.

Mr. M. Ananthasayanam Ayyangar: Is the Honourable Member aware that with respect to the lower portions of the buildings in question, the owners have been asked to let them only to offices?

Sir Girja Shankar Bajpai: Sir, Government have 'no information; otherwise there would not have been any occasion to call for information.

LEVY OF DUTY ON IMPORTS OF COPRA INTO CEYLON.

627. *Mr. C. N. Muthuranga Mudaliar: (a) Has the attention of Government been drawn to news report in the *Hindu* of the 5th December, 1935, concerning the levy of duty on imports of copra into Ceylon from the Straits and elsewhere?

(b) If so, will Government state what action, if any, have Government of Ceylon taken with regard to the imports, if any, of copra from British India and the Indian States into the island of Ceylon?

(c) Have Government finished the consideration of the question of levying import duties on coconut and coconut products from the island of Ceylon into British India and the Indian States? If so, when are the decisions to be announced? If not, when do they expect to finish the consideration of the question?

(d) Are Government aware that delay in the consideration of this question is affecting the coconut growers in the west coast of India very prejudicially?

(e) What action, if any, have Government taken on the reports submitted to them in this matter by the Imperial Council of Agricultural Research or by any officers who may have been deputed?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) The Government of India understand that the Ceylon Government have recently imposed an import duty of Rs. 2-4 per cent. on copra, but there are no imports of copra into Ceylon from India.

(c) to (e). The attention of the Honourable Member is directed to the reply given by me to his question No. 130 on the 6th February, 1936, but I might add that on that occasion in reading out the tariff values for coconut I read out that the tariff valuation for 1935 was Rs. 44 and for 1936, Rs. 55, that is the tariff valuation of coconuts from the Straits, the Dutch East Indies and Siam. So far as coconuts from Ceylon are concerned, the figures were:

The tariff valuation for 1935 was Rs. 28-8-0, and that for 1936, Rs. 45,

and this is much more favourable than the figures I read out on that occasion. From this it will be observed that the tariff valuation for 1936 being Rs. 45, if the duty is added, it comes up to Rs. 54 per ton.

Dr. F. X. DeSouza: Is it a fact that in spite of Ceylon being our greatest competitor with regard to the coconut, we allow her a rebate of ten per cent.?

The Honourable Sir Muhammad Zafrullah Khan: Under the Ottawa scheme?

Dr. F. X. DeSouza: Yes.

The Honourable Sir Muhammad Zafrullah Khan: Yes: that is so.

SUPPLY OF GOVERNMENT PUBLICATIONS TO PUBLIC INSTITUTIONS.

628. *Qazi Muhammad Ahmad Kasmi: (a) Will Government be pleased to state the number of applications received for the free supply of the Reports on Constitutional Reforms and other Government publications that were to be destroyed by the end of June 1985?

(b) Will Government be pleased to state the number of applications that were granted and those that were rejected?

(c) Will Government be pleased to state the number of copies that were destroyed?

The Honourable Sir Frank Noyce: (a) About 384 from various sources.

(b) 255 were granted and 129 rejected.

(c) None.

SUPPLY OF GOVERNMENT PUBLICATIONS TO PUBLIC INSTITUTIONS.

629. *Qazi Muhammad Ahmad Kasmi: (a) Will Government be pleased to state the reasons for which the applications from public institutions for the free supply of Government publications on payment of packing and postage were rejected?

(b) Are there any rules regarding the kind of libraries and educational institutions to which such books cannot be supplied free?

(c) If the answer to part (b) be in the affirmative, will Government be pleased to state when those rules were framed, and to lay a copy of the rules on the table?

The Honourable Sir Frank Noyce: (a) Because the publications were offered only to Local Governments for their own use or for distribution to important libraries and institutions.

(b) No.

(c) Does not arise.

SUPPLY OF GOVERNMENT PUBLICATIONS TO PUBLIC INSTITUTIONS.

630. *Qazi Muhammad Ahmad Kasmi: (a) Will Government be pleased to state the number of applicants who sent money for the packing and postage of Government books, and whose applications were rejected?

(b) Do Government propose to return the money received from such applicants? If not, why not?

The Honourable Sir Frank Noyce: (a) 18.

(b) Yes. The latter part does not arise.

SUPPLY OF GOVERNMENT PUBLICATIONS TO PUBLIC LIBRARIES.

631. *Qazi Muhammad Ahmad Kasmi: (a) Is it a fact that in answer to the applications of some libraries for Government publications, the department of publications promised to send them the books on the receipt of the approval of the Government of India?

(b) If so, has that approval been yet received?

(c) If the answer to part (b) be in the negative, will Government be pleased to state when that approval is likely to be expected?

(d) Will Government be pleased to state since what time the approval of the Government of India on individual applications for the free supply of books has become necessary?

The Honourable Sir Frank Noyce: (a) Yes.

(b) and (c). The Government of India agreed that indents from libraries, if received through Local Governments, should be supplied.

(d) The free supply of surplus publications to private persons or bodies is not made indiscriminately and the practice is for the Department or office concerned to issue instructions for the disposal of surplus publications. Orders on such individual applications as are not covered by general instructions have to be taken from the issuing Department or office. I might add that in this case the orders permitted the supply of free copies to Members of the Indian Legislature for their individual use.

REFUSAL OF PERMISSION TO NON-OFFICIAL RELIEF PARTIES TO ENTER QUETTA AFTER THE EARTHQUAKE.

632. *Qazi Muhammad Ahmad Kazmi: (a) Will Government be pleased to state whether prior to the earthquake of 1935, a part of Quetta and Mastung was underlaid with mines for military purposes?

(b) Is it a fact that during the earthquake at Quetta, those mines exploded, adding further to the casualties and loss of property?

(c) Is it a fact that one of the reasons for stopping non-official relief parties and other persons from visiting Quetta was to screen this fact from the public?

(d) If the answer to part (c) be in the negative, will Government be pleased to state the reasons for stopping all non-official relief parties and even prominent public workers from entering Quetta?

Mr. G. R. F. Tottenham: (a), (b) and (c). There is no truth whatever in these suggestions.

(d) Government did not stop all non-official relief parties and prominent public workers from entering Quetta.

REFUGEES SENT OUT OF QUETTA AFTER THE EARTHQUAKE.

633. *Qazi Muhammad Ahmad Kazmi: Will Government be pleased to state the number of European and Indian refugees who were sent out of Quetta, and the amount spent on the passage of both respectively?

Sir Aubrey Metcalfe: In the first fortnight after the earthquake, about 38,000 persons of whom 1,176 were Europeans and the remainder Indians, were evacuated from Quetta. Free passes were issued by the Railway authorities for journeys within India to the value, it has been roughly estimated, of Rs. 4½ lakhs. It is probable that half of this sum will be paid to the Railways from the Relief Fund. The cost of transport of Europeans from India to the United Kingdom was approximately £46,000 of which the portion relating to Government servants will be borne by Government and the balance by the Relief Fund.

EVACUATION OF PERSONS RESIDING IN THE INDIAN QUARTERS IN QUETTA AFTER THE EARTHQUAKE.

634. ***Qazi Muhammad Ahmad Kazmi:** (a) Will Government be pleased to state whether it is a fact that all persons residing in the Indian quarters in Quetta were turned out of their houses on the morning of Saturday the 31st of May, 1935?

(b) Is it a fact that no relief was given officially to the persons lying buried in the native quarters and other private persons were prohibited to approach them after the morning of Saturday?

(c) If the answer to parts (a) and (b) be in the negative, will Government be pleased to state the time and date when the persons living in the Indian quarters were ordered to evacuate those quarters and relief parties and other persons refused permission to go there?

Sir Aubrey Metcalfe: (a) and (b). No.

(c) I would refer the Honourable Member to the debate which took place in this House on the 19th September, 1935, where he will find the answer to his question particularly in the speech made by the Honourable the Home Member on that occasion.

STOPPAGE OF DIRECT RECRUITMENT OF GAZETTED OFFICERS IN THE INCOME-TAX DEPARTMENT, PUNJAB.

635. ***Qazi Muhammad Ahmad Kazmi:** (a) Is it a fact that no recruitment has been made to the gazetted ranks in the Income-tax Department in the Punjab, and all vacancies have been filled up by promoting Inspectors?

(b) Is it a fact that, if this system is followed, there is no chance for the Government to make up the 25 per cent. share of the Muslims in this department?

Mr. A. H. Lloyd: (a) Yes, since 1927.

(b) As vacancies in the gazetted ranks of the Income-tax Department are normally filled by promotion, no definite share is reserved for Muslims, since the orders reserving a percentage of vacancies for Muslims apply to direct recruitment only and not to promotion, which is made solely on merit.

COMMISSIONERS AND ASSISTANT COMMISSIONERS OF INCOME-TAX IN THE PUNJAB GIVEN EXTENSIONS.

636. ***Qazi Muhammad Ahmad Kazmi:** (a) Will Government be pleased to state the number of persons who have been given extensions as Assistant Commissioners, Commissioners and officiating Commissioners in the Income-tax Department of the Punjab, with the number of extensions given to each during the last six years?

(b) Have Government considered the inadvisability of every extension to superannuated officials in various departments which result in stopping the way for the younger generation and add to the un-employment of the educated classes?

(c) If the answer to part (b) be in the affirmative, will Government be pleased to state what steps they have taken in this direction and whether they have any in contemplation to stop this practice?

Mr. A. H. Lloyd: (a) Four; two of them have been granted two extensions and the two others one each.

(b) and (c). I would refer the Honourable Member to the reply given to parts (f), (g) and (h) of starred question No. 1570, on the 5th April, 1935.

FREIGHT FOR WHEAT ON THE EAST INDIAN RAILWAY.

637. *Qazi Muhammad Ahmad Kazmi: (a) Are Government aware that before 1932 the freight for wheat at Railway risk and wheat products at owner's risk used to be the same on the East Indian Railway?

(b) Is it a fact that since 1932, East Indian Railway have introduced a new schedule of freight named A for *atta*, *maida*, *sattoo* and *baisan* at a rate about 12½ per cent. higher than the previous rate?

(c) If the answer to part (b) be in the affirmative, are Government aware that this change has resulted in giving preference to the wheat traffic for the United Provinces, Bihar and Bengal flour mills and prejudice to the flour traffic exportable from Saharanpur and other Punjab mills?

(d) Has the East Indian Railway not lost much of its flour traffic by the aforesaid action? If so, do Government intend to interfere in the matter?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes, if by "wheat products" the Honourable Member means "flour", which term includes *atta*, *maida* and *sooji*.

(b) Yes. The schedule 'A' rate which was introduced for flour is higher than the previous rate, the enhancement varying according to distance from about 12 per cent. at 100 miles to 26 per cent. at 900 miles.

(c) No. I would refer the Honourable Member to the report of the Railway Rates Advisory Committee on the complaint of the Roller Flour Mills, Patiala, against the East Indian Railway, a copy of which is in the Library of the House.

(d) While there has been a falling off in the traffic in flour, that in wheat has increased. The traffic in both these commodities is affected by several other factors, such as, the production of the wheat crop in the Punjab and the United Provinces, the general level of wheat and flour prices compared with rice and other foodstuffs and the situation in regard to sea-borne wheat traffic from Karachi. In these circumstances, Government do not consider that their intervention is called for.

FREIGHT FOR WHEAT PRODUCTS ON THE EAST INDIAN RAILWAY.

638. *Qazi Muhammad Ahmad Kazmi: (a) Will Government be pleased to state whether any application, dated the 11th April, 1935, was submitted to the Governor General in Council by Lala Harkishan Das, proprietor of Steam Roller Flour Mills of Saharanpur, for referring the matter of the change of rate of freight of wheat products by the East Indian Railway to the Railway Commission?

(b) Is it a fact that the said application has been rejected? If so, will Government be pleased to state the grounds on which the prayer was refused?

(c) Will Government be pleased to state whether the East Indian Railway intend to keep schedule A for the future, or do they intend to repeal it? If the latter, when?

The Honourable Sir Nripendra Sircar: (a) Yes.

(b) Yes, because the Governor General in Council, who under section 28 of the Indian Railways Act, has complete discretion as to the reference or otherwise of complaints to a commission, was of opinion that no case justifying reference to a commission was established.

(c) The Agent, East Indian Railway, states that no change is contemplated at present.

SAFEGUARDING OF THE INTERESTS OF INDIANS IN IRAQ.

639. ***Mr. Lalchand Navarai:** (a) Are Government aware that Iraq Government have put difficulties and restrictions on entry and living of Indians in Iraq?

(b) Has Government's attention been drawn to the statement published in the *Sind Observer* of 15th December, 1935, under the caption "Lot of Indians in Iraq", and is it a fact that restrictions as mentioned therein have been imposed on Indians?

(c) What steps have Government taken to safeguard the Indian interests and get facilities to them in Iraq?

(d) Have any trade laws been passed in Iraq? If so, how far does that law impose restrictions upon Indians?

(e) What measures have Government taken, or propose to take, in that connection?

Sir Aubrey Metcalfe: (a)--(c). The statement alluded to in part (b) seems to suggest that the Honourable Member is apparently referring to the Iraq Residence Law of 1923, which is applicable to all foreigners alike and does not discriminate against Indians in particular. The law being a domestic concern of the Iraq Government, Government of India can hardly interfere in the matter.

(d) By 'trade laws' the Honourable Member apparently means the 'Labour Protection Law' which has not yet been passed by the Iraq Legislature. The latter part of (d), therefore, does not arise.

(e) The whole matter is under the close examination of His Majesty's Government and the Government of India and has formed the subject of diplomatic representation to the Government of Iraq. It would not be in the public interest or in the interests of Indians in Iraq to publish details of these representations or their results.

Mr. Lalchand Navarai: May I know whether any Indians have actually been removed from Iraq under certain orders of the Iraq Government?

Sir Aubrey Metcalfe: I have said many times that so far as I know, no Indian has been removed from Iraq.

ELECTRIFICATION OF THE HYDRAULIC POWER STATION AT KEAMARI.

640. *Mr. Lalchand Navalrai: (a) Is it a fact that the Karachi Port Trust Board have recently decided to electrify their Hydraulic Power Station at Keamari at an estimated cost of Rs. 1,28,700?

(b) Is it a fact that the scheme for electrification as prepared by the Executive was first placed before the Board at its meeting held on 26th July, 1935?

(c) Is it a fact that the Consulting Engineers of the Karachi Port Trust in London had invited quotations for the machinery:

- (1) before the scheme had been placed before or considered by the Board;
- (2) before the scheme had been sanctioned by the Government as required under section 29 of the Karachi Port Trust Act;
- (3) although the provision for the scheme had not been made in the Budget;
- (4) although the Board had not decided as to the manner in which tenders should be invited; and
- (5) without any previous knowledge of the Board in that regard?

(d) Is it a fact that the quotations mentioned in part (c) above were invited from only a few British firms and one Belgium firm?

(e) Is it not a fact that at the meeting on 26th July, 1935, while the scheme was approved for Government sanction under section 29 of the Karachi Port Trust Act, the question of consideration of tenders for requisite machinery was definitely deferred, as certain members urged that tenders for the machinery be invited from Continental and American firms as well?

(f) Is it not a fact that at the meeting of the Board held on 23rd August, 1935, i.e., after less than a month the question was again brought up along with a letter from the Consulting Engineers for consideration?

(g) Is it not a fact that an amendment was placed by the Indian Trustees that:

"As the Board had never decided to invite the tenders under consideration and in view of the fact that only five firms have submitted such tenders, the Consulting Engineers be requested now to invite fresh tenders from English, Continental and American firms."

and that this amendment was defeated by eight Europeans and one Indian, nominated Trustees voting against it?

(h) Was the machinery ordered from one of those British firms who had given quotations before the scheme was passed?

(i) Will Government be pleased to state whether or not it is the usual procedure in such cases (i) to have a scheme approved by the Board, (ii) to have such approved scheme sanctioned by Government, (iii) to invite tenders for the requirements, and (iv) to place the tenders received for the acceptance of the Board?

(j) If so, will Government be pleased to call for the reasons why the usual procedure was not adopted in this case, for the information of the House and to state what steps do they propose to take in this matter?

(k) Will Government be pleased to enquire as to why tenders were not invited from Continental and American firms?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) Yes; but the Board of Trustees were apprised of the scheme in June, 1933, and again in May 1935.

(c) (1) and (2). Yes; this was done to enable the Consulting Engineers of the Karachi Port Trust in England to obtain all the technical data in order to place before the Board and Government the project and an estimate of its cost.

(3) Yes: it was not possible to estimate the cost of the scheme with any degree of accuracy till the middle of 1935, and consequently no provision could be made in the Budget Estimates for 1935-36.

(4) and (5). It was essential to obtain tenders to be able to frame an accurate estimate for the scheme. Moreover the Karachi Port Trust Act, does not require that sanction to call for tenders should be obtained from the Board and the usual practice has been for the Chairman to sanction the calling of tenders, which, when received and approved by him, are placed before the Board.

(d) Twelve British firms and one Belgian firm were asked to quote.

(e) The consideration of tenders was deferred in order to ascertain from the Consulting Engineers of the Port Trust why American and other continental firms, besides the one Belgian firm, were not invited to tender.

(f) Yes.

(g) Yes: but the total number of Trustees who voted against the amendment was ten.

(h) The order was placed with the firm in question *after* the scheme was approved by the Board and sanctioned by Government.

(i) Yes: there have, however, been cases in the past where it has been found necessary to obtain quotation in order to prepare schemes for the approval of the Board.

(j) The usual procedure was not adopted to enable the project and an estimate of the cost to be prepared for the approval of the Board and the sanction of Government. Government do not propose to take any action in the matter.

(k) To avoid the introduction of Continental or American standards and measurements into the plant of the Karachi Port Trust which is equipped with British standards, to enable spares to be obtained easily and speedily and to provide for the manufacture of the pumps, etc., of a highly specialised design under close inspection by the Port Trusts Consulting Engineers.

Mr. Lalchand Navalrai: With reference to the answer to part (h), will Government please say whether the quotation by the British firm was the lowest?

The Honourable Sir Muhammad Zafrullah Khan: I would require notice of that.

Mr. Lalchand Navalrai: May I know why those tenders were preferred to the others?

The Honourable Sir Muhammad Zafrullah Khan: I would require notice of that also.

ARRANGEMENT FOR POSTAL COMMUNICATIONS AT CERTAIN PLACES IN SIND.

641. *Mr. Lalchand Navalrai: (a) Will Government be pleased to state if any rural Post Offices, worked directly or through the agency of School Masters, have been abolished in Sind during the last two years?

(b) If the answer to part (a) be in the affirmative, will Government be pleased to state how many such Post Offices have been closed, at what places in Sind, and what arrangement is there for postal communications?

(c) Is it a fact that there is no postal arrangement at 'Garhi Khairo Mahomed Kurtio' in Kambar Taluka of Larkana District? If so, do Government propose to make suitable arrangement for postal communication for such places in Sind where there is no postal service? If not, why not?

The Honourable Sir Frank Noyce: (a) Yes.

(b) Three post offices were closed, at Babarloi, Aror and Yakubpur. The public at Babarloi have at present to go to the Khairpur Mirs Post Office to transact their postal business. The villages of Aror and Yakubpur are served by village postmen from the Rohri and Jamesabad Post Offices, respectively.

(c) The answer to the first part of the question is in the affirmative. As regards the remainder of the question the position is being examined and efforts will be made to provide such postal facilities as can be justified in those parts of Sind where none exist at present.

Mr. Lalchand Navalrai: May I know what is the gain to Government on account of the closing down of the agency of school masters and other agencies, and how much is the inconvenience caused to the people?

The Honourable Sir Frank Noyce: As regards the cost, I should require notice. As regards the inconvenience, even if I were to call for information, I doubt very much whether I should get a satisfactory reply.

Mr. Lalchand Navalrai: Will the Honourable Member consider the question of inconvenience also along with the question of cost and then come to a conclusion?

The Honourable Sir Frank Noyce: I may inform the Honourable Member that I have requested the Director General of Posts and Telegraphs to pay special attention to the provision of additional postal facilities in Sind.

Prof. N. G. Ranga: Has any new post office been opened in Sind?

The Honourable Sir Frank Noyce: Yes, Sir. We have provided Rs. 50,000 in the last budget for the opening of additional post offices.

Prof. N. G. Ranga: How many new post offices were actually opened?

The Honourable Sir Frank Noyce: I want notice.

RATE FOR THE ACKNOWLEDGMENT OF RECEIPT OF A REGISTERED LETTER.

642. *Mr. Lalchand Navalrai: (a) Is it a fact that the acknowledgment of the receipt of a registered letter is charged anna one whereas a post card which is larger in size and space is charged three pice?

(b) What justification have Government to charge one anna for acknowledgment, and do Government propose to reduce its postage? If not, why not?

The Honourable Sir Frank Noyce: (a) The fee for an acknowledgment in respect of a registered article is one anna and the postage for a postcard is three pice. The form of acknowledgment is of about the same size as a postcard.

(b) The fee of one anna charged for an acknowledgment is for services rendered in conveying the acknowledgment form from the sender to the addressee, getting it signed by the addressee, conveying it back and delivering it to the sender of the original registered article. The postage charged on a postcard is for conveying it from the sender to the addressee only. Government see no justification, therefore, for a reduction of the fee now charged for an acknowledgment.

Mr. Lalchand Navalrai: Does it really cause great inconveniencé to take a signature, and, therefore, this charge should be more?

The Honourable Sir Frank Noyce: The acknowledgment has to go back again. The fee is charged for two services, not for one, and, strictly speaking, we should be justified in levying one anna six pies and not one anna.

Prof. N. G. Ranga: Is any additional establishment maintained for this purpose?

The Honourable Sir Frank Noyce: It is quite impossible to say. One can only say that "every little helps".

CUSTOMS DUTY ON SCIENTIFIC INSTRUMENTS MADE OF PLATINUM IMPORTED FOR EDUCATIONAL PURPOSES.

643. *Mr. Lalchand Navalrai: (a) Will Government be pleased to state if scientific instruments made of platinum are imported into India for educational purposes? If so, are they liable to customs duty, and if so, to what extent?

(b) Are these articles, when they become unserviceable, on account of wear and tear, exported to England for remoulding? If so, are they recharged customs duty on their re-entry in India?

(c) If the answer to the above be in the affirmative, why do Government charge double duty on the same articles?

(d) Do Government propose to adopt some suitable method such as noting down the weight of platinum by the customs authorities when exported for re-moulding and alterations in order to exempt the re-entry of the same? If not, why not?

Mr. A. H. Lloyd: (a) All scientific instruments, not otherwise specified, are subject to import duty at the rates specified in item 77 of the Indian Customs Tariff.

(b), (c) and (d). I would invite the attention of the Honourable Member to item 57 in the list of exemptions published with Customs Notification No. 33, dated the 22nd of June, 1935. It will be observed that subject to certain conditions scientific instruments belonging to *bona fide* educational institutions, which are re-imported into British India for the use of such institutions after having been exported for repairs, are assessed only on the value of the repairs. One of the conditions is that the Collector of Customs must be satisfied with regard to the identity of the instruments. It is, therefore, for the Collector to decide whether identity has been established in any particular case, but if the importer is dissatisfied with his decision it is open to him to submit an appeal in accordance with the provisions of the Sea Customs Act.

Mr. Lalchand Navalrai: Is there any record kept for the purpose of knowing the identity after these instruments are returned?

Mr. A. H. Lloyd: It is the general practice of the Customs Department in cases where exemptions are given for re-imported articles to place at the disposal of the public what we call "export certificates" in which details from which identification can be made are entered; but when I say that, I do not wish to imply that the Collector of Customs would never be satisfied with other evidence of identification, although the taking out of export certificates is obviously the most desirable course.

INFLATION OF PRICES OF CERTAIN ARTICLES IN KARACHI.

644. *Mr. Lalchand Navalrai: (a) Has Government's attention been drawn to the contribution in the *Sind Observer* of 7th November, 1935, under the caption "Ruthless exploitation of war by Karachi traders"?

(b) If so, is it a fact that there has been inflation of sale prices of articles in India, specially of wheat, ghee, soap, sugar and such other articles?

(c) If so, what steps did Government take against such inflation of prices?

(d) Has Government's attention also been drawn to the warning issued by the Ceylon Government on the same subject?

(e) If no steps have hither-to-fore been taken, do Government propose to take suitable steps now?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) The Government of India do not consider that there has been any abnormal rise in prices of articles in India due to the war between Italy and Abyssinia.

(c) Does not arise.

(d) Yes.

(e) The Government of India do not consider that any action on their part is necessary.

Mr. Lalchand Navalrai: May I know whether on account of the ruthless exploitation of war by the Karachi traders, there has been an inflation of the price of articles in India?

The Honourable Sir Muhammad Zafrullah Khan: No, Sir.

Mr. Lalchand Navalrai: Then, why were there abnormal prices?

The Honourable Sir Muhammad Zafrullah Khan: I have said that the Government of India do not consider that there has been any abnormal rise in prices of articles in India due to the war between Italy and Abyssinia. There was some slight rise to begin with, but the prices resumed their normal level soon after.

Mr. Lalchand Navalrai: Did Government take any action?

The Honourable Sir Muhammad Zafrullah Khan: No action was necessary.

RECOGNITION OF THE DEGREE OF L. A. H. (DUBLIN) AS A MEDICAL QUALIFICATION.

645. ***Mr. Lalchand Navalrai:** (a) Will Government be pleased to state if they recognize the degree of L. A. H. (Dublin) as a medical qualification for service and promotion in India?

(b) Is it a fact that such a degree is recognized by the General Medical Council in England?

(c) Is it a fact that Dr. K. M. Hiranandani, L.C.P.S. (Bombay), L.M. (Rotanda, Dublin), L.A.H. (Dublin) made a representation to the Government of India against the Bombay Government having refused to recognise such a degree?

(d) If so, has that question been referred to the Indian Medical Council, or have Government passed any orders thereon?

(e) If the question has been referred to the Indian Medical Council, will Government be pleased to state their decision on the subject?

(f) If the Indian Medical Council or the Government of India have not considered the question favourably, will Government be pleased to state the reasons for it, and do Government propose to reconsider the same?

Sir Girja Shankar Bajpai: (a) The diploma is recognised under the Indian Medical Council Act, 1933.

(b) Yes.

(c) Dr. Hiranandani's representation was directed against an order of the Bombay Government not admitting his request for the grant of enhanced pay on the strength of his possessing this qualification, a matter in which the decision rested with the Local Government. His representation was not against the non-recognition of this qualification.

(d) to (f). Do not arise.

Mr. Lalchand Navalrai: As the Provincial Government have not considered his case, will this Government call for these papers and consider the case for themselves?

Sir Girja Shankar Bajpai: No, Sir, because the Government of India have no authority over the Local Government in the matter of regulating the conditions of service of the subordinate medical service.

Mr. Lalchand Navalrai: Is there no way for the Government of India to revise it?

Sir Girja Shankar Bajpai: There is no way open to the Government of India.

RECRUITMENT OF INDIANS IN THE CYPHER BUREAU OF THE FOREIGN AND POLITICAL DEPARTMENT.

646. *Mr. Lalchand Navalrai: (a) Will Government be pleased to state if they have been now recruiting Indians in the Cypher Bureau or do they propose to admit Indians? If not, why not?

(b) If the answer to part (a) be in the affirmative, what will be the pay on which Indians will start in this department and to what extent will they rise?

Sir Aubrey Metcalfe: (a) I may refer the Honourable Member to my reply to Mr. Mudaliar's question on the 12th instant.

(b) No discrimination is made in the matter of pay. Indians will start on the same pay and will rise to the same extent as fixed for the various divisions of the Government of India Secretariat Offices.

RESTORATION OF FACILITIES TO PRIVATE BONDED WARE-HOUSES AT KARACHI.

647. *Mr. Lalchand Navalrai: (a) Is it a fact that the Buyers and Shippers Chamber, Karachi, made a representation to the Government of India in the Commerce Department on the subject of private bonded ware-houses at Karachi in September, 1935?

(b) Is it a fact that the Collector of Karachi Customs, in February, 1935, issued a notice, withdrawing facilities of Private Bonded Ware-houses at Karachi, which convenience they enjoyed for the past several years?

(c) Will Government be pleased to state what steps they have taken to restore the facilities of private bonded ware-houses at Karachi?

Mr. A. H. Lloyd: (a) Yes.

(b) and (c). The Collector of Customs issued a notice in February, 1935, to the effect that, as the Karachi Port Trust had provided facilities for the ware-housing of goods, new licences for private bonded ware-houses would not be issued and expiring licences would not be renewed, unless the public bonded ware-house facilities offered by the Port Trust were found in any particular case to be inadequate. This is in accordance with the procedure adopted at other Ports, and the only reason why it was not previously enforced at Karachi was, that until recently, the accommodation available in the public bonded ware-houses was insufficient. In these circumstances, the Government of India see no sufficient reason for interfering with the Collector's decision.

Mr. Lalchand Navalrai: May I know if the accommodation now is sufficient, and if there is no complaint from the traders?

Mr. A. H. Lloyd: As I have said in my reply, our information is that the accommodation there now is sufficient. Further, I explained in my reply that, if the accommodation becomes insufficient, the question of licensing private bonded ware-houses would have to be considered. As regards complaints from the merchants, I have not heard of any complaint that there is insufficient accommodation in the public bonded ware-houses. There are, of course, as the Honourable Member knows, complaints of the general action which has been discussed in this question.

POSTAL ARRANGEMENTS IN THE BALUCHISTAN POSTAL DIVISION AFTER THE EARTHQUAKE.

648. *Mr. Lalchand Navalrai: (a) Will Government be pleased to state what arrangements they propose to make in connection with the Baluchistan Postal Division in consequence of the earthquake disaster at Quetta?

(b) What postal arrangements are being carried on now tentatively in the Quetta Division?

(c) Have Government considered whether the Larkana and Dadu Districts require a Head Office at Larkana?

(d) Is it a fact that the Sukkur Head Post Office is not able to cope with the Baluchistan, Sukkur, Larkana and Dadu Districts work?

(e) Do Government propose to give the Quetta Head Post Office work to Sukkur Head Office and establish a Head Post Office at Larkana, or what do they propose to do in the matter?

The Honourable Sir Frank Noyce: (a) and (b). The earthquake at Quetta has not necessitated any change in the area or administration of the Baluchistan Postal Division except to a limited extent; viz., the headquarters of the Superintendent of Post Offices have been temporarily moved to Jacobabad and the Head Post Office work formerly performed in the Quetta Head Post Office has been transferred temporarily to the Sukkur Head Post Office.

(c) Government do not consider that a Head Post Office is required at Larkana.

(d). No.

(e) The Quetta Head Post Office work is already being performed in the Sukkur Head Post Office and it will be retransferred to Quetta as soon as circumstances permit. The latter part of the question does not arise in view of my reply to part (c) above.

Mr. Lalchand Navalrai: Will the Honourable Member be pleased to state if, even before this earthquake at Quetta, there was correspondence going on and representations made that Dadu and Larkana do require Head Post Offices?

The Honourable Sir Frank Noyce: I should require notice of that question.

DISCRIMINATIVE TREATMENT TO INDIANS IN GOA.

649. ***Mr. Basanta Kumar Das:** Are Government aware that Indians in Goa suffer from considerable handicaps due to discriminative treatment?

Sir Aubrey Metcalfe: Government have no information of any such discriminatory treatment nor have they received any complaints.

RESERVATION OF A PERCENTAGE OF EMPLOYMENT ON THE NORTH WESTERN RAILWAY FOR NATIVES OF THE PUNJAB.

650. ***Mr. Basanta Kumar Das:** Is it a fact that the North Western Railway have reserved a definite percentage of employment for natives of the Punjab?

The Honourable Sir Muhammad Zafrullah Khan: No, Sir.

NOMINATION OF MEMBERS TO THE AJMER MUNICIPAL COMMITTEE.

651. ***Pandit Sri Krishna Dutta Paliwal:** (a) Is it a fact that the Ajmer Municipal Committee was superseded last year, and a Committee nominated?

(b) Who are the Members of that Committee?

(c) Does it include any Indian who is not a title-holder or an Honorary Magistrate?

(d) Are Government aware that there is considerable resentment against the efficiency and capacity of the Committee amongst the tax-payers?

(e) Is it a fact that the Local Government intend to increase the number of nominated members, from amongst the ranks of title-holders or Honorary Magistrates?

(f) Have the Local Government consulted the Government of India about this increase? If so, will Government please lay the correspondence on the table of this House?

(g) Is it a fact that the Municipal Enquiry Committee recommended that no practising lawyer should be nominated on the Committee, and as such no practising lawyer was nominated by the Local Government on the Committee?

(h) Is it a fact that the Local Government have now nominated practising lawyers on the Committee?

(i) Is it a fact that there is not a single representative of the trading and merchant classes on the Committee?

(j) Is it also a fact that there is no one to represent the interest of the depressed classes?

(k) Do Government intend to nominate representatives of the traders and the depressed classes on the Committee? If so, will they be pleased to advise the Local Government accordingly?

Sir Aubrey Metcalfe: (a) Yes—in 1934.

(b) I lay on the table a statement giving the names of the members of the Committee.

(c) Yes—five.

(d) No.

(e) No.

(f) Does not arise.

(g) The Enquiry Committee made this recommendation, but Government did not consider it would be in Municipal interests to accept it entirely.

(h) Yes—three.

(i) No, there are three representatives of the trading and merchant classes on the Committee.

(j) There is no member of the depressed classes on the Committee, but they are free to approach the Chairman or other members.

(k) No. Government are not aware that these classes are dissatisfied with the composition of the Committee.

Statement

T. Burt, Esquire, Chairman.
 Captain L. A. G. Pinhey, I.A.
 Diwan Bahadur Harbilas Sarda.
 Rai Bahadur Pt. Gauri Shankar Ojha.
 Rai Bahadur Dr. Nand Lal.
 Rai Sahib Gopi Nath Mathur.
 Rai Bahadur Mithanlal Bhargava.
 Rai Sahib Tulsi Ram.
 Khan Sahib Dr. Abid Masih.
 Mir Muhammad Hasain Chisti.
 Seth Ibrahim.
 Munshi Muhammad Ghani Khan.
 Mr. R. Maclean.
 Mr. C. Lindsay.
 Mr. Mohanlal Kapoor.
 Mr. Mithanlal Kotia
 Mirza Abdul Qadir Beg.
 Mr. A. R. Khan.

Pandit Sri Krishna Dutta Paliwal: With regard to clause (d), will Government please make an inquiry and then give the reply?

Sir Aubrey Metcalfe: Government have inquired, and I have given the answer.

JOURNEYMEN ON THE EASTERN BENGAL RAILWAY.

652. *Pandit Lakshmi Kanta Maitra: Will Government be pleased to state if it is a fact that the majority of European and Anglo-Indian journeymen employed under the Works Manager, Loco. Shops at Kanchrapara and Saidpur on the Eastern Bengal Railway or transferred within the last five years to other Districts, have been allowed to cross the bar at Rs. 150 per mensem, whereas few amongst the Indians have been so allowed? If so, why?

The Honourable Sir Muhammad Zafrullah Khan: No, Sir.

JOURNEYMEN ON THE EASTERN BENGAL RAILWAY.

653. ***Pandit Lakshmi Kanta Maitra:** Will Government be pleased to state:

- (a) if it is a fact that the grades of a journeyman on the Eastern Bengal Railway are Rs. 100—10—150, Rs. 160—15—250;
- (b) if it is a fact that the majority of the Indian journeymen employed under Works Manager, Loco. Shops, Kanchrapara and Saidpur and Deputy Chief Mechanical Engineer, Electrical, are blocked at Rs. 150; if so, why;
- (c) whether there is a bar at Rs. 150 and if so, whether it is an efficiency or vacancy bar;
- (d) how many posts in the second section of journeymen's grade, i.e., Rs. 160—15—250 are under Deputy Chief Mechanical Engineer, Electrical, Works Manager, Loco. Shops, Kanchrapara and Saidpur and how many of these have been filled up;
- (e) what is the full text including date and reference of the orders sanctioning the number of these posts under the different Works Managers and in the Electrical Department;
- (f) whether it is a fact that almost all the journeymen on the Eastern Bengal Railway Mechanical Workshops, who have been allowed to go to the second section of a journeymen's grade, viz., Rs. 160—15—250, have been so allowed against vacancies of chargemen in grades Rs. 270—20—330 or Rs. 340—20—380;
- (g) if so, whether it means that there are no sanctioned posts of the second section of the journeymen's grade and in that case what is the position of this grade, viz., Rs. 160—15—250,
- (h) whether it is a fact that the majority of the Railway apprentices (technically trained) at Jamalpur Workshops on the East Indian Railway, when retained after completion of their course, are allowed to go right upto the maximum of Rs. 250 without any bar; and
- (i) if the answer to part (h) be in the affirmative, why the majority of similarly situated men under Works Manager, Loco., Kanchrapara and Saidpur on the Eastern Bengal Railway, are barred at Rs. 150?

The Honourable Sir Muhammad Zafrullah Khan: I am collecting information and will lay a reply on the table of the House, in due course.

FILLING UP OF A VACANCY OF CLERK IN THE METAL AND STEEL FACTORY AT ISHAPORE.

654. ***Pandit Lakshmi Kanta Maitra:** Will the Honourable Member in charge of the Defence Department, Government of India, be pleased to state:

- (a) whether it is not a fact that the departmental promotions of existing Government employees and the recruitment of new entrants are governed by separate rules of the Government of India; if not, how they are governed;
- (b) whether it is a fact that the departmental promotions are given on communal considerations in disregard of the service point of view;
- (c) whether it is a fact that the seniority is given prior consideration in the matter of departmental promotions in the Ordnance Department; and
- (d) whether it is a fact that the vacancy of a junior grade clerk in the temporary establishment of Metal and Steel Factory, Ishapore has been filled up by promotion on communal basis and the seniority ignored; if so, why?

Mr. G. R. F. Tottenham: (a) Yes.

(b) No.

(c) Seniority is given prior consideration, where qualifications are equal.

(d) Such a vacancy may have been filled by appointing a man who was previously employed in a non-clerical capacity, but such an appointment would be regarded as direct recruitment and not as promotion.

MALPRACTICES ADOPTED BY JAPANESE TEXTILE MANUFACTURERS BY EXPORTING CLOTH AND YARN INTO INDIA AND PASSING THEM OFF AS "INDIAN".

655. ***Mr. Mathuradas Vissanji:** (a) Are Government aware of the malpractices adopted by the Japanese textile manufacturers to defraud the Indian consumer by exporting their cloth and yarn into India and passing them off as "Indian"?

(b) What action have Government taken to stop such malpractices?

(c) If the answers to parts (a) and (b) be in the negative, will Government be pleased to state whether they received a letter from the Indian Chamber of Commerce, Calcutta, drawing their attention to the existence of such malpractices?

(d) If so, do Government propose to take immediate steps to put an end to such underhand and dishonest means of pushing the Japanese trade in India?

(e) If the answer to part (d) be in the negative, will Government be pleased to state the reasons that led them to take such a decision?

The Honourable Sir Muhammad Zafrullah Khan: (a)—(e). I would refer the Honourable Member to the reply given to Mr. Satyamurti's question No. 110, on the 6th February on the same subject.

EXEMPTION FROM CUSTOMS DUTIES OF ARTICLES IMPORTED FOR RELIGIOUS OR EDUCATIONAL PURPOSES, ETC.

656. ***Mr. Mathuradas Vissanji:** (a) Will Government be pleased to state if, under the Indian Sea Customs Act, any refunds of customs duties are allowed to religious, charitable or educational organisations? If so, will Government be pleased to lay on the table a statement of amounts so refunded during the last ten years?

(b) Have Government received any representations from any universities or other educational, religious or charitable organisations praying for a refund of customs duties in respect of machinery, apparatus or other materials imported from abroad solely for educational purposes? If so, will Government be pleased to state how such representations have been disposed of?

(c) Are Government prepared to consider the desirability of allowing exemption from or refund of customs duties to recognised educational or charitable institutions on such machinery, apparatus or other materials as are imported by them exclusively for educational or research purposes on the same footing or principle as exemption from Indian income-tax allowed to such institutions? If not, why not?

(d) Will Government be pleased to state what would have been the loss of revenue during the last five years if exemption from Indian customs duties had been granted to goods, machinery or apparatus imported by recognised educational or charitable organisations exclusively for the purposes of education, training or research?

Mr. A. H. Lloyd: (a) No.

(b) Government have received such representations but have been unable to accept them.

(c) I would refer the Honourable Member to the reply given by the Finance Member to part (d) of question No. 901 asked by Mr. S. G. Jog on the 30th of August, 1934.

(d) The information is not available.

GRANTS MADE BY THE GOVERNMENT OF INDIA FOR EDUCATIONAL PURPOSES.

657. ***Mr. Mathuradas Vissanji:** Will Government be pleased to lay on the table a statement showing grants made during the last ten years from the funds of the Government of India, (a) to Statutory Indian Universities, (b) to Research Institutions not maintained directly by the Government of India, and (c) by way of research scholarships or help in whatever form for training abroad in technical or scientific subjects?

Sir Girja Shankar Bajpal: A statement giving the information asked for by the Honourable Member so far as it is readily available is laid on the table of the House.

Statement showing grants made during the last ten years (1925-35) from the funds of the Government of India to (a) statutory Indian universities and (b) research institutions not maintained directly by the Government of India and (c) by way of research scholarships or help for training abroad in technical or scientific subjects.

	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
<i>(a) Universities.</i>										
(1) Calcutta University	13,000	13,000	13,000	13,000	13,000	22,500	24,610	15,950	16,600	18,197-4
(2) Bombay "	...	...	...	...	...	...	3,500	1,420	2,500	2,450
(3) Punjab "	...	...	...	...	...	1,600	5,090	8,410	10,210	8,950
(4) Benares "	1,00,000	3,25,000	4,25,000	1,25,000	6,00,000	9,00,000	9,00,000	2,70,000	2,70,000	2,70,000
(5) Patna "	...	...	...	...	...	5,830	3,540	280	...	...
(6) Aligarh "	1,00,000	3,25,000	4,25,000	1,25,000	1,66,000	6,00,000	9,00,000	8,70,000	2,85,000	2,70,000
(7) Dacca "	...	...	...	...	...	9,720	6,490	5,590	7,340	9,300
(8) Delhi "	75,000	85,000	85,000	1,20,000	1,00,000	1,00,000	1,00,000	90,000	90,000	90,000
(9) Agra "	...	...	...	...	800	12,220	18,470	17,840	31,070	28,570
Total (a)	2,88,000	7,48,000	9,48,900	3,83,000	8,79,800	16,51,870	19,61,700	12,79,490	7,12,720	6,90,467-4
<i>(b) Research Institutions.</i>										
(1) Indian Institute of Science, Bangalore.	1,50,000	1,50,000	1,50,000	1,50,000	1,50,000	1,50,000	1,50,000	1,50,000	1,50,000	1,53,010
(2) Bose Research Institute, Calcutta.	99,733	1,03,000	1,03,000	1,03,000	3,03,000	1,03,000	1,03,000	53,000	53,000	53,000
(3) Indian Association for the Cultivation of Science, Calcutta.	10,000	10,000	20,000	20,000	20,000	20,000	20,000	18,000	18,000	18,000
(4) Asiatic Society of Bengal	10,000	5,000	5,000	5,000	...	10,000	5,000	5,000	5,000	5,000
(5) Bhandarkar Oriental Research Institute, Poona.	...	...	...	...	...	5,000	5,000	4,000	4,000	4,000
(6) Indian Research Fund Association.	3,00,000	6,75,000	7,06,071	7,50,000	7,50,000	7,50,000	7,50,000	1,50,000	1,50,000	1,50,000
(7) Harcourt Butler Technological Institute, Cawnpore.	...	...	...	...	...	1,45,000	...	...	20,000	50,000
(8) Imperial Institute, London	16,000	16,000	16,000	16,000	16,000	16,000	16,000	...	...	...
(9) Calcutta School of Tropical Medicine.	2,500	2,500	2,500	2,500	3,500	3,500	3,500	3,500	3,500	3,500
Total (b)	5,98,233	9,61,500	10,01,571	10,46,500	12,42,500	12,02,500	10,52,500	3,83,500	4,08,500	4,36,510

	1985-86.	1986-87.	1987-88.	1988-89.	1989-90.	1990-91.	1991-92.	1992-93.	1993-94.	1994-95.
(c) Research scholarships or help for training abroad in technical or scientific subjects.										
(1) For study of virus diseases of plants.				...	...	...	...	...	Rs. 2,550	Rs. 4,200
(2) For study of sugar technology				...	...	...	Rs. 12,670	...	...	...
(3) For training of Marine Engineering State Scholars.				Rs. 3,624 and £366-4-7	Rs. 3,606 and £1,362-3-2	Rs. 3,606 and £1,098-12-2	Rs. 3,606 and £1,098-12-2	£2,043-5-0	£2,101-0-9	£1,987-16-10
(4) For training in Printing and allied trades.*	£120	£360	£600	£720	£720	£720	£720	£600	£360	£120
(5) For study in Metallurgy†	£340	£340	£340	£340	£340	£340	...	...	...	...
(6) For training in Art (Mural Painting.)	...	...	...	...	...	...	£2,542‡	£21	...	...
(7) For study in aviation§			£185	£1,059	£4,346	£4,270	£3,164	£913	£318	£1,200
(8) For training of special class Railway apprentices in England.		...	...	...	...	...	Rs. 14,761	Rs. 31,890	Rs. 75,677	Rs. 98,458
Total (c)||	£340	£460	£545	£1,909	Rs. 3,624 and £5,771-4-7	Rs. 3,606 and £6,712-3-2	Rs. 31,127 and £8,124-12-2	Rs. 31,890 and £3,577-5-0	Rs. 78,227 and £3,278-0-9	Rs. 1,02,458 and £3,307-16-10

* Figures shown against this item do not include the cost of tuition fees and passages, etc.

† Figures shown against this item do not include the cost of passages, etc.

‡ This is the total amount for three years, viz., 1929-30, 1930-31 and 1931-32. Separate figures for each year are not available.

§ Figures shown against this item are exclusive of the cost of passages, etc., incurred in India.

|| Four scholarships of £240 each per annum tenable for three or four years were also granted—two in the year 1929 and two in 1924—for the study of mining and geology in England. In addition to this, charges on account of the passages of scholars to and from England as also their university and college fees, etc. in the United Kingdom were met by Government. Details are not readily available.

ENCOURAGEMENT TO TECHNOLOGICAL TRAINING IN INDIA.

658. ***Mr. Mathuradas Vissanji:** Will Government be pleased to state what steps are being taken to encourage technological training in India, and to what extent Government have financially helped such technological training in this country?

The Honourable Sir Frank Noyce: I would remind the Honourable Member that technical education is a provincial transferred subject and is thus ordinarily a matter for the Local Governments. There are, however, certain technical institutions which are maintained or aided by the Central Government and the attention of the Honourable Member is invited to the statement giving certain information in this connection which was laid on the table on the 2nd September, 1935 (pages 61-62 of Volume V, No. 1, of the Legislative Assembly Debates). The sum of Rs. 20,000 shown against the Harcourt Butler Technological Institute, Cawnpore, in that statement represents the annual grant sanctioned for the Sugar Section of that Institute for a period of five years from 1932-33. But if the Central Sugar Institute, which will be financed from Central revenues, comes into being this year as is expected, the grant to the Sugar Section will not be required as this Section will then be absorbed in the new Institute. Another grant of Rs. 30,000 a year has also been made to the Oil Section of the Harcourt Butler Technological Institute, Cawnpore, during the years 1934-35 and 1935-36. The question of continuing this grant during 1936-37 is under consideration.

EXEMPTIONS FROM CUSTOMS DUTIES OF GOODS IMPORTED FOR THE USE OF INDIAN STATES.

659. ***Mr. Mathuradas Vissanji:** Will Government be pleased to state whether any exemptions from customs duties are allowed on goods imported at British Indian ports and intended for the use of Indian States or their Rulers? If so, will Government please lay on the table a statement showing the customs duties thus sacrificed during the last five years?

Mr. A. H. Lloyd: The customs duty levied on goods transmitted through British India to Jammu and Kashmir is refunded to the State. No other Indian State enjoys this concession.

No duty is levied on articles imported for the personal use of a prince or chief whose permanent salute is not less than 19 guns, or of members of the family of such a prince or chief who reside with and are dependent upon him.

A statement showing the amount of customs duty involved during each of the last five years is laid on the table.

Customs duty refunded on goods transmitted through British India to the State of Kashmir and Jammu.

		Rs.
1930-31	. . .	24,61,000
1931-32	. . .	28,06,000
1932-33	. . .	32,93,000
1933-34	. . .	25,68,000
1934-35	. . .	30,49,000

Customs duty remitted on articles imported for the personal use of Princes and Chiefs in India whose permanent salute is not less than 19 guns and of members of the families of such princes and chiefs who reside with and are dependent upon them.

	Rs.
1931	3,93,000
1932	4,86,000
1933	3,77,000
1934	9,53,000
1935	4,51,000

EXEMPTIONS FROM PAYMENT AND REFUND OF INCOME-TAX.

660. ***Mr. Mathuradas Vissanji:** Are there in the Indian Income-tax laws and regulations or precedents made thereunder, any categories of income-receivers exempted from such taxation, or to whom taxes, initially collected from them, are eventually refunded? If so, will Government be pleased to lay on the table of the House an estimate of the amount of income-tax revenue sacrificed in this manner?

Mr. A. H. Lloyd: The classes of income which are exempt from income-tax are mentioned in section 4 (3) of the Indian Income-tax Act, 1922, and paragraphs 17 and 18 of the Income-tax Manual, copies of which are in the Library. It is not possible to calculate the amount of income-tax involved in these exemptions.

EMPLOYMENT OF CADETS OF THE "DUFFERIN".

661. ***Mr. Mathuradas Vissanji:** (a) Will Government be pleased to state the number of duly qualified Cadets passing out of the Training Ship "Dufferin" in the last three years, and mention how many of them have found employment in merchant ships plying along Indian coasts or engaged in the Overseas Trade of India?

(b) Will Government be pleased to state the names of the Shipping Companies, Indian as well as non-Indian, who have given employment to duly qualified Indian Cadets, and who are engaged in the Indian Coastal or Overseas Trade?

(c) Will they be pleased to state what steps they propose to take to ensure adequate employment of duly trained Indian Cadets in "adequate" numbers?

(d) Will Government be pleased to state if any undertakings have been exacted, or offered, by (i) Indian-owned shipping companies, or (ii) by non-Indian-owned shipping companies, engaged in the Indian Coastal or Overseas Trade, to employ Indian cadets, duly qualified in their vessels? If so, will they state the nature and terms of such undertakings? If not, will Government be pleased to state what steps they propose to take to obtain such undertakings, or make such arrangements, as would ensure proper employment to duly qualified Indian Cadets in adequate numbers?

(e) Will Government be pleased to state the nature of contracts, subsidies, or other advantages or concessions, offered to such Companies, for Government business, in the carriage of Mails, Stores, Government servants, Troops, etc., distinguishing between Indian, and non-Indian-owned Companies? Will Government be pleased to place on the table of the House a summary of such contracts, concessions and payments in respect of the same, during the last five years?

(f) Will Government be pleased to state when the Mail Contracts with the P. & O. Steamship Company, and the B. I. S. N. Company are next due for renewal; and whether, at the time of such renewal, if decided upon, Government would insist upon conditions for renewing such contracts or concessions regarding the employment of duly qualified Indians in adequate numbers?

The Honourable Sir Muhammad Zafrullah Khan: (a) During the last three years (*i.e.*, 1933 to 1935) 44 *ex*-“Dufferin” cadets obtained their Certificates of Competency as 2nd Mates, of whom 29 are at present serving with Shipping Companies. The attention of the Honourable Member is in this connection invited to the reply given by me to part (a) of Mr. M. Asaf Ali’s starred question No. 456.

(b) Indian Companies:

- (1) The Scindia Steam Navigation Company.
- (2) The Bombay Steam Navigation Company.
- (3) Messrs. Cowasjee Dinshaw and Brothers.
- (4) The Eastern Steam Navigation Company.

Non-Indian Companies:

- (1) The British India Steam Navigation Company.
- (2) The Asiatic Steam Navigation Company.

(c) and (d). A number of shipping companies have, from time to time, given assurances in general terms of their willingness to employ duly qualified *ex*-cadets of the Training Ship as officers in their vessels. The whole question of the employment of *ex*-“Dufferin” cadets is receiving the earnest consideration of Government and they have again addressed shipping companies in the matter recently.

(e) The information is being obtained and will be laid on the table in due course.

(f) The present agreement with the British India Steam Navigation Company expires on the 31st March, 1937. As regards the remainder of the question, I would invite the Honourable Member’s attention to the reply given by me on the 14th February, 1936, to parts (e) and (f) of Mr. Asaf Ali’s starred question No. 456.

TRAINING OF INDIAN APPRENTICES IN THE ESTABLISHMENTS SUPPLYING STORES TO THE GOVERNMENT.

662. *Mr. Mathuradas Vissanji: (a) Will Government be pleased to lay on the table of the House a statement of the orders placed for stores required for the Government of India or for the Provincial Governments, and for the Indian Railways, during the last five years, giving the names of firms or companies supplying such stores, in (i) Britain; (ii) other European countries; (iii) America, and (iv) Japan, together with the amounts of the orders placed in all cases where the value of the orders exceeded £1,000 in each year?

(b) Will Government be pleased to indicate, in the statement made in answer to part (a), the discount, if any, obtained from the suppliers in each instance?

(c) Will Government be pleased to indicate, in the statement made in answer to part (a), the number of Indian apprentices admitted for training in any of the establishments supplying stores to the Government of India, the Provincial Governments, or the Indian Railways?

(d) Will Government be pleased to state the number of requests for apprenticeship training in factories and workshops—outside India, received from Indian students abroad, either by the office of the High Commissioner, or independently? In how many cases have such requests been fulfilled? In how many cases have such requests been negatived? What have been the reasons, if any, for the refusal by any firms or companies to admit Indian students as apprentices in their workshops or factories?

(e) Will Government be pleased to state if, while placing orders for stores supplies to India, any conditions are made with the suppliers as to the admission for training of Indian apprentices in the factories or workshops under the management of such suppliers? If not, will Government be pleased to state the steps they propose to take for securing such training to Indian students?

(f) Will Government be pleased to lay on the table of the House a statement showing the employment obtained by Indian students, having received proper apprenticeship training in Indian, or foreign factories or industrial establishments, in India, in Indian, or non-Indian, concerns engaged in corresponding industries in this country?

The Honourable Sir Frank Noyce: (a) I would refer the Honourable Member to the annual reports on the work of the India Store Department, London, which show the value of the stores purchased by that Department, classified by countries of origin. Copies of the reports are available in the Library of the House. The fuller particulars desired by the Honourable Member are not available, and could not be compiled without a disproportionate amount of labour and expense.

(b) Stores are ordinarily purchased on the basis of tenders showing net prices, and except in very special cases, the lowest satisfactory tenders are accepted. No separate account is maintained of any discount allowed by tenderers in their quotations.

(c) and (d). All the information available is contained in the annual reports on the work of the India Store Department, and the High Commissioner's Education Department, London, to which attention is invited. Copies of these reports are available in the Library of the House.

(e) No. The general policy followed by Government in the placing of orders for stores abroad is to give preference to firms who offer facilities for the practical training of Indian students, if their tenders are equally favourable in all other respects. All possible steps are already taken by the High Commissioner to secure training facilities for Indian students.

(f) The information is not available.

HIGH LEVEL OF AIR MAIL POSTAGE RATES IN INDIA.

863. *Mr. Mathuradas Vissanji: (a) Will Government be pleased to state the reasons for maintaining the higher postal rates for correspondence from this country to Great Britain and other countries in Europe, by the Air-Mail, as compared to similar rates for such correspondence from those countries with India?

(b) Will Government be pleased to place on the table of the House statistics regarding the growth of Air-Mail traffic with Great Britain and European countries, during the last five years, the number of accidents or delays in the receipt and distribution of such Mails, as well as the amount of subsidy given to such Air-Mail carriers? Will Government be pleased to state the principles which regulate their policy in granting such subsidies?

(c) Will Government be pleased to state whether they have received any representations from Commercial Associations in this country, complaining about the unduly high level of Air-Mail rates in India, and if so, will they please indicate what replies Government have made to such representations?

(d) Have Government received any representation from Commercial Associations in this country regarding the disproportionately high level of postal charges for correspondence with European countries and with countries of the British Empire? If so, will they be pleased to indicate the replies made to such representations?

The Honourable Sir Frank Noyce: (a), (c) and (d). As stated by the Honourable Member in parts (c) and (d) of his question, Government have received representations from some commercial Associations. A copy of a memorandum which was sent in reply to these representations is placed on the table of the House. This memorandum also contains the information asked for by the Honourable Member in part (a) of his question.

(b) The Honourable Member's attention is invited to Appendices I to VII of the Report on the Progress of Civil Aviation, India, 1934-35, a copy of which is in the Library of the House. Government have no information regarding accidents occurring outside India. The delays occurring on the scheduled air mail services to India are shown in Appendix VII of the Report referred to. The number of accidents and delays which occurred up to the end of November, 1935, on the internal air mail services in India is as follows:

Tata Sons' Karachi-Madras service:

(From 15th October, 1932).

Delays 6. Accident 1.

I. N. A.'s Karachi-Lahore service:

(From 4th December, 1934).

Delays 12. Accident nil.

As regards subsidies, the Honourable Member's attention is invited to my speech in this House on the 20th September, 1933, on a motion for a supplementary grant for Civil Aviation and to the reply given on the 19th March, 1934, to part (a) of Mr. D. K. Lahiri Chaudhury's question. In the matter of granting subsidies, Government have not laid down any general policy, but consider each case on its merits.

INDIAN POSTS AND TELEGRAPHS DEPARTMENT.

Memorandum.

From articles appearing in the public press from time to time and from representations received from certain Chambers of Commerce it would appear that there is a great deal of misunderstanding regarding the principles and considerations on which postage rates and air surcharge fees are fixed on letters, etc., to foreign countries.

It is urged that while the postage rate on letters from England to India is 1½d. the charge in the reverse direction is 2 annas 6 pies and in the case of air mail letters, while the charge from England to India is 6d. that from India to England is 7½ as. This state of affairs is alleged to be an inequitable arrangement and the Indian Post Office is suspected of making an unfair profit in the matter. In order to remove the misapprehension it is necessary to explain the whole basis on which foreign rates of postage are fixed and to show why the arrangements now in existence are not inequitable or unjust.

Prior to 1874 the foreign post of every country was regulated by an agreement concluded by it separately with every other country. The postage was governed by weight as well as by distance and it varied according to the route followed. Every country claimed transit charges and the total postage was made up of the inland postage rate *plus* the charges claimed on each letter by every country through which it passed as well as by the country of destination. In the year 1874 an international meeting was held at Berne (Switzerland) and at this meeting a postal convention was drawn up between the European countries. This convention replaced about 1,000 special agreements by a single convention and substituted a multitude of postage rates by a tariff expressed in a few lines. One union rate of postage was established with all foreign countries who were members of the Union. India was one of the earliest non-European countries which joined the Universal Postal Union. The Convention has been revised from time to time in congresses which are held in different parts of the world once every five years and the last congress was held in Cairo in 1934. All the civilized countries of the whole world are now members of the Universal Postal Union and have subscribed to the Universal Postal Convention. This convention contains a very large number of provisions to govern the postal transactions of countries with each other but the basic principles are the following :—

- (1) all the countries which have subscribed to the convention form a single postal territory for the reciprocal exchange of correspondence;
- (2) freedom of transit for mails is guaranteed throughout the countries of the Union;
- (3) rates of postage to be charged on the different classes of correspondence (letters, postcards, printed papers, business papers) for each class are fixed in terms of gold currency, certain minimum and maximum charges being laid down. The rates of postage must be uniform to all foreign countries, and are fixed to the nearest equivalents in the local currency of the country;
- (4) the first and subsequent units of weight for each class of correspondence are also laid down; these are on the metric system but all countries are allowed to fix the units of weight to the nearest equivalent in ounces or parts thereof if the metric system is not in force in their country.
- (5) each country keeps the whole of the postage collections which it makes on correspondence posted in that country for foreign countries;
- (6) every country undertakes the free distribution and delivery of articles of correspondence brought to its frontier station from any other country;
- (7) it is permissible for countries to form restricted unions within the Universal Postal Union for the purpose of adopting rates of postage lower than those fixed by the convention.

It will be seen therefore that within the minimum and maximum fixed by the convention, every country is free to fix its postage rates on correspondence to foreign countries. India has fixed the postage rate to foreign countries at 3 as. 6 p. for the first ounce for letters and of 2 as. for postcards. *These are well within the maxima prescribed by the convention.* India has also joined the restricted Union of British Empire countries, (of which Egypt is also a member) within which a lower postage rate is permitted to be fixed and this rate is 2½ as. for the first ounce for letters and 2 as. for postcards. In fixing these rates India has to consider her own financial position and her local circumstances. As each country keeps all the postage collections on letters posted in that country for foreign countries there is and can be no element of reciprocity. It is open to a country to have an unnecessarily high inland postage rate and to utilise the profits made from such a high charge to meet the loss incurred on giving a low rate of postage for foreign letters. Countries which are industrially and commercially highly developed would follow such a procedure in order to encourage the export trade of the country. That there is no element of reciprocity in the matter will be clear from the following facts.

The postage rate from India to foreign countries other than countries of the British Empire is 3 as. 6 p. for the first ounce. The postage rates for foreign countries for the initial weight for letters are from *Austria 6 as., France 4 as. 3 p., Germany 4 as. 3½ p., Holland 3½ as., Italy 4 as. 8 p., Switzerland 4 as. 2-4 p., the United States of America 3 as. 7-5 p., Russia 5 as. 7-2 p. and Japan 3 as. 4-3 pies. As regards countries of the British Empire the postage rate from India is 2 as. 6 pies for the first ounce. The rates from countries of the British Empire to India are Australia 2d., Canada 3 cents (=1½ pence), Great Britain 1½d., Irish Free State 2d., New Zealand 1d., South Africa 1d. It is to be noted that these rates are to all countries of the British Empire and therefore while Great Britain charges 1½d. for the mails from Great Britain to countries of the British Empire, Australia, and the Irish Free State charge 2d., while South Africa and New Zealand charge 1d.

It will, it is hoped, be clear from the above that there is no element of inequity or unfairness in India charging 2½ as. postage for a letter to Great Britain while Great Britain charges 1½d. for letters to India. In fixing its charges the Indian Posts and Telegraphs Department has taken into consideration its own present financial position as well as other local circumstances. As for Great Britain, her inland postage rate is 1½d. for the first unit of weight for letters, which is higher than the postage rate charged in India for the first unit of weight, namely, 1 anna. Great Britain is about one-twelfth the size of India, she has excellent communications in the way of railways and asphalted roads; she deals with large masses of correspondence across comparatively short distances, these large masses being due to the high literacy of the population and her highly developed industries and trade. The workable capacity of the postal staff is therefore fully utilised. In India, the postal department has to deal with comparatively small quantities of correspondence across vast distances; literacy is low and the total volume of postal traffic is comparatively low; the country is mainly agricultural and trade and industry have not developed to the same extent as in Great Britain. Mails have to be carried by men, camels or carts and the cost is consequently comparatively high, even after allowing for the lower rates of remuneration paid. The postal staff has a large amount of unutilised capacity owing to the smallness of the traffic, e.g., a village postman handles only about 25 letters each trip while he could handle 200 but he has to be employed all the same. In spite of all these factors India has fixed a rate of postage on inland letters which is 33 per cent. lower than that in Great Britain. The very large surplus of revenue secured in Great Britain through the high inland postage rate is utilised to give a cheap rate of postage for Empire countries in the interests of the trade and industry of the country. India is far from being in a comparable position and therefore the criticisms made are entirely misplaced. In India, the foreign post is mainly utilised by a class of people who can afford to pay the comparatively higher rates of postage while the inland rate has to be kept at a low figure in view of the comparatively smaller capacity of the majority of the population to pay. In view of the provisions of the Universal Postal Convention it is out of the question for India to fix in relation to each country a rate of postage on letters equivalent to what that country charges for letters intended for India. If any reduction in the rates of postage on letters to Empire countries or to other countries of the world has to be made, that will have to be decided on considerations of finance alone.

As regards the rates charged on letters conveyed by air, such charges are made up of the postage and the air fee. The postage charged is the same whether a letter is carried by surface transport or air transport. The air fee is fixed entirely on consideration of what the postal department has to pay to the carriers by air. These carriers are paid by weight *cum* distance and special agreements exist with each carrying company. The air fee on letters is uniform from all places in India within which letters are carried over long distances by air. The air fees have been so fixed that, on the whole, the total amount earned by such air fees covers the amounts paid by the postal department to the air carriers. Here again there can be no element of reciprocity. It is open to any country to charge a lower air fee on letters and to make up the amount payable to the air carrying companies by means of a subsidy paid out of the surplus revenue earned by the post office or by a special subsidy from the revenues collected by general taxation. In India Government have followed the principle that the person who benefits by utilising the air service should pay for it and that it would not be equitable to make the user of the inland or foreign post or the general taxpayer pay for the benefit of the user of the air mail. The Indian Post Office has definitely and consistently followed the policy of reducing the air fees as and when they have been able to secure lower rates from the air carrying companies and during the last few years the rate has been reduced so far as the

*NOTE.—The conversion from local to Indian currency has been made on the best information available but is liable to variation from time to time.

' United Kingdom is concerned, from 10½ as. for the first ½ oz. to 7½ as. Any further reduction must depend upon the amounts paid to the air carrying companies being reduced.

It is hoped that this detailed explanation will make clear to the critics that there is no injustice or inequity in the charges made by the Indian Post Office and that the Indian Post Office has been following the sound policy of seeing that the user of the post office pays for the services rendered and that the general tax payer is not called upon to subsidize the postal service whether by surface transport or by air.

PROTECTION OF THE HARDINGE BRIDGE AT SARA.

664. *Mr. Akhil Chandra Datta: (a) Are Government aware of the publications on the subject of the Hardinge Bridge over the lower Ganges at Sara by Mr. G. C. Banerjee, a Consulting Engineer of Calcutta, before and after the 3rd of April, 1934, on which date Mr. S. C. Mitra, then a Member of this House, asked questions with regard to the protective measures for the Bridge?

(b) Is it a fact that the Committee of Experts appointed by the Government of India to investigate into the matter were divided in their opinions and arranged for a study of the question with model tests at Poona, without giving Mr. Banerjee an opportunity of discussing his views with the experts?

(c) Will Government be pleased to state the amount of expenditure that has been incurred up to date in protecting the Bridge since the Bridge was opened to traffic in 1915, over and above the usual expenditure on maintenance? How much did the model tests at Poona cost?

(d) Is it a fact that the results of the model tests at Poona were discussed at Delhi by the Committee of Experts on the 1st and 2nd of November, 1935, and what are the indications of those tests as to the remedial measures with an eye to safety?

(e) Has the attention of Government been drawn to the publication on the subject of the Hardinge Bridge at Sara in the *Indian Engineering* of March 1935, pages 5 and 36 and the notes which appeared in the said journal of June 1935, page 11? Will Government be pleased to state if there is any difference between the results of the tests mentioned above and the views as propounded by Mr. Banerjee? If so, what?

(f) Have Government been able to come to any definite decision as to the steps to be taken to protect the Bridge? If so, what and how much will the scheme cost?

(g) Is it not a fact that the problem of the protection of the Hardinge Bridge has been a constant source of trouble involving the expenditure of a mint of money for about the last quarter of a century? Have Government now realised that the excess expenditure of public money over and above the usual expenditure on maintenance could have been avoided by further and better investigations at the outset?

The Honourable Sir Muhammad Zafrullah Khan: (a) Yes.

(b) The experiments at Poona were carried out to establish the conditions which existed during the flood season at the Hardinge Bridge and to show what the effects of protective works were on these conditions, and in what way the protection works should be modified or realigned. As a

result the original opinions of the Committee underwent some modification. Mr. Banerjee's articles were carefully examined by the Committee, but did not appear to contain any matter on which further explanation by him was necessary.

(c) It is estimated that an expenditure of Rs. 163.29 lakhs will have been incurred up to the end of 1935-36 including Rs. 51 thousands on the model experiments.

(d) Yes. The result of the experiments shows that the works proposed should provide satisfactory protection.

(e) Yes. The experiments made at Poona were on remedial measures proposed to be carried out at the Hardinge Bridge. In these articles Mr. Banerjee proposed to revive dead rivers leaving the Ganges upstream of the bridge—a much larger and more expensive scheme than the proposals which were undergoing test.

(f) Government are now considering the report of the Committee. Estimates of the cost of the works proposed have not yet been prepared.

(g) There was no unusual trouble till 1930. Government do not agree that any further and better investigations could have been made before the bridge was built.

Mr. Akhil Chandra Datta: With regard to clause (f), may I know what has been the decision as to the steps to be taken to protect the bridge?

The Honourable Sir Muhammad Zafrullah Khan: I have said that Government are considering it, and obviously no decision can have been reached yet.

ESTABLISHMENT OF A HYDRAULIC RESEARCH LABORATORY IN BENGAL.

665. ***Mr. Akhil Chandra Datta:** Have Government come to any decision on the question of the establishment of a Hydraulic Research Laboratory in Bengal so that the problems in connection with the waterways of Bengal could be satisfactorily solved?

The Honourable Sir Frank Noyce: No proposal for the establishment of a Hydraulic Research Laboratory in Bengal has been made to the Government of India. In any case the matter would be primarily one for the Government of Bengal.

RAILWAY FARE REALISED BETWEEN BHARAMARA AND PAKSEY STATIONS ON THE EASTERN BENGAL RAILWAY.

666. ***Mr. Akhil Chandra Datta:** Is it a fact that the fares that are realised on passenger and goods traffic on the Eastern Bengal Railway between the stations Bharamara and Paksey across the Hardinge Bridge—a distance of about six miles—are much in excess of the usual rates? If so, will Government be pleased to state the total amount that has been realised upto date on account of these excess rates? And how long do Government contemplate to keep these excess rates in force?

The Honourable Sir Muhammad Zafrullah Khan: An extra pontage charge, equivalent to a charge for 18 miles, is levied on all traffic carried over the Hardinge Bridge. The total amount recovered from the time the bridge was opened in 1915 up to the 31st March, 1935, approximates to Rs. 286 lakhs. There are no proposals for abandoning this extra charge.

DEFECTS IN THE BAGAHA BRIDGE ON THE BENGAL AND NORTH WESTERN RAILWAY.

667. *Mr. Akhil Chandra Datta: Will Government be pleased to state if anything is wrong with the Bagaha Bridge on the Bengal and North Western Railway over the Gondak? If so, what is the nature of the defect and what steps do the Railway authorities propose to take to tackle the problem?

The Honourable Sir Muhammad Zafrullah Khan: Yes. The Bagaha bridge over the Gandak river was seriously damaged in 1924, and as the river has since moved away from the bridge, it is useless to reconstruct it at the original site. Proposals to build another bridge about 60 miles down stream have been considered, as part of the proposed Chakia-Sidhwalia project, but this project does not appear to be finally justified at present.

SINKING OF PIERS OF THE BALLY BRIDGE OVER THE HOOGLY.

668. *Mr. Akhil Chandra Datta: (a) Is it a fact that some of the piers of the Bally Bridge over the Hoogly have sunk?

(b) Why was the Bridge not opened to traffic although this was completed long ago?

The Honourable Sir Muhammad Zafrullah Khan: (a) No.

(b) The Calcutta Chord Railway, on which the Bally Bridge is situated, was opened to goods traffic on the 1st February, 1932. As the passenger traffic existing at present can be handled without passing over the Chord line, there is no intention at present of opening the line for passenger traffic.

REPORT OF THE COMMITTEE RE THE CONDITIONS OF AGRICULTURISTS AND CESSSES LEVIED ON ISTAMRARDARS IN AJMER.

669. *Pandit Sri Krishna Dutta Paliwal: (a) Is it a fact that a committee was appointed to inquire into the condition of the agriculturists of Ajmer as also about the propriety of the various cesses levied on the Istamrardars in 1931?

(b) When did the above committee submit its report?

(c) What were the conclusions and the recommendations of the committee?

(d) Has any effect been given to these recommendations? If so, to what extent?

(e) Do Government intend to publish the report of the said committee? If so, when?

Sir Aubrey Metcalfe: (a) and (b). A Committee was appointed in 1932. Its report was received by the Government of India at the end of August, 1933.

(c) to (e). Government do not propose to publish the Committee's report. They have been making further enquiries and hope to be able to take action shortly. Such action as it may be decided to take will be made known to the public as soon as practicable.

Prof. N. G. Ranga: Has this Committee begun its work at all?

Sir Aubrey Metcalfe: I have said it has already sent its report to the Government of India.

Prof. N. G. Ranga: When will Government publish its report, Sir?

Sir Aubrey Metcalfe: I have said that Government do not propose to publish its report.

Prof. N. G. Ranga: Why not, Sir?

Mr. President (The Honourable Sir Abdur Rahim): Mr. Paliwal, next question.

SUPERSESSION OF THE AJMER MUNICIPAL COMMITTEE.

670. ***Pandit Sri Krishna Dutta Paliwal:** (a) Will Government please state the date of the supersession of the Municipal Committee of Ajmer?

(b) Will Government please state the balance left by the last superseded Committee, and the closing balance of the new nominated Committee after one year's working?

(c) Will Government please state the difference between the amount spent by the old and new committees over education, sanitation and health?

(d) Is it a fact that two of the nominated members besides the Chairman were also members of the Enquiry Committee set up to enquire into the affairs of the last Committee?

(e) What were the special reasons for nominating the said persons?

(f) Will Government state the amount spent by the superseded Committee over the establishment charges and the amount spent by the new Committee?

(g) Has any action been taken by the new Committee to remedy the defects pointed out by the Enquiry Committee in their report? If so, are Government prepared to publish them seriatim?

Sir Aubrey Metcalfe: (a) 1st August, 1934.

(b) Rs. 2,76,906-13-8 and Rs. 3,17,688-2-1.

(c) On the heads mentioned the new Committee spent Rs. 863 and Rs. 1,143 respectively more than the old Committee.

(d) Two of the present nominated members were members of the Enquiry Committee but not the Chairman.

(e) They are highly respected citizens and their knowledge of the defects of the old Committee was expected to be of great value to the new Committee.

(f) The new Committee spent Rs. 1,04,227 as against Rs. 96,479 spent by the old Committee. The increase is due to the need of employing additional staff to make up arrears left by the old Committee.

(g) To remedy defects pointed out by the Enquiry Committee the following steps have been taken:

- (1) A municipal Committee has been appointed whose members can be relied upon to carry out their duties conscientiously, especially in regard to keeping a careful watch over income and expenditure and the work of the executive staff.
- (2) A qualified medical officer of health and a full time Chairman have been appointed.
- (3) Powers have been delegated to sub-committees and officials.
- (4) The running of the octroi department has been improved by placing it in the charge of an efficient superintendent.
- (5) Immediate action is taken to deal with encroachments on *nazul* and Municipal land.
- (6) Building applications are dealt with promptly and within the specified period and no irregular constructions are condoned on payment of a nominal penalty.
- (7) An air survey has been made for town planning purposes, as the old Committee failed to maintain any accurate plan of the city and the suburbs.
- (8) More efficient staff has been employed to deal with sanitary matters and drainage has been greatly improved. Further projects are in hand.
- (9) The municipal records and the internal efficiency and organization of the office have been improved and will continue to improve. Over 10,000 papers undisposed of by the old Committee have been found and are being promptly dealt with. Strict discipline is imposed in the office and fully qualified men are given appointments.

ANNUAL REPORT OF THE NEW AJMER MUNICIPAL COMMITTEE.

671. ***Pandit Sri Krishna Dutta Paliwal:** Is it a fact that the new Municipal Committee of Ajmer has not yet published its annual report? If so, will Government please state the reasons for not doing so?

Sir Aubrey Metcalfe: The report has been published.

PLANS FOR THE CONSTRUCTION OF NEW BUILDINGS IN AJMER.

672. ***Pandit Sri Krishna Dutta Paliwal:** (a) Will Government please state the number of applications received by the nominated Municipal Committee of Ajmer for sanctioning plans for the construction of new buildings?

(b) How many of them were rejected or held up and how many were accepted?

(c) Will Government state the reasons for rejection or holding up of such large number of applications?

(d) Are Government aware of the inconvenience and financial loss caused to the applicants?

(e) Under what law are the applications rejected or held up without assigning any reasons to the applicants?

Sir Aubrey Metcalfe: (a) The number of applications received during 1935 was 599.

(b) 312 were rejected and 287 sanctioned.

(c) Rejections are on account of:

(1) plans supplied by applicants being inaccurate or incomplete.

(2) proposals being not in accordance with the rules.

(3) proposals being for construction in areas where the old Committee had permitted haphazard buildings with no proper layout schemes, resulting in the insanitary condition of the city being repeated in the new suburbs.

(d) Yes, but it is satisfied that the Committee is doing its best to minimise it.

(e) Under section 198 of the Ajmer-Merwara Municipalities Regulation, 1925 (VI of 1925).

CHAIRMAN OF THE AJMER MUNICIPAL COMMITTEE.

673. *Pandit Sri Krishna Dutta Paliwal: (a) Will Government please state the reasons for appointing a paid chairman of the Ajmer Municipal Committee?

(b) Will Government state the salary and other allowances, separately, drawn by the new Chairman, Mr. Burt?

(c) Is it a fact that Mr. Burt was employed in the Irrigation Department of the Punjab Government?

(d) What special experience does Mr. Burt possess regarding municipal administration?

Sir Aubrey Metcalfe: (a) On the report of the special sub-committee of the Ajmer Municipal Committee, and as the work of the Chairman of the nominated Committee was considered sufficient to take the whole of the incumbent's time.

It was also recommended that it was necessary to have a qualified Engineer in this post as the majority of schemes to be taken up for the improvement of Ajmer were such that they could only be taken in hand by an Engineer.

(b) The new Chairman, Mr. Burt draws:

Salary		Rs. 1,125 per mensem.
Foreign service allowance		Rs. 25 per cent. of his pay.
Sterling overseas pay		£30 per mensem.
Conveyance allowance		Rs. 100 per mensem.

(c) Yes.

(d) No Engineer with special sanitary engineering qualifications was obtainable. Mr. Burt was, therefore, selected. In addition to technical Engineering qualifications, he has had three years experience of Secretariat work in the Public Works Department of the Government of the Punjab. His Secretariat work was specially concerned with establishment questions. Mr. Burt was considered eminently suitable for appointment as Chairman of the Ajmer Municipal Committee.

Mr. T. S. Avinashilingam Chettiar: Did Government not get a qualified Indian for this post?

Sir Aubrey Metcalfe: It is only because they could not find one that they did not appoint an Indian.

Mr. T. S. Avinashilingam Chettiar: Did they advertise for it?

Sir Aubrey Metcalfe: I must have notice of that question.

Pandit Sri Krishna Dutta Paliwal: May I know what steps Government took to ascertain if a qualified Indian was available?

Sir Aubrey Metcalfe: I said I must have notice of that to enable me to find out what steps were taken.

Seth Goind Das: Were any steps taken to appoint an Indian?

Sir Aubrey Metcalfe: If you will put down a question, I shall find out.

POSTPONEMENT OF THE APPOINTMENT OF OCTROI SUPERINTENDENT BY THE AJMER MUNICIPAL COMMITTEE.

674. ***Pandit Sri Krishna Dutta Paliwal:** (a) Are Government aware of the fact that the nominated Municipal Committee of Ajmer advertised for the post of Octroi Superintendent?

(b) Is it further a fact that the Committee called four applicants for interview?

(c) What were the reasons that led the committee to change its mind after incurring so much expenditure and made it to postpone the appointment of the new Superintendent?

(d) What were the reasons for putting the organising officer of the Ajmer Municipal Committee in charge of the Octroi Department?

(e) Has the organising officer submitted his scheme for organising the Municipal Office? If not, why not?

Sir Aubrey Metcalfe: (a) Yes.

(b) Yes.

(c) Only one applicant was suitable but his terms were considered to be unacceptable.

(d) He was considered to be suitable for the post and it was economical to give him the charge.

(e) Yes, it is under consideration.

Pandit Sri Krishna Dutta Paliwal: May I know if this official is related to one of the members of the Committee?

Sir Aubrey Metcalfe: I have no information to that effect.

DEATHS IN AJMER CITY DUE TO TUBERCULOSIS.

675. *Pandit Sri Krishna Dutta Paliwal: (a) Will Government please state the percentage of the deaths in Ajmer City due to tuberculosis during the last five years?

(b) Is it a fact that the number of such deaths is increasing?

(c) What steps has the Municipal Committee taken to check the epidemic?

Sir Aubrey Metcalfe: (a) The rate of deaths is as under :

1931	1.48 per thousand of population.
1932	2.15 „ „
1933	3.33 „ „
1934	3.22 „ „
1935	5.66 „ „

(b) Government cannot say definitely that deaths from tuberculosis are actually increasing. The figures given above would seem to indicate an increase, but this may be explained partly by the fact that the Municipality have engaged a qualified doctor who is employed solely on tuberculosis work, and more accurate diagnosis and registration is, therefore, now being done than heretofore.

(c) It is believed that the main causes of tuberculosis in addition to malnutrition are over-crowding and dampness. To remove over-crowding the Municipal Committee have a town-planning scheme in hand, and in the city extensions restrictions are to be imposed in regard to the width of public passages and the height of buildings in proportion to the width of streets. The problem of dampness is being dealt with by providing impervious drains and soakage pits, and nearly one-third of the town has already been drained.

Pandit Sri Krishna Dutta Paliwal: May I know if over-crowding is the sole cause of the epidemic?

Sir Aubrey Metcalfe: I have explained that there are two main causes; one is over-crowding, and the other is dampness.

Mr. S. Satyamurti: How long has Mr. Burt been Chairman, and have deaths been increasing during his period?

Sir Aubrey Metcalfe: I cannot tell the Honourable Member the exact date, but he has only just been appointed. He is still referred to as the "new Chairman".

HOUSE SEARCHES IN CONNECTION WITH THE INVESTIGATION OF DOGRA SHOOTING CASE.

676. *Pandit Sri Krishna Dutta Paliwal: (a) How many houses were searched in connection with the investigation of the Dogra Shooting case in Ajmer, Agra, Delhi and other places?

(b) Will Government please state the names of persons whose houses were searched?

(c) Will Government please state the number of persons searched together with their names?

(d) Will Government please state the incriminating articles, literature, etc., found in the houses searched?

(e) Will Government please state the number of officials and other persons, appointed on special duty, and imported into Ajmer from other provinces in connection with this case?

(f) Will Government please state the total amount sanctioned by the Government of India for this case and the amount spent by other Provincial Governments?

(g) Will Government please state whether a special jail was erected for the sole purpose of this case? If so, why?

(h) Is it a fact that Government intended to start a conspiracy case in this connection?

(i) Will Government please state the number of persons together with their names, who were arrested and detained in jail in connection with this case? What was the duration and detention in each case?

(j) Is it a fact that some of the persons searched have never taken part in politics?

(k) What were the reasons for such indiscriminate searches, arrests and detentions?

(l) How many persons are still on bail in connection with this case?

(m) Were the papers of Syt. Jwala Pershad examined by any judicial authority, before he was put under Regulation III of 1818? If not, why not?

The Honourable Sir Henry Craik: (u) to (l). In the public interest, I am not prepared to give the information asked for.

(m) His case was examined by two judges as soon as it was feasible to make arrangements.

APPLICATION OF THE PUNJAB CRIMINAL LAW AMENDMENT ACT TO AJMER.

677. ***Pandit Sri Krishna Dutta Paliwal:** Will Government state the reasons or reason for the application of the Punjab Criminal Law Amendment Act to Ajmer?

The Honourable Sir Henry Craik: The Punjab Criminal Law Amendment Act was extended to Ajmer because of the development of the terrorist movement in that area. A note giving details of this movement is laid on the table.

Note.

The geographical position of Ajmer-Merwara has for many years made it a convenient retreat for up-country terrorists, and their example, reinforced by the influence of local agitators, has encouraged the growth of a terrorist party in Ajmer, with branches in the adjoining States of Rajputana. During the last three years this

party has shown considerable activity and has been responsible for no less than three outrages. In April, 1932, an attempt was made to assassinate the Commissioner of Ajmer with a revolver which, fortunately, misfired. The investigation of this attempt led to the recovery of revolver, ammunition and two bombs, and indicated the existence of a regular conspiracy against the Commissioner's life. In November 1933, a young political ex-convict was arrested as he was about to attack the Chief Medical Officer of Rajputana in his house with a dagger. In July 1934, three revolvers, a quantity of ammunition, some bombs and materials for manufacturing them, were found in an empty quarter in the compound of the Mayo College, Ajmer. In November of the same year a youth was arrested at the Ajmer railway station with a Webby service revolver in his possession. When his house in Ajmer was searched revolutionary literature and a pistol were recovered. Finally, on the 4th April 1935, when Mr. Dogra, Deputy Superintendent of Police, Ajmer, was bicycling through the town at night accompanied by a Sub-Inspector of Police, he was fired at by a youth and dangerously wounded, shots being fired after the officer had already been wounded and when he was lying helpless. The Sub-Inspector who made a gallant attempt to arrest the would-be assassin, was also fired at and severely wounded. In order to check this growing menace to the public security of Ajmer, the Chief Commissioner has found it necessary to arm his Administration with the same emergency powers that are in force in the Punjab for the suppression of revolutionary activities.

Seth Govind Das: How many bombs were actually thrown in that area?

The Honourable Sir Henry Craik: The Honourable Member will see from the note. I do not think there were any cases of bomb throwing, but several bombs were found and there were several attempts to murder people.

Seth Govind Das: How many people were arrested on account of terrorist activities in that area?

The Honourable Sir Henry Craik: I have said in reply to the previous question that in the public interest I am not prepared to give the information.

Mr. S. Satyamurti: Did any overt acts of terrorism take place there?

The Honourable Sir Henry Craik: Yes; several.

Mr. Sri Prakasa: What is the definition of public interest?

HONORARY MAGISTRATES IN AJMER.

678. ***Pandit Sri Krishna Dutta Paliwal:** (a) Will Government please state the criterion by which appointments are made to the bench of Honorary Magistrates?

(b) Are Government aware that the bench of Honorary Magistrates in Ajmer consists of Professors, Seths and others, who are unable to devote time to the work of the courts?

(c) Are Government aware that these benches usually sit from 4 P.M. and continue sitting till 7 P.M. and sometimes after dark, to the great inconvenience of parties and lawyers?

(d) Will Government please state the number of cases pending before each bench?

(e) Are Government prepared to consider the desirability of changing the time and fixing it between the usual court hours?

(f) Will Government please state the average disposal of cases by each bench and average time taken in the disposal of one case?

(g) Are Government prepared to consider the advisability of appointing such persons to the bench who are acquainted with the law and the English language and prepared to devote some time to the work?

(h) Are Government aware that for want of quorum and other flimsy grounds cases are adjourned from date to date for months?

Sir Aubrey Metcalfe: (a) The criterion observed by the Chief Commissioner, Ajmer Merwara, is the possession of qualifications likely to make a good Magistrate, e.g., probity and the respect of their fellow citizens, combined with the possession of an adequate knowledge of the elementary principles of law and their practical application or with sufficient intelligence to acquire such knowledge.

(b) It is not true that they are unable to devote time to the work of the Courts. It is, however, true that their hours of attendance are not so convenient to the public as would be the case if some of the magistrates were not men with business and professional occupations.

(c) Of the three sections into which the bench of magistrates is divided one usually sits from 3 P.M. to 5 P.M.; another from 3-45 P.M. to 6 P.M., and the third from 3-45 P.M. to 6-45 P.M.

The hours of attendance are later than would ordinarily be fixed were gentlemen with suitable qualifications and the necessary leisure available for appointment as Honorary Magistrates.

(d) The number of cases pending before each section of the bench at the close of the year 1935 was as under:

Section 'A'	.	.	.	.	.	.	.	28 cases.
Section 'B'	.	.	.	.	.	.	.	15 cases.
Section 'C'	.	.	.	.	.	.	.	9 cases.

(e) and (g). Government is anxious to secure gentlemen with suitable qualifications and the necessary leisure so that the hours of attendance may be changed to a more convenient time but it has not yet been found possible to secure a sufficiency of suitable honorary magistrates who fulfil these requirements.

(f) The monthly average of the cases disposed of during 1935 by the three sections of the bench was 7.5, 3.8 and 4 respectively.

The average time taken in the disposal of one case was:

Section 'A'	.	.	.	.	.	94.5 days.
Section 'B'	.	.	.	.	.	111.6 days.
Section 'C'	.	.	.	.	.	65.3 days.

(h) No.

Seth Govind Das: Are Government aware that these honorary magistrates are generally called by the public "*annadi*" magistrates, because they do not know anything about the job for which they are appointed?

Mr. President (The Honourable Sir Abdur Rahim): Order, order: next question.

Mr. Muhammad Azhar Ali: Will Government kindly inform this House if there is any literary qualification or degree qualification fixed for the appointment of these honorary magistrates or illiteracy is the qualification?

Sir Aubrey Metcalfe: I have explained very fully what requirements are considered necessary.

PRIVATE COMPLAINTS FILED IN THE COURT OF THE CITY MAGISTRATE, AJMER.

679. *Pandit Sri Krishna Dutta Paliwal: (a) Will Government please state the number of private complaints filed in the court of the City Magistrate of Ajmer during the last six months?

(b) Will Government please state the number of such cases kept on his own file and transferred to other stipendiary Magistrates or bench of Honorary Magistrates?

Sir Aubrey Metcalfe: (a) 167.

(b) (i) Kept on City Magistrate's file: 80 cases.

(ii) Transferred to stipendiary Magistrates: 28 cases.

(iii) Transferred to bench of Honorary Magistrates: 59 cases.

TYPES, ETC., REMOVED FROM THE FORMS PRESS, ALIGARH.

680. *Pandit Sri Krishna Dutta Paliwal: (a) Is it a fact that printing types, type metal, and type cases were removed from the Government of India Forms Press, Aligarh, in June or July, 1933, and disposed of in the absence of the permanent manager? If so, will Government please state why a deficit exists in the stock of these articles?

(b) What were the stocks in 1929, the receipts in 1930, 1931, 1932, 1933 and 1934, and the stocks in 1934 in respect of the above articles?

The Honourable Sir Frank Noyce: (a) The reply to the first part is in the negative. The deficit shown in the books was partly due to an error in accounting and partly to remelting of type and stereo plates and consequent loss by oxidation and removal of the dross.

(b) A statement is laid on the table.

Statement.

Article.	Stock balance on 1st April 1929.	Receipts.						Stock balance on 1st August 1934.
		1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934 from 1st April 1934 to 31st July 1934.	
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Printing types.	72,087	7,172	3,429	...	4,394	8,614	972	73,538
Type Metal		6,136	4,207	450	...	1,636	...	5,547
Type cases.	869 Nos.	60 Nos.	...	...	32 Nos.	114 Nos.	...	1,082 Nos.

ABOLITION OF THE POST OF ASSISTANT MANAGER, FORMS PRESS, ALIGARH.

681. *Pandit Sri Krishna Dutta Paliwal: Is it a fact that Government have abolished the post of Assistant Manager, Forms Press, Aligarh,

for future and have reduced the present scale considerably? If so, will Government please state the circumstances leading to the reduction of the salary of the post and changing its designation to that of an overseer?

The Honourable Sir Frank Noyce: It has been decided to convert the post of Assistant Manager, Forms Press, Aligarh, into that of an Overseer on lower pay when it is vacated by the present incumbent. The reduction of the pay and status of this post was made in connection with the general revision of the scales of pay in 1933.

APPOINTMENTS, BY COMMUNITIES, MADE IN THE FORMS PRESS, ALIGARH.

682. *Pandit Sri Krishna Dutta Paliwal: (a) Is it a fact that the orders issued by Government, regarding the communal proportion are not observed in the industrial branches of the Government of India Press, Aligarh?

(b) Will Government please place on the table a statement showing the appointments, by communities, made during the last three years 1932, 1933 and 1934?

The Honourable Sir Frank Noyce: (a) I assume that the Honourable Member is referring to the orders designed to secure adequate representation of minority communities. If so, the answer is that these are being observed.

(b) A statement is placed on the table. This does not include appointments to inferior posts, to which the orders in question do not apply.

Statement showing appointments made to superior posts in the industrial establishment of the Forms Press, Aligarh, in 1932, 1933 and 1934.

1932—One Muslim.

1933—One Muslim.

1934—Two Muslims, two Hindus and a Christian.

EXPULSION FROM THEIR VILLAGE OF THE INHABITANTS OF MAUZA UJRAI IN THE AGRA DISTRICT.

683. *Pandit Sri Krishna Dutta Paliwal: (a) Have Government received the application of the inhabitants of Mauza Ujrai, Thana Khandauli, District Agra, regarding their expulsion from the village for 13 days from 18th to 30th October, 1935?

(b) Have Government taken any steps to remove the grievances of the villagers? If so, what? If not, why not?

(c) Will Government please state the reason or reasons for their expulsion?

(d) Will Government please lay the application on the table?

Mr. G. R. F. Tottenham: (a) to (d). No application has been received by the Government of India from the inhabitants of the village mentioned in question. They have, however, made enquiries in the matter and the facts are as follows: A battalion was carrying out training operations in the vicinity of Agra from October 18th to 30th and as ball ammunition was being used by the Machine Gun Company in an area adjacent to the village of Ujrai, it became necessary to take steps to prevent the inhabitants from entering the danger zone. Though the village itself was not within the danger zone and though there was thus no necessity for the inhabitants to evacuate the village a *bond fide* mistake was made by the police authorities as a result of which the inhabitants were asked to evacuate the village for a period of six hours from 6 A.M. to noon on two days only, October 18th and 19th, and not as the question suggests for a period of 13 days. When a complaint was made to the Collector, the mistake was discovered and it was explained that it was not necessary to evacuate the village in future while firing was going on. The Military authorities also reduced the hours during which field firing took place in order to lessen the inconvenience caused to the inhabitants. The Collector expressed himself entirely satisfied that the arrangement made caused no hardship or real inconvenience to the inhabitants.

Mr. Sri Prakasa: Was any compensation paid for this compulsory evacuation?

Mr. G. R. F. Tottenham: Yes: I imagine compensation was paid.

Mr. Sri Prakasa: Was only the Collector satisfied that no inconvenience had been caused, or were the inhabitants also satisfied?

Mr. President (The Honourable Sir Abdur Rahim): He has already said that compensation was paid.

Mr. Sri Prakasa: The Honourable Member has said that the Collector was satisfied that the arrangements he had proposed were fully satisfactory to the inhabitants concerned: I want to know whether the Collector alone was satisfied or whether the inhabitants also were satisfied.

Mr. G. R. F. Tottenham: We have no information to lead us to believe that the inhabitants were not satisfied. The Collector told us he thought that they ought to be satisfied.

Mr. Sri Prakasa: Would it not be right for the Honourable Member to inquire from the inhabitants concerned themselves as to whether they were satisfied or not; because the Collector did not suffer any inconvenience at all?

(No answer.)

Pandit Sri Krishna Dutta Paliwal: May I know what was the amount of compensation paid?

Mr. G. R. F. Tottenham: I should require notice of that.

Seth Govind Das: Were the inhabitants satisfied with that compensation?

(No answer.)

REGISTRATION OF HOMŒOPATHS UNDER THE INDIAN MEDICAL REGISTRATION ACT.

684. *Pandit Sri Krishna Dutta Paliwal: (a) Is it a fact that Homœopaths are not registered under the Indian Medical Registration Act? If so, why?

(b) Is it a fact that in Government offices, only the certificate of a registered medical practitioner is accepted for sick leave?

(c) Is it also a fact that only the Allopaths are employed in Government services? If so, why?

(d) Will Government state why these facilities are given to Allopaths only and not to Homœopaths?

(e) Are Government aware that the Homœopaths enjoy these facilities in Germany and America?

Sir Girja Shankar Bajpai: (a) There is no such Act.

(b) A non-gazetted Government servant in superior service applying for leave on medical certificate is required to produce a certificate signed by a registered medical practitioner. In the case of a non-gazetted Government servant in inferior service, the authority competent to grant the leave may accept such certificate as it may deem sufficient.

(c) and (d). Certain appointments may be held only by persons who are registered under the Provincial Medical Acts. Medical Administration and Public Health being transferred provincial subjects the encouragement of Homœopathy and Homœopaths is primarily a matter for Local Governments.

(e) Government have no information.

Pandit Sri Krishna Dutta Paliwal: May I know what objection Government have to homœopaths being registered?

Sir Girja Shankar Bajpai: I have already stated that it is not for the Government of India to have either any objection or otherwise: it is for Local Governments to consider the matter.

Pandit Nilakantha Das: But there are centrally administered areas?

(No answer.)

ESTABLISHMENT OF HOMŒOPATHIC SCHOOLS, COLLEGES AND HOSPITALS, ETC.

685. *Pandit Sri Krishna Dutta Paliwal: Do Government intend to start Homœopathic Schools, Colleges, Hospitals, Dispensaries? If so, when? If not, why not?

Sir Girja Shankar Bajpai: The suggestion is primarily for the consideration of Provincial Governments.

LETTER TO GOVERNMENT FROM THE GENERAL SECRETARY OF THE ALL-INDIA HOMŒOPATHIC MEDICAL ASSOCIATION.

686. *Pandit Sri Krishna Dutta Paliwal: (a) Have Government received the letter of the General Secretary of the All-India Homœopathic Medical Association, dated the 13th September, 1935?

- (b) Will Government please lay a copy of the letter on the table?
- (c) What steps, if any, do Government propose to take on that letter?

Sir Girja Shankar Bajpai: (a) Yes.

(b) A copy has been placed in the Library.

(c) The matter primarily concerns Local Governments; the Government of India do not propose to take any action.

THIRD CLASS WAITING ROOM AT TUNDLA.

687. *Pandit Sri Krishna Dutta Paliwal: (a) Will Government please state and enquire if it is a fact that the third class waiting room at Tundla, East Indian Railway, is very small? What is the length and breadth of that room?

(b) Is it also a fact that the ladies' waiting room is far away from the gentlemen's waiting room and that it is not safe also?

(c) Is there any arrangement for drinking water in these waiting rooms? If so, what? If not, why not?

(d) Is it a fact that there is no tin shed at the ticket window?

(e) Is it also a fact that the public latrine for third class passengers is very close to the first class ticket window and that the night-soil pots are kept underneath the bridge quite near this window?

(f) Will Government please state the distance of the latrine and the place where night-soil pots are kept from the ticket window?

(g) Will Government please state what step or steps they propose to take to remedy these inconveniences?

The Honourable Sir Muhammad Zafrullah Khan: Government have no information on the points raised, but a copy of the Honourable Member's question is being sent to the Agent, East Indian Railway, for consideration. This is eminently a matter which might be dealt with through the Local Advisory Committee.

PAYMENT TO A COUNSEL IN A PRIVATE CASE FROM THE AGRA CANTONMENT BOARD'S FUND.

688. *Pandit Sri Krishna Dutta Paliwal: (a) Have Government received the representation of Mr. B. D. Gupta, a member of the Agra Cantonment Board, regarding the Board's sanction to pay about Rs. 600, to Mr. Nit Kishore Mehra, counsel in a private case, from its funds? If so, what steps, if any, have Government taken in that matter?

(b) Is it a fact that the trial Magistrate Mr. C. D. Duke, I.C.S., in his order, dated 2nd January, 1934, held that the above case was filed by one Abdul Habib Khan, in his personal capacity and not by the Cantonment Authority or on its behalf?

(c) Is it also a fact that the said Abdul Habib Khan solemnly declared in the affidavit filed in the High Court at Allahabad, that the case was his own and not that of the Cantonment Authority?

(d) If the answers to parts (b) and (c) be in the affirmative, will Government please state what steps they propose to take to prevent the payment of the said sum, or to realise the Board's money, if it is already paid?

Mr. G. R. F. Tottenham: (a) The reply to the first part is in the affirmative. As regards the second part, the General Officer Commanding-in-Chief, Eastern Command, who is the authority to sanction the cantonment budget, did not consider it necessary to interfere with the decision of the Cantonment Board, Agra, and Mr. B. D. Gupta was informed accordingly.

(b) and (c). Government have no information.

(d) Government are satisfied that the action of the Board was correct and do not propose to take any action in the matter.

Pandit Sri Krishna Dutta Pathwal: As regards (b) and (c), will Government please inquire into the matter?

Mr. G. R. F. Tottenham: No.

Seth Govind Das: Why not?

Mr. G. R. F. Tottenham: Because they consider it unnecessary to do so.

STATEMENTS LAID ON THE TABLE.

Information promised in reply to unstarred question No. 46 asked by Dr. N. B. Khare, on the 4th February, 1936.

WITHDRAWAL OF THE POWERS OF THE AGENT EXERCISED BY THE HEADS OF DEPARTMENTS ON THE INTRODUCTION OF THE DIVISIONAL SYSTEM ON THE EAST INDIAN RAILWAY.

No, but in order to secure decentralisation, there has been delegation of authority in certain matters to Divisional Superintendents.

(a) No.

(b) Yes, with the exception of the Superintendent, Watch and Ward.

(c) and (d). I would invite the Honourable Member's attention to the replies given to questions Nos. 9 and 103 of the Honourable Mr. Jagadish Chandra Banerjee and the Honourable Rai Bahadur Lala Ram Saran Das, respectively, in the Council of State by the Honourable Mr. J. C. B. Drake on the 20th September, 1932, and 23rd September, 1932.

(e) No, because it will not be advantageous to do so.

Information promised in reply to unstarred questions Nos. 87, 92 and 93 asked by Mr. Muhammad Azhar Ali on the 4th February, 1936.

MONOGRAPH ON THE GENERAL CLASSIFICATION OF GOODS AND ASSOCIATED TOPICS WRITTEN BY MR. C. A. CRAWFORD AND PRINTED IN THE EAST INDIAN RAILWAY PRESS.

87. (a) (i) to (iii). Yes.

(iv) The approval of the Agent was not necessary. The printing was authorised by the Chief Commercial Manager.

(v) Yes.

(b) The memorandum was written for the Administration who regarded it as a useful contribution, the printing of which was necessary in the interests of the service.

(c) Yes.

(d) There is nothing in these criticisms to which reasonable exception could be taken, particularly as they are contained in a confidential document intended for official use only.

(e) Yes, but the printing of the pamphlet at the East Indian Railway Press was authorised by the Chief Commercial Manager as it was considered to be of considerable value in connection with the formation of a research unit in the Commercial Department of the Railway.

(f) In view of the reply to part (e) this does not arise.

(g) Yes.

CHECK ON THE PRINTING WORK DONE IN THE EAST INDIAN RAILWAY PRESS.

92. (a) No. The question of what printing work should be done in the Press is for the administrative departments and not for the Accounts or the Audit Departments.

(b) Does not arise.

(c) About Rs. 389 in all.

(d) and (e). The Honourable Member is referred to the replies given to parts (f), (g) and (h) respectively of question No. 87.

(f) No. Government do not consider a more detailed check necessary.

IRREGULARITIES IN CHARGING SALARIES OF SUBORDINATES ON THE EAST INDIAN RAILWAY.

93. (a) The post of a Claims Inspector in grade Rs. 160—10—220 was sanctioned for the Surveyor's work.

(b) Yes.

(c) No.

(d) The post of surveyor, grade Rs. 400—20—600, was attached to the Lost Property Office located at Howrah to carry on the surveyor's work both at the Lost Property Office, Howrah, and the Howrah Goods Shed. The Claims Inspector is posted at Howrah.

(e) A Claims Inspector in grade Rs. 160—10—220 as sanctioned for the work in question, is actually performing the duties. The latter part of the question is not understood.

(f) Yes.

Information promised in reply to unstarred question No. 105 asked by Sardar Mangal Singh on the 4th February, 1936.

GUARDS IN THE CALCUTTA DISTRICT OF THE EASTERN BENGAL RAILWAY.

(a) (i), (ii) and (iii). No.

(b) The sanctioned permanent strength is 171 and the actual strength is the same. Four temporary posts were sanctioned in January last and steps are being taken to fill these posts.

(c) Certain gazetted officers' posts have been held in abeyance. The latter part of the question does not arise.

THE RAILWAY BUDGET—GENERAL DISCUSSION.

Mr. President (The Honourable Sir Abdur Rahim): Before the Railway Budget discussion begins, it is perhaps the desire of the House, as it has been the practice all along, that the speeches of Honourable Members should be limited to fifteen minutes.

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): Sir, at the outset, I must congratulate the Honourable the Commerce Member. . . .

Some Honourable Members: Of course.

Sir Muhammad Yamin Khan: . . . for having placed before this House ("Hear, hear" from some Opposition Members) all the cards on the table.

Some Opposition Members: Hear, hear.

Sir Muhammad Yamin Khan: The Honourable the Commerce Member must be congratulated for placing all his cards on the table in spite of some Honourable Members saying, 'Hear, hear'. Sir, the speech that the Honourable the Commerce Member has delivered is the best that I have ever heard in presenting the Railway Budget ("Hear, hear" from Opposition Members), because he has placed all his cards on the table. He has in his speech disclosed the real condition of the railway finances.

An Honourable Member: Quite right.

Sir Muhammad Yamin Khan: I have been in this House for nearly 15 years, and I have never seen the financial position of the railways disclosed so admirably as has been done by the Honourable the Commerce Member. No doubt, it is a gloomy budget, it is a deficit budget, but the Honourable the Commerce Member has dealt with it in a very admirable manner, and he deserves all the praise for placing all the facts before this House which will enable them to form proper conclusions and arrive at a proper decision which a representative House like this alone can do. It has always been somewhat unfortunate for the country that in the past the budget speech did not disclose the real internal condition of the finances; those speeches always held out some optimistic outlook for the future, but in the present budget we find the Honourable the Commerce Member is echoing exactly popular sentiments, sentiments which we ourselves feel. He has placed before us facts in a manner which any Commerce Member recruited from the public would have done. He is the first Commerce Member who has come from the public, and he rightly echoes the sentiments and feelings of the public.

An Honourable Member: You will be the next Commerce Member.

Sir Muhammad Yamin Khan: Sir, we had in the past drawn the attention of the Government to the fact that the policy they were pursuing was going to ruin the financial condition of the railways in India one day or the other. This policy was of showing inflated figures on the

income side, and estimating the expenditure of the railways on those inflated figures which were supposed to come into the coffers of the railways, but we found that the income of the railways always fell far short of their expectations. Sir, since 1924-25, when the railway finances were separated from the general finances, the reserve fund had accumulated to the extent of 15 crores, and, since 1930-31, we find that not only these 15 crores have been consumed, bit by bit, but the Railway Department has been obliged to take about 38 crores from the depreciation fund in addition. Now, Sir, the depreciation fund which ought to have accumulated to something like 41 crores stands today at only nine crores, because 32 crores have been taken away, and, if we go on at this rate, if we accept the budget as it is presented to us today, then, I am afraid, the railways will soon become bankrupt.

Sir, in presenting the budget last year, the Commerce Member expressed a ray of hope, and he expected that there would be an improvement in the financial position of the railways, but the ten months of the current working year have shown, instead of bringing in better results, a greater diminution on the income side. The reasons for this loss are fully explained by the Honourable the Commerce Member, and I feel that, in dealing with the budgetary position, he has not only shown a full insight into the working of the railways, but also of the Commerce Department. He has placed before us all the facts and figures, and it is for this House to decide what steps should be taken to meet the position presented by the Honourable the Commerce Member.

An Honourable Member: Will you join us?

Sir Muhammad Yamin Khan: Sir, this House is fully aware of the handicaps under which an Honourable Member of Government has to work, whatever his feelings, whatever his position may be (Laughter from the Opposition Benches). Some of my friends have been long enough in the House, and they know what those handicaps are. (Laughter.) The decision does not rest with one Member alone. ("Hear, hear" from Opposition Benches.) That decision has to be agreed to by the other Members.

Some Honourable Members: Is that so?

Sir Muhammad Yamin Khan: Now, Sir, what do we find? Instead of the 98½ crores income which was expected last year, it has not come up to even 90 crores, and the Honourable Member has not said that there is any prospect of any improvement in the traffic. In spite of that, he has been obliged to put down on the income side 91½ crores, and I do not know why he has put down an inflated figure of 1½ crores more knowing full well that the income side had been continuously showing a decrease for the last ten months. The reason why he has taken it for granted that the income will be more during the next year is not explained, and the only reason assigned for the expected increase is the slight increase in the freights which might bring about a crore of rupees. But that is only a supposition or assumption. The safest budget is always that which is based on the actuals of last year. And, Sir, in the small sphere in which I have worked, . . .

An Honourable Member: Where?

Sir Muhammad Yamin Khan: I have never allowed inflated figures to be put up on the income side. The only justification for the Railway Department to show the inflated figure of 98½ crores as income last year was on account of their desire to restore the salary cuts, because 90 lakhs of rupees were to be restored, and for that purpose they wanted some justification last year and they put down a high figure. Now, we find, their expectations of increased income during the last year have not been realised. The safe policy would be, under the circumstances, to put down, not Rs. 91½ crores, on the revenue side, but only Rs. 90 crores which are the actuals of this year. Even if we put down Rs. 90 crores as the income, we would still have to face a deficit of Rs. 2 crores on the strategic lines, and if this amount of Rs. 2 crores is taken from the depreciation fund as we did last year, even then the aspect is very gloomy, because, instead of having Rs. 47 crores, which we ought to have had in our depreciation fund, we would be left only with about Rs. 11½ crores, which is not a very hopeful thing. If we go on like this for a few years more, our position would be like what we remember about the Egyptians in the old days. The king had dreamt that there were seven fat cows and there were seven lean cows, and that the seven lean cows had eaten away the seven fat cows, and he asked what it meant. Joseph came and said: "There will be seven years of plenty and seven years of scarcity. The scarcity will eat up whatever you will have saved in the good years". If we had stopped at losing the reserve fund, I would not have minded, but here we have not only lost our reserve fund, but we are losing all the depreciation fund. The depreciation fund is meant to replace articles like the railway engines, and so on. But here we will have no money to replace all these if our depreciation fund is depleted. The Honourable Member has said that the working expenses are going to be Rs. 51½ crores, that is, half a crore more than last year. At a time when we should make all the curtailments that are possible in our expenditure, I do not know why there should be this half a crore more expenditure. What was the urgency, what was the necessity for this increase in expenditure? The Railway Department should take stock of its position and take this House into its confidence and see where a cut should be made and how the position can be saved.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has only one minute more to finish.

Sir Muhammad Yamin Khan: I would suggest to the Honourable the Railway Member that the best manner in which he can take this House into his confidence is to go through, with the House, to see where curtailment can be made and how the position can be retrieved. It is never safe to have inflated figures on the revenue side in order to incur heavier expenditure, and heavier expenditure should not be allowed by this House. I had many more things to say, but as the time is up, I shall resume my seat.

Mr. B. Das (Orissa Division: Non-Muhammadan): Sir, when the first non-official Railway Member from that side spoke, I paid a great deal more attention to his speech than I otherwise generally pay to the stereotyped speeches that we are accustomed to from that side of the House.

But I was disappointed. It seems there is something rotten in the Kingdom of Denmark. There is something wrong in the Government of India, and what the Honourable the Finance Member, Sir James Grigg, knows, the Honourable the Member for Railways, Sir Muhammad Zafrullah, does not know. It seems his advisers, the Chief Commissioner of Railways and the Financial Commissioner for Railways, have not placed all the cards before the Honourable the Railway Member so that he could visualise the proper position of the railway finances. If that had been done, I am sure he would not have made his speech in the rather optimistic tone in which he did on the floor of this House. The Honourable the Finance Member is here, I am glad he is present here. He and I were both disappointed that we could not carry on the debate on the report of the Public Accounts Committee. He, as the Chairman of the Public Accounts Committee, and those of us on the opposition side who are on that Committee, are agreed that the situation of the railway finances is alarming and disquieting. We did not know in August last the real condition of affairs. Since then it has become worse, and yet my Honourable friend, Sir Muhammad Zafrullah Khan, makes the statement that things are not disquieting and that the situation will become better. And the Chief Commissioner in the other House made the statement that the criticism of those who criticised him and his department on the floor of this House was often more clamant than just. He has said, at least it is so reported in the press today, that in five years the railway finances will improve, and he will again come with proposals of over-capitalisation and extravagance, as did the great bureaucrat whom my old friend, Mr. Neogy, characterised as His Haughty Highness Sir Clement Hindley,—that the time for overcapitalisation and squandering away and giving more salaries, overseas pay, Lee loots and Lee concessions, would come. Sir, that will never come.

I wish that the Railway Member had read the report of the Public Accounts Committee and the evidence that was given there and the discussions that we had. My Honourable friend, who is one of us, now speaking on that side, may occasionally throw a sop that we are mere politicians, and that our criticism is not offered from a purely financial or business point of view. Whatever may be our difference with the Finance Member—and great differences do lie with him—still, as the Chairman of the Public Accounts Committee, he will agree that whatever criticisms were offered by us in that Committee were offered in no carping spirit, but were offered with a sense of public duty to help the Government in their disastrous financial situation.

An Honourable Member: Rake's progress!

Mr. B. Das: The Public Accounts Committee unanimously noted the very alarming and disquieting condition of the railway finances. Sir Ernest Burdon, the Auditor-General, drew particular attention to the alarming state of the railway finances and we discussed it. I take this opportunity to congratulate my Honourable friend, Mr. P. R. Rau, the Financial Commissioner, upon the excellent review on the appropriation accounts of the Railways of India which he produced and submitted before the Public Accounts Committee. This is as it should be. This is the best review that has come from him so far and which a chairman or managing director should submit before his board of directors. There

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he has analysed the financial conditions of the railways from 1913-14 to 1922-23, and from 1923-24 to 1933-34. There you will find every item I referred to on pages 50 to 53. I hope the Honourable the Railway Member had a glance at it. What do we find? In 1913-14, the railway staff was six lakhs 38 thousand and the staff salary was 14 crores, which was 43 per cent. of the working expenses. In 1922-23 the staff became seven lakhs 28 thousand and the salary of staff became 29 crores. Then, it became 40·8 per cent. ratio to the working expenses. Then arose the clamour of the Lee Concessions on the one side and the cry of Indianisation on the other and then we demanded from this side that there should be more State management and State control of railways. The then Railway Member and the Chief Commissioner, Sir Charles Innes and Sir Clement Hindley, went on squandering money on extravagant capital projects, renewals and remodellings, giving more salaries, creating new posts. That has brought down the railways to this condition. Now, five little antidotes have been prescribed and they are shortly going to be explored by the Railway Member and the Chief Commissioner of Railways. In the year 1933-34, the railway staff was six lakhs 70 thousand, which is rather less than that in 1922-23. The staff is paid Rs. 34·61 crores in salary which is 53·8 per cent. of the working expenses. There are many businessmen present on the floor of this House. There are my European comrades sitting there. They are big businessmen. I hope that when my friend, Mr. F. E. James, speaks later on, he will tell us whether any business concern will thrive which spends 54 per cent. of its working expenses on staff. This muddling cannot be practised anywhere in the world, not in Germany, not in France where there are systems of State control.

Dr. F. X. DeSouza (Nominated Non-Official): On a point of information. Is this expenditure on the personnel?

Mr. B. Das: Yes, it is entirely on personnel. I have only five minutes more. I would ask Dr. DeSouza to analyse these things. Probably my friend does not get the advantage that my Honourable friend, Sir Henry Gidney, gets for his community. Probably part of the increased expenditure on staff is due to meeting the claims of Sir Henry Gidney's community. However, I am not concerned now with the claims of different sections but the extravagant expenditure in the Railways which was analysed in the Public Accounts Committee. The Chairman, Sir James Grigg, was very much alive to the importance of this subject. He queried to Sir Maurice Brayshay, the then Acting Chief Commissioner:

"The safeguards for existing staff in the new Government of India Bill are pretty complete and if we have got to a stage when there is no big improvement in traffic, we expect then the only method of economy is reducing the numbers. On that assumption, is it possible in your opinion to get rid of a considerable number of the staff?"

Anyway, we discussed this subject. We privately talked. We talked in the Public Accounts Committee. I am glad that the Finance Member is present here. There was a talk that some expert diagnosis should be made into the railway finances. Sir George Schuster wanted to bring the Canadian Pacific Railway expert or manager, Sir Henry Thornton. Sir, Ottawa had done enough harm to this country, but it brought one

relief when Sir George Schuster visited Canada. He found that the English gentleman, who went to Canada to improve the Canadian Pacific Railway, had built more beautiful railway stations, swimming baths at stations, and had built them in such extravagant style that the Canadian Pacific Railway was running at a loss and so Sir George Schuster gave him up. He finished that gentleman, and so he was not brought over. But, in the meantime, a Mr. Pope was manufactured. He devised the well-known scheme of job analysis and the Chief Commissioner and the Railway Board are working on this job analysis, and I know they will work on it till Doomsday and nothing will happen. This we visualised in the Public Accounts Committee. We were assured, I hope I may be pardoned by the Honourable Sir James Grigg if I am divulging any secret, that he is contemplating the bringing in of an expert. He mentioned names which we appreciated. I gave him privately my whole-hearted support. We want men of the type of Sir Josiah Stamp, or Sir Guy Granet, to investigate into the condition of the railways here, instead of tinkering with money spent on the improvement of the worker's condition or the road and rail competition which no Government can stop by legislation or the shipping and rail competition. The Railway Member must think of his dual self—the Commerce Member. Is not that dual self guilty of fixing the rates and fares in such a way that the shipping companies will have more sea traffic. My European friends encouraged this Government to put on an additional petrol duty for more roads and better roads, so that they can sell more petrol and sell more motor cars in India. The result is that Indian industries have suffered, and that finds reflection in the railway earnings. The Indian coal industry has suffered because coal is carried by steamer at cheap freight, apparently for export, but, instead, goes to Madras and is sold at competitive rates and the Bengal Nagpur Railway does not even find traffic in coal and yet the Bengal Nagpur Railway and the North Western Railway happen to be the worst sinners in the matter of mismanagement.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has only one minute more.

Mr. B. Das: I will finish soon. Sir, I think the situation requires drastic action. It requires independent diagnosis. The Railway Member is still new to the Department. The cards are not all before him. Will he study the problem and consult his colleagues, especially the Finance Member, and get a super-expert who will say: "Stop the Lee Concessions, stop the promotions, do away with 50 per cent. of the highly paid staff"? Then alone can the railways survive.

No commercial concern can stand which pays 54 per cent. of its earnings to its staff. Sir, it is a loot. It is bankruptcy. Such State-management only leads up to a serious disaster to this nation, because, under the guise of State-management, Europeanised management has been fostered. European industries have been encouraged to find markets in India when in Railway appliances or in other fields, and the Europeanised services, which have been given a further lead in the new Government of India Act, have been going on being perpetuated by means of which India is continuing to be exploited; and my Honourable friend, the Railway Member, has been advised by his officers to tinker with the road-motor competition. Now, why was he not advised to think of the bullock-

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cart competition? Why was he not advised to think of that? I believe, five years hence, when he will be no more the Railway Member, all the powers he has will have gone to the so-called Statutory Railway Authority, of which my Honourable friend, Sir Yamin Khan, my Honourable friend, Sir Muhammad Yakub and my Honourable friend, Dr. Ziauddin Ahmad, are the authors and by which action they have done a great harm to this country, and then the Railway Minister, without any work to do, will talk to us of bullock-cart competition, and then the successor of my old friend, Sir Guthrie Russell, will devise means as to how bullock-carts should be abolished from this land of India!

Sir Leslie Hudson (Bombay, European): Mr. President, as I shall be the only person to speak for my Group, I would just ask for a little indulgence in the matter of time.

I should like at the outset to join with other Honourable Members in offering congratulations to the Honourable the Commerce Member on the lucid statement which he made in introducing the railway budget. I think we are all agreed that the speech of the Honourable Member was one of the clearest statements of its kind ever delivered in this House, and that we were particularly impressed by the frank manner in which the Honourable Member generally examined the problems facing Indian railways.

It is true, of course, that one of the principal difficulties confronting the railways of this country is the reduction which has taken place in the volume of traffic. But I venture to suggest that this is a difficulty which is not peculiar to railways. Since the onset of the present depression, every commercial undertaking has had to contend with the same kind of difficulty, and the only difference is that while commercial undertakings have had to adapt themselves to the changed conditions the policy of the railways, seeing that they are for the most part controlled, has been influenced by considerations other than those of a strictly commercial character. We all know that while the leader of a business concern is able to make those quick decisions and prompt adaptations of policy which are all-important if the pressure of adverse circumstances is to be eased, the Agents of the Railways possess no similar degree of freedom. While this is perhaps inevitable, one cannot help noticing the increasing tendency on the part of the Railway Board to pay more attention to details of administration instead of to the broad general conception of policy. No one will dispute the Honourable Member's contention that restoration of trade is necessary to a recovery in the railway revenue. Equally, we are all prepared to admit that that improvement of trade, sufficient to place the railways on a profit-earning basis, has not yet been attained. But the very existence of these circumstances makes it necessary for us to consider what changes ought to be made in the administration in the light of the experience of today and in view of the fact that that experience may not indicate any substantial change for the next year or two. When the Railway Board was constituted and reorganised, the intention was that it should confine itself to important matters of general policy. Undoubtedly that was a perfectly correct view, but in practice we have found that the Railway Board has tended more and more to exercise control over matters of detail which should properly be left to the various railway administrations. There are, of course, special circumstances affecting railways in this country, such as, for example, the difficult question of recruitment which do

not ordinarily enter into the policy of commercial undertakings. But, nevertheless, I cannot help feeling that, in the course of years, the Railway Board, as a piece of administrative machinery, has been suffering from an increasing amount of rigidity, which has resulted in an over-centralisation of detail and which is, if it is not already, in grave danger of becoming quite unrelated to the conditions that exist in a vast sub-continent like India.

We must make up our minds on this fundamental question. Do we want the railways to be run on a commercial basis, or are they to become a great State Department providing an essential service to the community irrespective of whether it makes a profit or loss? Until we have dealt with that question, it seems to me that we shall never be able to shape the future policy of the railways. If the answer is that the railways should be run on a commercial basis, then, to me at any rate, it seems clear that much of the control of detail which is at present conducted from Simla and Delhi must be surrendered to the various Railway Administrations.

I come now to the actual financial position revealed by the Honourable Member. He told us that the actual deficit on the year's working was $5\frac{1}{2}$ crores, which is $\frac{3}{4}$ of a crore higher than was expected. As regards revenue, he anticipated that this will be $3\frac{1}{4}$ crores below the budget estimate of last year, and that the railways have only been able to meet this deficit by continuous borrowings from the depreciation fund. Within reason, the principle of meeting our liabilities out of accumulated reserves is sound, but I do not think that anyone can look upon the financial condition of the depreciation fund of the railways today without considerable anxiety. We are told that, in the past few years, 32 crores have been borrowed from this fund and the actual balance today is just under nine crores, whereas, if there had been no borrowings, it would have been over 41 crores. Depreciation is calculated at one-sixtieth of the capital at charge, and, at the present moment, this involves a sum in the neighbourhood of 13·72 crores, and, with the balance of less than nine crores in the depreciation fund, it is easy to see that if the experience of the railways, during the past two or three years, is much further prolonged, the railways are likely to become an unexpected burden upon the ordinary resources of the country. In this connection, I should also like to emphasise how urgently necessary it seems to be that the whole question of over-capitalisation of railways should be looked into. I am going to suggest that it may well be that the time has arrived when the existing convention relating to the separation of railway from general finance, adopted by this House some years ago, should be completely revised. (Hear, hear.) It seems to me that, under existing circumstances, and in view of the fact that railway earnings are not likely to reach the figures of ten years ago, all hopes of expecting the railways to make any substantial contributions to the Central revenues might well be abandoned. (Hear, hear.) If we look at the matter with the eyes of a realist, I think we shall have to agree that the expectation that the railways will be able to make any substantial contributions to the Central revenues is not likely to be realised for a great many years, or, at any rate, within any measurable distance of time. If that principle is accepted, steps should be taken to place the relationship between railway and Government finances on a basis more closely related to the facts as they are today. There is no sense in pursuing a policy which has ceased to have any relation to fact. We, therefore, request the Government seriously to consider the desirability of framing a new Convention based upon modern commercial practice. This would mean that any surplus receipts over operating expenses should be

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debited (1) to the payment of interest charges on capital at charge, and (2) to depreciation. In respect of the latter, we suggest that this might be divided into two funds: (a) for the amortisation of capital and (b) renewals and replacement; and (3) for the accumulation of a Reserve Fund on the ordinary commercial principle of providing in normal times for periods of depression. Then we suggest that any surplus, over and above the sums allocated for these purposes, should not be handed over to the Central revenues, but should, in the first instance, be used for increasing the amenities of railway travel, reducing freights and for other similar objects. (Hear, hear.)

Before I leave this aspect of the question, may I stress the point on which we, on these Benches, lay great emphasis, namely, the urgent necessity of an enquiry into the question of over-capitalisation, interest charges, depreciation and other cognate matters. We feel that this enquiry should be undertaken by some independent authority on railway finance at once, before the present position deteriorates further. In this connection, I would invite the attention of the Government to the statement by the Auditor-General in his letter forwarding railway appropriations account for the year 1930-31, in which he referred to the tendency towards over-capitalisation and the necessity of immediate examination of the problem "so that Government should be prepared with a well-considered scheme in connection with the setting up of a Railway Authority under the new Constitution". That was over three years ago, and I should like to read an extract from a more recent letter addressed to the Government of India by the Auditor-General. In his letter transmitting the Report of the Director of Railway Audit on the appropriations account for 1933-34, the Auditor-General stated:

"I drew attention to certain paragraphs of the Audit Report (for 1930-31) which discussed disquieting tendencies towards overcapitalisation, and I emphasised the necessity of immediate examination of the problem . . . The tendencies towards over-capitalisation that were brought to notice three years ago are still in operation, and during these three years net railway earnings have failed to meet interest-charges by Rs. 27.39 crores. Evidences of improvement are unhappily still uncertain. In the meantime the preparation of the scheme for Railways under the new Constitution must be in an advanced stage, while according to the admission of the Financial Commissioner, Railways, the complicated financial problems connected with this scheme are still far from settlement. This is a position which seems to me to be exceedingly unsatisfactory."

This is weighty authority which ought not to be ignored, and I express the hope that Government may find it possible to make some announcement on this point before the end of the present Session.

I now come to the reasons advanced by the Honourable Member for the unsatisfactory position of the railways during the past few years. He mentioned first world depression and the general collapse of commodity prices, and I should just like to add that, in our judgment, the effect of that factor would very likely have been considerably aggravated if India had not enjoyed the monetary stability, which it has been her good fortune to share, of those countries within the sterling area, and if she had not subscribed to the principle of freer trade within the Empire as laid down at Ottawa. So far as we are concerned, we have no doubt that the principles of freer trade and exchange stability between the countries of the Empire have done much to arrest the decline which might otherwise have taken place. The Honourable Member then referred to the striving towards self-sufficiency by almost every country in the world, including India and the

development of internal trade and production. To the extent to which India's tariff policy may be involved, it seems to me that Government can have no legitimate complaint because they themselves are responsible for that policy. I feel, however, that in view of what the Honourable Member has said, it is reasonable to express the hope that in the future in deciding the tariff policy, more attention might be paid to the effect of tariffs on the railways, both as regards the volume of traffic and the financial position. It would be as well if Honourable Members in other parts of the House who never cease agitating for economic nationalism take to heart the words of the Honourable the Commerce Member and realise that one of the effects of that policy would be a further deterioration of the financial position of the railways. The arguments I have just used in respect of the effects of tariffs upon railway earnings also apply to irrigation schemes, since Government of India has had to sanction most of these.

I was interested to note that, in referring to the items which have had the effect of adding to the working expenses of the railways, the Honourable Member made some very pointed observations in respect of labour legislation. The Honourable Member said that he thought a stage had been reached where a halt might be called to further labour legislation. We have supposed that this candid admonition is addressed primarily to the Honourable the Member for Industries and Labour. We, in common with Sir Hormasji Mody and others, share the hope expressed by the Honourable the Commerce Member, and with this authoritative support from one of his colleagues, we may be permitted to enjoy the luxury of the thought that for the present there will be some respite from the particular activities of the Honourable the Member for Industries and Labour, and his Department. In this connection, I should like to add that we have definite information that the passing of the Payment of Wages Bill, for example, will considerably increase the administration expenses of one railway, and since that is true of one railway, it must necessarily apply in like proportion to all other railways.

The Honourable Member also referred to the improvement in the service conditions of the staff. It seems permissible to observe that in 1918-14 the number of persons employed on the railways was 633,805, and the cost Rs. 1,401 lakhs. In 1933-34, the number employed was 667,286, and the cost Rs. 3,461 lakhs. In 1918-14, the average wage drawn was Rs. 221 per head, while, in 1933-34, the figure was Rs. 515. While it is true that these increases are mainly due to better pay among the lower grades of railway employees, I would draw the attention of the House to the fact that it seems very significant that the average wage today is more than 100 per cent. greater than it was before the war. And while one has no desire to see the wages reduced, these facts would, at any rate, appear to provide sufficient grounds to justify some investigation into the bearing which operating expenses have upon the profit or loss of the Railways.

The European Group, on behalf of whom I speak, welcomes the emphasis which the Commerce Member placed upon the importance of a properly co-ordinated road and rail policy. The House will remember that it is two years since the question of co-ordinating the systems of communications in this country was first raised in these Benches, and we shall have occasion to return to this later on when the demands come on for consideration. In the meantime, we should like to know what has happened about the legislation we were promised for the purpose of standardising road rules. It would seem to be essential that some system of stricter

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control of carriage by road should be instituted, particularly in respect of the roads which run parallel with the railways. In Madras, Bombay and the United Provinces, 60 per cent. of the roads run parallel with the railways, while, in the Central Provinces, the percentage is 73 per cent, and in the North-West Frontier Province, the percentage is as high as 94 per cent. Moreover, it may not generally be known that the estimated loss to railways owing to bus competition is calculated at about Rs. 2 crores.

The Honourable Member has promised us legislation to deal with the evil of ticketless travel. Apart from what the Honourable Member has said, this question seems to us to raise two points: (1) the corruption among railway servants, and (2) the hampering of the user of railways. With regard to the first, it is perhaps true to say that corruption cannot exist except in countries where morality in this respect is low, and we would suggest that the commercial and mercantile community be urged to co-operate in the efforts of Government by bringing to the notice of the authorities cases where railway servants, for whatever reasons, are failing to exercise sufficient vigilance. In respect of the second point, we understand that third class passengers often have difficulty in purchasing tickets owing to the fact that booking offices do not open sufficiently early before trains are due, in which case little blame can attach to the passenger if the only possibility he has of catching the train is by giving up all hopes of getting a ticket.

There is one item on which we would like to have some information from the Honourable Member in charge, and, that is, what is the policy of Government as regards wagon supply? The history of wagon construction in India, since 1918, is a sorry one. The industry was built up with the direct encouragement of the Government, and it is now in a most unfortunate position. Will Government be prepared to spread more evenly their wagon orders in India, so that a minimum annual quantity can at least be assured to the industry? This will serve to keep the industry alive and to maintain the necessary skeleton staffs in the construction shops, so that they may be in a position to deal with large orders when necessary. Rolling stock is the "life blood" of the railways and requires to be kept in the highest state of efficiency.

Time does not permit me to add more now, and we may find occasion, during the course of the budget discussions, to make a number of detailed suggestions on the points to which I have briefly referred today.

Before I sit down, I should like to make it clear that we are fully aware of the difficulties with which the Railway Board has to contend. It has, for example, been brought home to us, on a number of occasions, that the one-hundred-and-one questions asked by the Honourable Members in this House have been the cause of placing a vast amount of unnecessary work on the shoulders of district officers, thus making it impossible for them to give the proper amount of attention to their ordinary duties. We fully appreciate the necessity for vigilance, but it has often seemed to us that the great majority of the questions asked by Members in this House are really matters which ought to be put before the Provincial Advisory Committees. During the last few years, the railway staff has had nothing but criticism, and criticism is perhaps not the best encouragement of efficiency. In times of depression, criticism is apt to become loud and insistent. We are, however, glad to notice that the Railway Companies

are moving with the times, and that, instead of waiting for business to come to them as they did when they considered themselves a monopoly, they are now, through their Commercial Departments, endeavouring to attract that accretion of business which is so necessary for a sound financial position and without which those better results, to which we all look forward, cannot be achieved. But while many of us may feel that much of the criticism is justified and some of it is unjustified, I hope the House will put forward such criticism as it has to offer in spirit not so much of censure as with a desire to suggest and co-operate in the important task of freeing the railways from the burdens and difficulties with which they are at present surrounded.

Sardar Mangal Singh (East Punjab: Sikh): Sir, I am sorry I cannot offer my bouquet of flowers and shower congratulations on the Honourable the Railway Member. On the other hand, I express my heart-felt sympathy with him that, at the time of his maiden Budget Speech, he had to tell us a mournful tale and he had to begin with a derailed railway finance. It looks rather tragic, Sir, that when Sir Joseph Bhore was presenting his budget last year, he was trying to convince the House that the times would now be better and the next budget would be a surplus budget. But, at the very time when he was speaking on the floor of this House, the downward movement had already begun, which persisted till the end of the year. Sir, on hearing the speech of the Honourable the Railway Member, it struck me that it is more like an auditor's report of a limited company rather than a statement of a national enterprise like the Indian railways. It lacks human touch and it lacks national sympathy and national outlook. It is a statement dry and cold.

The Railway Member has not tried to explain how, during the last year, the railways have worked with a view to developing and helping the national industries. The railways are the biggest national enterprise for helping and promoting the national industries and agriculture. In this country the railways are worked for a different purpose. I am sorry to say that they are worked with the set purpose of exploiting and draining away the wealth of this country. The freights of goods are so adjusted that they discourage the exports of raw materials and encourage the imports of manufactured goods. If you take the case of cotton and manufactured cotton piece-goods, you will find that if I send cotton from Amritsar to Bombay and if a merchant from Bombay wants to send piece-goods to Amritsar, he will have to pay less than I have to pay, while, as a matter of fact, the freight on cotton should be very much lower than on piece-goods. But they have classed cotton and piece-goods as in the fourth class, at the owner's risk; but if it is the railway's risk, they class both in the sixth class. And further the Railway Board authorises the Agent to give special rates to manufactured goods. And this power has been exercised in favour of manufactured goods and they generally reduce it still further, sometimes by seventy-five per cent.

An Honourable Member: For Bombay goods?

Sardar Mangal Singh: No, Lancashire goods. It is deliberately done to import Lancashire manufactured piece-goods and to discourage export of cotton from the Punjab.

The Honourable Sir James Grigg (Finance Member): Does the Honourable Member mean to say there is a discrimination between Bombay piece-goods and Lancashire piece-goods?

Sardar Mangal Singh: No.

The Honourable Sir James Grigg: Then, what is the point of the Honourable Member's remarks?

Sardar Mangal Singh: Then, coming to the balance sheet, we find that we are losing from four to five crores annually. We have eaten up our reserve fund and, as my Honourable colleague from the United Provinces has exposed it, we are also eating up the depreciation fund. If we have two more successive deficit budgets the depreciation fund will be no more. Then, Sir, the Honourable the Railway Member would come before this House and ask the House to vote for a subvention from the Central revenues. The condition is very serious and how have the railways tried to solve it? They have put forward three proposals. In order to make up the deficit next year, they propose to raise the rates and fares for passengers as well as goods; secondly, they intend to put some restriction on rail-road competition; and thirdly, they want to proceed against the ticketless passengers. These are the three proposals put forward by Government. Now, Sir, as regards the first i.e., the raising of rates and fares, this is very unpopular and I am prepared to bet that if you raise the freights and fares this will not bring any money. It will defeat its own object as an Honourable friend puts it. You are already having a serious competition with the lorries, and if you increase your fares still further, I am sure your traffic will be diverted to the motors and instead of gaining you will certainly lose. If you want to have more revenues do not increase the rates and fares but give more facilities and more amenities to the railway passengers. For instance, provide electric fans on the North Western Railway and you will attract more passengers.

Sir Muhammad Yamin Khan: Why on the North-Western Railway only?

Sardar Mangal Singh: Because that part is hot. If you give more facilities, you will attract more passengers. In this matter, we are shop-keepers, and, if we want to attract more customers, we must be courteous to them. Give them all sorts of facilities; do not raise your fares when the lorrywallas are decreasing their fares.

Then, I come to the rail-road competition. This competition will not be stopped. Do whatever you like, the lorrywallas are going to beat you. In this matter, I may submit that, while you are anxious to stop rail-road competition, why are you allowing competition among your own railways? I want to invite the attention of the Honourable Member to the fact that you must stop ruinous competition amongst your own railways. The company railways and the Government railways are competing amongst themselves. Then again the Government railways are competing amongst themselves. I will give an example. Supposing you want to send certain coal from Jharra to Baroda, the railways now generally book from Jharra to Agra and then from Agra to Baroda. It is a distance of more than 1,200 miles, while they charge freight on the shortest route

from Jharia to Allahabad and then from Ujjain to Baroda. You charge freights on the shortest route while you carry them on a longer distance. And I will tell you how Government lose. The Government railway, the East Indian Railway, are entitled to a share of 600 miles. Then comes the Bombay, Baroda and Central India Railway. They take about half of it; while, if the coal goes through Allahabad and Ujjain, the Government railway would be entitled to about 80 per cent. of the freight and then very little will be left for the Company-managed railways. While, on the one hand, the Company-managed railways, by showing more earnings, claim more interest from you, on the other, they decrease the earnings of the State-managed railways. Sir, this inter-railway competition is harming us; it is very injurious to the railways. I hope the Honourable the Railway Member will take note of this fact and will stop inter-railway competition in future.

Then, there is the question of the ticketless traveller. Government intend to amend the Railways Act in order to proceed against the ticketless travellers. The Honourable the Railway Member has not made it clear as to what he means by ticketless travellers. He has not told us how many of this number are "military men". These military people are generally illiterate, they do not get their tickets from the station, they have their passes with them. On the way they are detected, the passes are taken away from them, and the railway recovers the charges from the military authorities. I think this number is included amongst the ticketless travellers, though, as a matter of fact, you are recovering their fares. The ticketless travellers, Sir, are mostly beggars.

An Honourable Member: Who, the military?

Sardar Mangal Singh: I am referring to the other ticketless travellers. I do not include the Honourable Members of the Railway Board in this category who also travel without tickets. (Laughter.) They are mostly beggars, and if you proceed against them, you will require more police and more magistrates, and I am not clear whether the railway will pay the jail expenses or the Government will pay. For recovering a sum of say, eight annas from a ticketless traveller, you will have to incur an expenditure from Rs. 2 to Rs. 3. I do not understand how the railway is going to make up the deficit thereby. I submit, Sir, that before Government proceed with the amendment of the Railways Act, they would do well to refer the question to the Local Governments and calculate the expenses which they will incur and the recoveries they are likely to make from these people.

Lastly, Sir, I come to the very interesting subject of *dastoori*. In my part of the country, I can say with the fullest confidence—the Railway Member as well as other Members may not officially know it, but they know it—that this corruption is very rampant. At every station, a definite sum is fixed as income, and anybody, who wants to go to that station, has to pay accordingly, to his superior officer in order to get a transfer. (Cries of "Shame".) If the Honourable the Railway Member wishes to have more facts, I am prepared to give them to him, and if he is pleased to institute an enquiry, I can assure him that there will be a good case and he will find that this corruption is rampant. I have calculated the figures for the Delhi station, and if you want I can read them.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has only one minute more.

Sardar Mangal Singh: If you will permit me, I will proceed with this question of *dastoori*.

Mr. President (The Honourable Sir Abdur Rahim): The Chair cannot give him more time; other Honourable Members are waiting to speak.

Sardar Mangal Singh: I will give these figures to the Honourable the Railway Member privately (*Cries of "No, no".*) At the Delhi railway station alone,

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member must finish his speech within his time.

Dr. Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Sir, may I first congratulate my Honourable friend, the Railway Member, for the lucid manner in which he presented his budget. I know that humour and imagination have no place in budget figures which should be a clear exposition of hard facts. Now, I come to my own observations. There is a chronic disease in the Railway Board, and, unfortunately, my criticisms have also become chronic. Year after year, the Railway Board are accustomed to put their income at a high figure: they over-estimate their income and under-estimate their deficits. As proof of this, I would just quote from the speeches of the Honourable the Chief Commissioner for Railways. This year, in the Upper House, he said:

"I told the House that we thought it (*i.e., income*) might reasonably be placed at Rs. 93.50 crores, but I regret that our hopes have not materialised, and so far as can be foreseen, we are not likely to exceed Rs. 90 crores."

Then, he goes on to say:

".....instead of the comparatively small deficit of less than two crores, which we anticipated, we now expect a gap of 4.54 crores."

In spite of this, he continues further on:

"We are placing our estimate of gross earnings for the coming year 1936-37 at Rs. 91.25 crores."

This, in spite of the fact, that the earnings were not expected to exceed Rs. 90 crores. Just the same thing was also said in his previous speech:

"Our actual gross earnings in 1932-33 were Rs. 85.62 crores against Rs. 86.50 crores forecasted in our revised budget estimates for the year. The decrease in our forecast was entirely due to taking too optimistic a view of our traffic receipts."

Then he says:

"There are reasonable grounds for predicting a further progressive rise in railway earnings during 1934-35"

Again, in another year, 1935, just the same thing was repeated, and he said:

"Despite the increased rates and fares, our gross revenue, has fallen short of our anticipation by Rs. 2.45 crores."

Therefore, from the speeches delivered by the Honourable the Chief Commissioner in successive years, it is evident that the disease has become chronic, the Railway Board is accustomed to put their income at high figures and their deficits at very low figures, and I am afraid the same thing has happened this year. There was absolutely no reason for them to put their income at a figure higher than what they actually realised during 1935-36, but they probably did so in the hope that when they increased the rates and fares the income would also increase. But this is not a fact, the law of diminishing returns will apply as is evident from the speeches of the Honourable the Chief Commissioner which I have just quoted.

Sir, the Honourable the Railway Member in this House and the Chief Commissioner for Railways in the other House have given us to understand that, had we been a Company, they would have given us a dividend of 3.40 per cent. this year and 3.64 per cent. last year. This dividend would have been given to the shareholders or to the persons who lent 800 crores, but, in spite of this, our taxpayers have to pay Rs. 8.05 crores this year and Rs. 5.06 crores last year for the deficit in railway earnings. I should like to reconcile these two statements. On the one hand, they say that they would have been in a position to pay so much dividend—a dividend which is higher than the present Bank rate—and yet they say, on the other hand, that the taxpayers ought to be burdened by the additional amounts which I have quoted. If we consider these two things, we are led to the conclusion that there is something wrong somewhere: in spite of so much dividend, there is a definite loss. We need some change in the policy of higher finance. Before I proceed to the causes of this, I make it quite clear that as far as the expenditure on Government railways is concerned, we are already at a very low figure, in fact we are at a very dangerously low figure, and I think the process of retrenchment that has gone on ought to be stopped, or the life of the travelling public will be unsafe. I think the salaries which we are now offering are so low that they lead to temptation referred to by my Honourable friend, Sardar Mangal Singh. I shall just give you figures from the Administration Report of the Railway Board itself. The operating ratio of Indian railways is only 55 per cent., while that of the four amalgamated British railways is 84, of the Canadian Pacific Railways is 83, of the Canadian National Railways is 92, and of the German Railways is 104. So our figure of 55 is very low, and it is due to the policy of retrenchment and the lowering of the salaries which this Government has pursued. Therefore, I say, that the remedy for all these ills cannot be sought any more in retrenchment policies. We must find out other avenues and I am going to explain them just now.

Mr. Muhammad Azhar Ali (Lucknow and Fyzabad Divisions: Muhammadan Rural): Retrenchment in the higher gazetted staff or retrenchment generally?

Dr. Ziauddin Ahmad: I would draw attention to four important points by which the budgetary position of the railways may be improved. And here I would emphasise that we can get real economy, not by means of

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any retrenchment, but by a change in the policy of the administration. This change of policy should be in four directions.

First, there is the depreciation fund. We have been annually putting from 12 to 13 crores into the depreciation fund. In the administration report in which these figures are given, it says the working ratio is 55 without depreciation fund and 70 with the depreciation fund; there is a sudden jump of 15 per cent. for depreciation. If we take the figures of other railway companies, we find there is no abrupt change. Two working ratios don't exist (1) with depreciation, and (2) without depreciation. I would remind the House of the speech of the Honourable Sir Joseph Bhore when quoting figures of working ratios of foreign countries he said that he was not sure whether those figures were with or without depreciation. When I was talking with the Secretary General of the Union of the International Railways in Paris, he drew my attention to the fact that he could not understand why there should be such a vast disparity between working expenses when calculated with depreciation and without it. I think the whole policy of putting 1/60th part of the capital at charge to the depreciation fund, in a big concern like the railways, is altogether wrong. Either we are making a mistake and the whole world is right, or the rest of the world is making a mistake and we are right. I leave this to Honourable Members on the Treasury Benches to decide. I am sure in my own mind what the right thing is. I have been through the figures for several years, and I think that a sum of Rs. 9 crores is quite sufficient to put into that fund. We are not justified at all in putting into it four crores more. The railways are a big concern. All the railways in British India are not going to collapse simultaneously: at one time a portion may collapse and we should provide for it in the revenue expenditure.

The second point is about strategic lines. I have no objection to allow soldiers to travel at reduced rates and to give them other facilities; but we are on the eve of establishing the federal railway authority and we want to put these railways on a commercial basis. We do not desire that there should be any kind of political interference and I see no justification whatever why the railways should be burdened with a sum of two crores on account of military expenditure. In the fitness of things this ought to come from the military side. Strategic lines should be Military railways: they may entrust the administration to the railway authority, but certainly they should pay for the deficit and the Indian taxpayer should not be required to pay for the Army budget indirectly when we are on the eve of reforms.

The third matter also involves a change of policy—this was alluded to incidentally by Sardar Mangal Singh . . .

Pandit Govind Ballabh Pant (Rohilkund and Kumaon Divisions: Non-Muhammadan Rural): You may transfer the cost of strategic lines to military accounts, but will there be any benefit to the taxpayer?

Dr. Ziauddin Ahmad: This will lead army authorities to cut down their expenditure in other ways. The third thing is the reduction in overhead charges. By the Railway Act of 1922 the British railway companies were amalgamated into four units. Before that Act there were 112 different companies—27 principal and 85 subsidiary: they were

all amalgamated into four units. In India, we have got 14 first class railways, 13 second class and 24 third class, and there are other sub-classes altogether 121. Therefore, there is no reason why these 121 different railways cannot be amalgamated into four different groups as the British Government did by their Act of 1922. Following the phraseology of the Army Department I think we should have only four groups, the Eastern, the Western, the Northern and the Southern, and all these railways, of whatever category, should go into one or other of these groups. I went carefully through the figures to find out saving in expenditure, if 121 different concerns are amalgamated into four units and I find that we would then be saving three crores in overhead charges, in transport, workshops, etc. What has proved useful and practicable in the case of the British railways, I do not see any reason why that should not be equally economic in the Indian railways, especially when the Statutory Railway Authority comes into existence, free from political control.

The fourth point to which I would draw attention to secure economy is the rate of interest. Our capital is 800 crores and we pay interest at about four per cent. In these days when the Bank rate of interest is only three per cent. I think it is very hard on the railways that they should have to pay four per cent. It is possible that reduction may be effected in that direction. This can be done either by borrowing fresh money or by issuing debentures: if we issue debentures at a guaranteed rate of interest of three per cent. and participation in the profits, I am absolutely certain that we can get the entire amount from the same persons who now hold Government securities: they will come forward and buy these debentures. Therefore, it is very desirable that our interest charges should also be reduced by borrowing.

By changing our policy in all these four points it is possible to get a saving of about 14 crores—four crores from the depreciation fund, two crores from the transfer of strategic lines to the military, three crores by amalgamation and regrouping, and five crores by reduction in interest charges—altogether 14 crores.

I now want to touch very briefly two more points: one is travelling without tickets and the other rail-road competition. A great deal has been said about ticketless travelling as if it is a great curse of Indian railways alone: but my friends did not realise that persons who travel without tickets according to their own figures is less than one in 1,000—not a formidable figure: and even these travel for very short distances only: and, therefore, the sum of half a crore which he estimates as being the loss on account of this is not correct: I challenge his figure. He has not considered the fact that when money is recovered from some ticketless passengers penalty is also recovered, and that pays off the price of tickets of other persons who are calculated to have travelled without tickets and undetected. Therefore the problem is not so abnormal as my Honourable friend has made out in his speech. Sir, the Honourable Member has dropped a suggestion of designing stricter legislation. A Bill was introduced by the Honourable Sir Joseph Bhore making it a cognisable offence. It is a move, Sir, which will be very very unpopular in the country. (Hear, hear.) I think the Honourable Member ought not unnecessarily harass the passengers, he should concentrate and improve the comforts of the travelling public. then he will find the income will go up. Sir, the rules that exist at present to deal with those travelling

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without tickets are quite sufficient, because you not only recover the charge for the journey performed, but also a penalty. What is really needed is an improvement in the system of ticket checking. The railway authorities are trying new experiments every five years, with the result that the staff is left in a very unsettled and dissatisfied condition. This should not be done. The railway authorities must first put their own house in order, and I am sure that this particular abuse of travelling without tickets will disappear gradually. I had to make one or two more points, but as my time is up, I cannot do so.

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

The Assembly re-assembled after Lunch at Half Past Two of the Clock, Mr. President (The Honourable Sir Abdur Rahim) in the Chair.

Sir Ghulam Hussain Hidayatallah (Sind Jagirdars and Zamindars: Land-holders): Mr. President, at the outset, I must thank the Honourable the Railway Member for his detailed and lucid statement, but I may say that the budget itself is very disappointing. It is not the poor man's budget; there is absolutely no provision to improve the amenities of the third class passengers. On the contrary, I find that, on some of the railways, the proposal is to increase the third class fares. As a representative of the agriculturists, I must say that this budget is not in the interests of the agriculturists or of trade, because under this budget it is proposed to increase the freights on commodities. Again, I do not find any indication of reorganisation or Indianisation of the services, which will give savings.

After these preliminary remarks of mine, I come to the Convention of 1924. The main object of that Convention, as I see from the statement of the then Member in charge, was: "The railways will become a real commercial undertaking managed on commercial lines, and the taxpayer will get the benefit of commercial accounts and management." Still, to my surprise, what do I find under that Convention? The loss on the strategic lines of Rs. 2 crores is charged to the railway budget. Is that fair to the railway budget? All Parties in this House,—almost every one, has protested against these two crores being shown in the railway budget. The proper place for that loss is the military budget, where it ought to have been shown. Again, I see that the railways have no reserve at all; on the contrary, they are eating up the depreciation fund. Therefore, it is absolutely necessary for the Railway Department to have a strong reserve. I am justified in my remarks, because in 1924 when the Convention came into existence, the interest charges were only Rs. 26 crores odd, and today they are Rs. 31 crores; that is, we have to pay today Rs. 5 crores more. Coming to the traffic receipts, in 1924 they were about Rs. 97 crores, speaking subject to correction, and today they are only Rs. 91 crores. That is to say, there is a loss of Rs. 6 crores under that head. Rs. 6 crores less under traffic receipts, and Rs. 5 crores more under interest charges, and they have absolutely no reserve, and are all the time

eating up the depreciation fund! Therefore, there is absolute necessity of a strong reserve fund for the railways. My submission is that this Convention, if not scrapped, at least ought to be revised. Another argument of mine in support of a strong reserve fund is that our railways are constructed out of borrowed money, and not shareholders' money. Therefore, whether we run our railways at a loss or at a gain, we must provide Rs. 31 crores for interest charges every year; and without a reserve fund I do not know how the railways can go on. Every commercial concern, when it does any business, has reserves. Again, reserves are useful in bad years. Look at the fate of the railways. They are eating up even the depreciation fund. And the railways ought to have anticipated that they would have competition; not only from private owned railways, but also from sea and river transport and from motor service. Therefore, I submit that this Convention ought to be revised; these two crores on account of loss on the strategic lines should disappear from this budget: the railways should build up a strong reserve for all possible contingencies; and after building up that reserve, if there are any profits, they ought to contribute to the general revenues.

I come to another point. The Honourable Member in charge of Railways wants to make good a portion of his deficit, that is, Rs. 1½ crores, by increasing the freights on commodities and the fares of the third class passengers. The Honourable Member should not forget the law of diminishing returns. He should not forget, not only the competition of his own railways and private owned lines, but also that of motor and sea and river transport, and I am sure he will then realise that he will not be able to get that amount even if he were to increase the freights and fares. However, if he succeeds, that is no great achievement, I must say to him. He is throwing this additional burden on the poor agriculturist who has suffered much more than anybody else, and this might be the last straw that will break the camel's back. The trade is in a state of depression, and if anything, he should rather have eaten up more of his depreciation fund than touch this particular class of people who have already suffered very much.

I might make some constructive suggestions now. To make good this Rs. 1½ crores, he has himself made some suggestions. But, in order to see that the railways are run purely on commercial lines, he should exert himself to see that the loss of Rs. 2 crores on the strategic lines does not appear in his budget, and I assure him that every Member of this House will be at his back in that effort.

Mr. N. M. Joshi (Nominated Non-Official): What difference does it make to the Government of India's revenue?

Sir Ghulam Hussain Hidayatallah: It does. The Honourable Member should then immediately tackle the question of co-ordination of road and rail transport. He is losing considerably, a sum of nearly Rs. 3 crores, on that account. Mere conferences will not do; real action should be taken, with the consensus of all parties, in regard to this matter. Then, he has made a suggestion about the ticketless travellers. I am one of those who will support him whole-heartedly in any legislation that he may propose, because it will give him a sum of Rs. 50 lakhs. Why should these people travel without tickets and go without any punishment? If he gets these sums, he need not increase the freights on commodities and the

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fares of third class passengers. If his department exercises sufficient supervision and control about under-weighment and mis-declaration of goods. I am sure that will also bring him some money; and from the new scales of pay, he might get 20 to 25 lakhs of rupees. I will request him not to increase the fares of the third class passengers, and the freights on commodities. Before I sit down, I must, as the representative of the agriculturists of Sind, protest emphatically but respectfully against the increase of one anna per maund on wheat within four hundred miles of Karachi. That is, they are penalising the whole of Sind, and the reason given is that this year wheat paid them 7 lakhs less. Therefore, they want to penalise only Sind and no other part of India, without exploring the causes. The Honourable Member may not know that there was a failure of the wheat crop in Sind. Does he not know that wheat from the Punjab and other parts of India, instead of coming to Karachi, goes directly to other ports, because other railways have reduced their rates? There has been a diversion of trade, and if the Honourable Member collects the figures, he will be convinced that the railways which have diverted the wheat trade of Northern India, including the Punjab, are the Jodhpur Railway, the Bombay, Baroda and Central India Railway and the East Indian Railway. What is the result of this? The poor agriculturist in Sind pays 12 annas more per acre, and what will be the effect? The whole of the Sukkur Barrage will be ruined. If that happens, the Honourable the Finance Member and his Government will be responsible for the ruination of this scheme. Now, out of the Sukkur Barrage lands, only one third of the land intended for wheat is cultivating wheat. Two-thirds remain to be cultivated with wheat. Now, with this 12 annas per acre additional tax, I do not think the people will cultivate wheat, the prices of which have already gone down. Not only that. It will be a great discouragement to people from buying Sukkur Barrage lands. I draw the attention of the Honourable the Finance Member to the fact that if the scheme fails, it will do so because of these reasons.

Mr. B. Das: You don't blame Lord Lloyd or yourself who was a Minister?

Sir Ghulam Hussain Hidayatallah: We have done the right thing. This Government is ruining whatever little we are getting. What will be the effect of that? If people don't grow anything, the Provincial Government's revenue will suffer.

Mr. B. Das: They gave a lakh and a half last year for agricultural development?

Sir Ghulam Hussain Hidayatallah: This is a small sum considering the agriculture in Sind. I will read out a few extracts from certain representations before I sit down. One is from the Chairman of the Lloyd Barrage Advisory Committee, which is a nominated body, not an elected one. Government always fights shy of the elected people. This Committee are their own nominees. What do they say? They say:

"Wheat is a commodity which is grown in Sind mainly in the area fed by the Barrage Canals, and, therefore, our Committee is greatly concerned with your suggestion of increasing the freight on wheat for distances of 400 miles and under. The average increase apparently will be about one anna per maund, say Re. 0.12.0 per acre."

equivalent to an addition of 19 per cent. to the combined land and water revenue. The whole of this large additional tax—for it is a tax and nothing less—will have to come out of the pockets of agriculturists of Sind, who cannot add it to their selling price, since their competitors in the Bengal and other markets, i.e., the growers of Punjab and U. P., are not charged this extra tax and will not therefore add it to their price.

When Punjab Irrigation schemes were planned out and brought into active service, it was given a distinct impulse by the N. W. Ry., by decreasing the Railway freight from Punjab to Karachi, with the idea that it should give incentive and advantage to the growers of wheat and such other useful commodities in the interests of all concerned. It brought prosperity to the people of the Province and also to the N. W. Ry. and therefore it is not understood by my Committee why similar treatment should not now be given to the area covered by Lloyd Barrage Canals with similar aim and purpose to give the growers in Sind incentive and advantage to enable them to grow more at economic rates and thus become prosperous, which would ultimately mean prosperity of the Province and the Railway too."

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"It is not also understood why the advantage of lower freight is denied only to Sind, when it is given to other Provinces. All the area in Punjab will be above 400 miles, and growers there will be gaining the advantage, while Sind will be losing considerably at the same time. The recent decrease in freight by the East Indian Railway, Jodhpur Railway, and other Railways for carrying wheat have placed Punjab in a much better position in relation to its trade with Calcutta and Bombay and Madras. Looking at the freight at various places on other lines even over 600 miles, we find that the freight is about the same which you now propose for 250 miles to 300 miles in Sind."

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has exceeded his time limit.

Sir Ghulam Hussain Hidayatallah: I will take only two minutes more:

"For instance, the freight payable from Cawnpore to Calcutta, 633 miles, is precisely the same as you now propose to charge from Larkana to Karachi, 265 miles. Thus it will be seen that Sind is decidedly to be treated, if your proposals are carried out, with great unfairness and injustice.

In the memorandum which has been sent with your letter, whilst the figures have been given of the quantity of wheat carried from Stations above Samasatta and Stations below Samasatta to Karachi, similar figures are not shown for wheat carried from Lavalpur and other places to the limit of N. W. Ry., where it meets the East Indian Railway and other Railways * * * * Furthermore, as you yourself are constantly preaching, you have to consider not the N. W. Ry., alone but the Indian Railways as a whole. Yet you have given no figures of traffic that is rightfully Karachi's but has been drawn off from Karachi by manipulation of freights by the E. I. R., B. B. & C. I., and Jodhpur Railway. When these figures are considered, my Committee are confident that it will be found that Sind growers are not paying too little for their freight, as you allege, but too much. So far from increasing freights for Sind's wheat to Karachi, you should decrease them as competing railways have done."

I must bring it to the notice of the Honourable Member that the prosperity of the railways, the prosperity of this Government, and, in fact the prosperity of the whole country depends on the prosperity of the agriculturist. (Applause.)

Mr. T. S. Avinashilingam Othettiar (Salem and Coimbatore *cum* North Arcot: Non-Muhammadan Rural): Sir, it has become a habit with some people to congratulate the Members of the Government whenever they introduce anything. If he produces a surplus budget, then the Member is congratulated for his surplus budget; if he produces a deficit budget, then also he is congratulated for the lucidity of his expression. If there is neither of these, then also the Member of Government concerned is congratulated, because he is a Member of the mighty Government of India. Sir, I do not propose to follow that example.

[Mr. T. S. Avinashilingam Chettiar.]

I presume, Sir, that when the separation was made of the railway budget from the general finances of the country, there was an idea that the railways would be managed in a more business-like manner than if the finances are jointly bound up with the general revenues. Sir, I am afraid that that object with which it was started has not materialised very much. The railways are not managed in any manner that may be called business-like. Honourable Members connected with business will know that every business is managed according to the profits they may get, and, if no profits are forthcoming, they really cut their expenses down to the level in which they may be able to run it efficiently. No business can survive long if it continues to be run at a loss and if it continues to sustain losses of five crores or four crores a year and if the management wants to pay it out of certain funds which have been reserved for some other purpose. In this connection, I may say that last year, when objections were taken from this side of the House, and when Member after Member had said that the pay cut should not have been removed, the one explanation that was given for the removal of the pay cut was that the Government of India had removed the pay cut in the case of their employees, and so it was right that the railway employees should also go along with the Government servants in this matter and that their pay cut should also be removed. Sir, I am sorry that, in spite of the vehement way in which it was opposed and although it was pointed out that the position did not show any improvement, enough to show that the pay cut should not be removed, the pay cut has been removed, with this result that we are having a huge deficit of about 4½ crores this year also. Looking at the position of the railways just now, the deficit is not really 4½ crores, and it is much more. May I, in this connection, quote from page 4 of the Explanatory Memorandum. Here they have explained the present position of the finances, and they say:

"But this method of expressing the financial results of railways, though it has the merit of simplicity, overlooks some important factors :

* * * * *

(c) No allowance has been made in this statement of the position for any provision for amortisation of capital so necessary in a concern of this nature, nor for any contribution to general revenues. If the latter had been, or could have been, regularly paid according to the convention of 1924 the total payment should have been over 72 crores, whereas only 42 crores has been actually paid. Secondly, if instead, provision for amortisation of capital had been made on the scale suggested by the Percy Committee, the total for these thirteen years would have been 65 crores."

[At this stage, Mr. President (The Honourable Sir Abdur Rahim) vacated the Chair which was then occupied by Mr. Deputy President (Mr. Akhil Chandra Datta).]

Considering these factors also, the real deficit comes to much more than 4½ crores this year. When we are asked to meet a colossal tragedy of this nature, we might legitimately expect that in the budget speech we should have some sound remedies suggested. It is an open secret that the railways have not been in any better way, rather they are in a worse position than last year, and many Members have tabled questions asking Government as to what steps they propose to take to meet those

conditions; but now, Sir, in the budget speech, we are disappointed to find that there are no radical remedies for the radical ills of the railways. We are merely given small lectures on how some servants of the Government were defrauding the railway companies, how they were taking *dustoori*, etc., and how Honourable Members of this House might help the Honourable Member in detecting ticketless travel, and I absolutely agree with what my Honourable friend, Sardar Mangal Singh, has said, that in spite of all the enactments that you may make in this House, the amounts that my Honourable friend will get by this means will not be very much.

Then, my Honourable friend was talking about the rail-road competition, which really is a matter of great importance, but I may suggest that that is not a matter which will solve the present depression of the railways. I would suggest one thing, besides this. Sir, it was rather a poor consolation for us for the Honourable Member to show, as he has done in the concluding portion of his speech, that we are not the one solitary example in the world of railway revenues falling, and it is a poor consolation that other countries also—the British Group, the Nigerian Railways, and everybody else—are also suffering great losses. I ask them to emulate their examples when it is good for us to do so. Sir, in this matter, when we are sinking, let us not simply point out to ourselves examples of how others are also sinking lower down. Sir, I have heard schoolboys saying, when asked why they failed: "Oh, the boy in the next house has also failed, and so I am not the only boy that failed". Such an attitude will not do in this matter when we have been continuously having deficits of five and six crores: and when we ask you as to how you are going to meet this situation, you simply come and tell us: "Oh, the railways in many parts of the world have failed, and so we have also failed". Sir, that is a puerile sort of consolation for us. Radical ills call for radical remedies. There are ills, for instance, when a man is dying or is very dangerously ill, and there is no time to lose, then it won't do to prescribe some homœopathic doses, but one must be ready to apply radical and strong remedies. In the same way, I would suggest that the one way in which we can at present meet this big deficit is by having a good cut in the pay of the railway employees. In this matter, I am aware that there are employees on the railways who receive Rs. 15 per month as well as Rs. 5,000 per month, and, in that case, I would suggest that, there should not be a uniform cut as was done previously. I would suggest that people receiving pay below Rs. 100 should be excluded and people who have been receiving below Rs. 100 should not be affected by this pay cut. I would here point out to this Honourable House why I think that a wage cut is a big factor in the circumstances of the railways. I would draw the attention of Honourable Members to pages 80 and 81 of the Report of the Public Accounts Committee of this year. On page 80, Mr. Das asks thus:

"Mr. Das: Item 13: you have increased the average (passenger mile), rate from 2.42 to 3.34. You have done so, because you wanted money for your extravagance over the staff. The cost of staff is given in items 28 to 30. The total number of staff you have reduced from 1929-30 level. In 1913-14 you were spending on the staff 14,01, whereas in 1933-34, your expenditure on the staff was 34.61. I know you have reduced the expenditure on staff by five crores owing to the recommendations of the Retrenchment Committee. But that does not satisfy me. If it was a commercial concern, private-owned, you would have reduced the staff and salaries still further."

[Mr. T. S. Avinashilingam Chettiar.]

To which Mr. Rau answers:

“With regard to the cost of the staff, most of our staff are on an incremental basis and naturally the cost increases year by year. In the revised scales of 3 P.M. pay, we have reduced the incremental basis to a considerable extent.”

That is, Sir, the Honourable Member would ask us to wait till this reduced incremental basis comes into effect. For aught we know, it may come many many years afterwards.

Later on, Mr. Das asks:

“My point is that your staff is almost stationary; it is 633,000 in 1913-14 and 667,000 in 1933-34.”

That is, there has been only an increase of 4,000 from 1913-14 to 1933-34. Mr. Rau answers:

“That cost has gone up.”

Mr. Das again asks:

“The cost is 250 per cent. more. Even the Lee commission did not allow the Civil Service more than 20 per cent. and here you are paying your railway staff about 250 per cent. more.”

To which Mr. Rau says:

“Just after the war, rates of pay for all Government servants were considerably increased and that was permanently done in the belief that the high prices would continue. We did not follow the British practice of having a temporary cost of living allowance. And when we are reducing the scales of pay, we are reducing them only for future entrants.”

Mr. Satyamurti asks:

“Why not reduce the rates on the cost of living basis in the case of everybody?”

Now comes a most surprising answer from Mr. Rau:

“Government thought that it is a question of vested rights and that the staff should remain on the scales they were in receipt of, but it is a question of Government policy as a whole and I could not possibly say anything on this.”

Well, Sir, railways are losing heavily every year and they have sunk to the lowest depths and yet this question of vested rights is trotted out. We have got a deficit till now of 40 crores. In the Honourable Member's speech introducing the Budget, there are many portions where he says that they expect a deficit to the extent of four or five crores generally, but that he did not know when that recovery will come. Last year on the 23rd August, 1935, it was made perfectly clear in the Public Accounts Committee that though the railways were sinking so far as the income was concerned, yet the most surprising answer was given that the vested interests should be safeguarded. I would like to put it to the House that no amount of vested rights can stand before national distress and the way in which railways are going down in their income is, I think, a sufficient justification to show that even if there had been a thousand vested rights, it was high time that they put their foot down on these vested interests. The Government should do the right thing by cutting the salary of these highly paid railway officers. I would suggest it is no good to take the path of the least resistance. That everybody does. The sign of greatness:

lies only in taking a bold step, a real step in advancing the cause of the country instead of pandering to the so-called vested rights. If vested rights have been created in the matter of railways, surely it is high time that Government should, in the face of heavy deficits, interfere boldly and save the interests of the country rather than the vested interests. As the Honourable Member for Railways himself said the railways are our greatest national assets. If they go down in value, then our national income goes down I would suggest to the Honourable Member to take this one real and strong and right remedy and instead of looking after the small incomes which he might get from these poor ticketless travellers and others, he must take a bold step and introduce the wage cut in the case of highly paid officers. Last year, when the five per cent. wage cut was removed, it brought a sum of 92 lakhs, and, in order to get a sum of two crores, we have only to introduce a ten per cent. wage cut. I would urge this point on the Honourable Member.

Mr. Sham Lal (Ambala Division: Non-Muhammadan): Sir, really the budget is disappointing, and I do not think the Honourable the Commerce Member deserves any congratulations or condemnation. He is as much a victim of this vicious system as we are. He cannot do better. He has presented this picture, a true picture, certainly, and, of course, credit must be given to him for this. But it is poor consolation for us if we are told that our greatest national enterprise or undertaking is going to be ruined. For the past six years, we have been continuously losing. We have lost till now about 32 crores, and when it was expected that the railways would add something to the general revenues of the country—what to say of the general revenues, even the depreciation fund is being depleted. In a few years, it will practically disappear. Every Honourable Member spoke that the Railway Department was a commercial concern, and, therefore, it should be run on commercial lines. The same argument has also been advanced on behalf of the Government, but I think we have forgotten that it is not at all a commercial concern, but that it is an imperial concern. The railways do not exist for the convenience of the masses in India, but they exist for the maintenance of this Imperialism and it is not within the power of the Honourable the Commerce and Railways Member to remove that root cause. If he were to remove that root cause, then it would certainly be a paying concern. I submit that, if it were to be put on a commercial basis, then you must first remove these vested interests. Now, what will you find? After the speechifying is over and after we have moved the cuts and after everything is over in this House, things will go on as merrily as before. You will have nothing but the construction of a platform for the Viceroy costing Rs. 50,000—though it is a deficit budget. You will find beautiful saloons constructed for high officials and, if there is a greater deficit, you may perhaps find some British experts imported from England to put these railway matters right and they would all get their allowances paid for doing this work. My submission is that purely as a commercial concern, railways cannot be a losing concern at all. It is a losing concern, because it has to serve imperial interests. Member after Member has risen and said that it was a commercial concern, and, therefore, if it is not paying, what could we do? We could only increase the fares and freights. But, then, will it ease the situation? There is a proverb:

“(Kumār ki Kūmārī par pār na basāi, ga the ke kār k'hainc'ie).”

[Mr. Sham Lal.]

It means that "a potter, who could not do anything to his wife, pulled the ears of the donkey". The Honourable Member for Railways could not do anything against the imperial interests and so he says that the fares and freights should be increased, the poor man's salary should be still further reduced and the highly paid officials should get something more. That is the only thing which the Honourable Member for Commerce and Railways has done. Now, Member after Member who has congratulated the Honourable Member for Railways has urged that this two crores deficit is due to the strategic lines for the purpose of the military. If the railways are really a commercial concern, then this loss on the railways should be shown as expenditure under the military head. Of course the point was made that whatever be the head under which it was shown, even then, it will be paid by the taxpayer. That is a different thing. But what is military expenditure should be really shown as military expenditure and then if we have got the power to reduce the military expenditure, let us reduce it. Let there not be any false notion about this; let there be no wrong idea that our railways are losing. But I do not think it is within the power of the Honourable Member for Railways to show that expenditure under the military head. He cannot do that. He can only say one thing, that is increase the railway fares and freights. That is in his power, other things are not in his power. Suggestions have been made that the high salaried officers should be retrenched that the Lee loot should go and that all other perquisites should be withheld. But this is not in his power to do. This is a limited company in which the dividends of certain Directors are guaranteed and less cannot be given to them. Less cannot be paid to them. So long as the railways enjoyed a monopoly of traffic and so long as there was no competition, they could afford to pay that dividend and could also show a profit. But now the position is quite normal. If it wants to succeed, if it wants to be a profitable concern, it should be run on commercial lines. The administration of railways should be rational and economic and it should be run as private concerns are run, i.e., it should remove the grievances of third class passengers, stop corruption, increase the salary of low paid railway officers in order that they may not be corrupt and reduce the salaries of the higher officers. Sir, I may say from my own experience that I have seen high salaried railway officials playing bridge from morning to evening in their saloons, and they have got only one hour's work in the day. Nobody takes any notice of this. There is a surplus of officers who are wasting their time and doing nothing except enjoying club life and bridge; and they lose Rs. 20 or 30 a day on bridge. This I have seen with my own eyes. You cannot keep surplus officers and pay them high salaries and then say that it is a commercial concern.

Then, take the Indianisation of services. How can it be done when you earmark your money for Englishmen, for Europeans and for these highly paid officers, and still expect that your budget would be all right and you will be able to save money and do something for the masses? My submission is that you cannot do it. Unless there is a remedy for that you cannot get over the difficulty and it is going to be a losing concern. There is competition by motor cars and if you do not cater to the wants of the third class passengers and if you do not do it on a commercial basis, I think the railways must lose. It is not a case of one year; it is not a question of accident. I think rather that they should be awakened to their sense of responsibility. And what suggestions can we make? It

is expected of us that we should make constructive suggestions. If our constructive suggestions can be accepted, if out of ten even five of them can be accepted, we might be encouraged to make those suggestions. But we know that every year we make suggestions, every year we talk of third class passengers and of their grievances, but the only reply that is given, is, Yes, the Railway Department has got every sympathy but has not got enough funds and has got a deficit. And, then, there is the construction of saloons and the construction of special platforms. If these things go on, how can we be encouraged to make constructive suggestions? Certain constructive suggestions have been made by Honourable Members and they are not going to be accepted. Is there not unanimity of opinion in this House with regard to the loss on strategic lines, and has it not been the topic for the last five or six years? But what have Government done? So far as the military needs are concerned you cannot touch them; that is not a commercial concern. It must carry the military from one end of the country to the other; it must carry the army from India to Europe in order that the world may be safe for democracy. The world was going to be made safe for democracy but it has been saved for imperialism. Any department that you take up here, whether it is the medical or educational or railways, everything exists here for imperialism. But when our liabilities are to be increased, when our burden is to be increased, it is said that it is a commercial concern. Therefore, my submission is that whatever suggestions we may make, there is only one disease and that disease is imperialism. When the imperial motive underlies the railway administration, the railway administration cannot succeed, it must be a losing concern. But I think it is in the nature of things, so far as the railway administration is concerned, that if it is run on commercial lines it cannot but be a profitable concern. What we say is that our difficulties must be looked at and remedied. Railway timings are not fixed in accordance with the habits of Indians or according to the conditions of India. Every train must stop at Delhi for two hours and start at 10 p. m. so that the European guards and European passengers may have their dinner. They do not care if these trains pass through the intermediate stations at night and no passenger would be able to sleep.

Then, there is the question of reservation for the railway employees. I think there should be a rule that railway employees travelling first and second class may travel in those classes only if there are unoccupied berths, but they should not be allowed to get their berths reserved. What we say is that other passengers cannot get any berths if railway employees manage to get their berths reserved. And there is overcrowding not by the passengers but by the railway employees. Nobody pays any attention to this. In all the stations you will find that there are no covered platforms for third class passengers, and, however big the station may be, they have to stand under the heat and rain, and nobody cares for it. If the railway administration wants to succeed as a commercial concern, why should it not try to remove the grievances of third class passengers? The railway freights have been fixed in such a way that British trade may develop, so that it may help the British trade. Is it in the power of the Commerce Member to reduce the railway freights or to adjust them in such a way that Indian trade may develop? Has he got the power to go against British interests? I think it is quite useless to make any suggestions in this House so long as there are those interests over which nobody has got any control. And there is only one remedy for all these

[Mr. Sham Lal.]

departments. We should try to remove and destroy this vicious system. And unless it is destroyed we cannot get relief in any way; and, however sympathetically a Government Member may be inclined and however good he may be, it is not in his power and it is not at all possible for him to give this relief.

Mr. D. K. Lahiri Chaudhury (Bengal: Landholders): Sir, the Honourable the Railway Member said at the very outset that he has not got a cheerful tale to tell, and he certainly does not deserve any sympathy from this side of the House because of the huge deficit of 4½ crores. But I am thankful to him for making one nice observation in his speech as regards the privilege that the House has got at present of raising cut motions and discussing the railway finances. I will first touch this point very clearly and candidly. In this connection I will refer to the speech of Mr. Neogy,—who unfortunately is not in this House,—made on the 24th February, 1934, when he discussed the question of statutory safeguards for railways. In the discussion he expressed quite clearly and candidly what should be our position so far as moving our cut motions in this House is concerned. And I invite the attention of the House to that today because the Commerce Member himself has admitted that this privilege of discussing these cut motions should not be curtailed. I think this practice will continue and he also desires this system to continue, but how far it will be possible for me to develop the points properly within such short a time at my disposal I do not know. I am quite sure, however, that under the Statutory Authority the House will not be able to discuss the motions as it is doing today. That is a most vital point, and I hope the Honourable the Commerce Member will take note that under no circumstances should the privileges of this House be curtailed. One of the best privileges the House possesses is to move cut motions and raise matters of importance, e.g., public grievances.

I have no time to discuss the various aspects of this question as my time is limited. I must confine my arguments to the question of shortage of revenue due to short lead and long lead traffic. On this particular point, Sir, I can quote no better authority than Mr. Neogy who raised a discussion on it on the 24th February, 1934. He said:

“Sir, I remember to have read in the evidence, that was tendered before the Acworth Committee, statements made by responsible men, like the Chairman of the Board of Directors of the Great Indian Peninsula Railway Company, as it then was before it was taken over by the State, that the railways attached as great an importance to the handling of foreign traffic as to internal trade. Of course, it was not admitted that the Indian railways were neglecting internal trade, but it seemed to me, reading between the lines”—(and this is very important!)—“that they attached greater importance to foreign traffic, both inwards and outwards, than to the development of the internal trade.” (Cries of “Hear, hear.”)

When the Honourable the Commerce Member has admitted that there is world depression, does he not think it proper to give some facilities for the inward traffic? Instead, he suggests raising the rates. I would ask him in all earnestness: “Is it fair, when there is trade depression, that he should check the growth of agriculture and the advancement of Indian national industries?” That is a very important point. I hope the Honourable Member in his reply will satisfy the House about the argument that he used when he said that the decrease in income was due to short lead traffic.

I now come to strategic lines. There is a deficit on account of these lines. I think the railways get about Rs. 40 lakhs or so—I do not remember the exact figure—from the Postal Department for the Railway Mail Service. Why do they not take a similar amount from the Military Department for the strategic lines? The strategic lines are used, not for commercial purposes, but for defence purposes. Why should they not get some contribution from the Military Department, also from the Imperial Government, I mean the British Government? Why should the Railway Department be burdened with the expenses on account of these strategic lines which, as I have said, are maintained purely for the use of Military purposes and Imperial purposes as well? If this is done, I think the deficits can be lessened by at least a crore and a half of rupees.

The Honourable the Railway Member in his speech has thrown out a warning that there is going to be strict legislation for travelling without tickets and that he would introduce a Bill at an early date. He has given figures about the position on Indian railways in this respect. I would ask him in all earnestness whether he has found any other country in the world where travelling without tickets has been made a cognisable offence. So far as I can remember, his predecessor, Sir Joseph Elore, wanted to bring in legislation to this effect, but thank God he has not done so. It is preposterous to think that travelling without ticket will be made a cognisable offence and people will be sent to jail. I do not think such legislation prevails anywhere in the world. We know from experience—it has been said times without number—how irresponsible the executive is in this country. We know that the powers given to them are misused. If such legislation is brought in, would it not be a great hardship to the passengers and to the public, and would it not lead to the harassment of these passengers? Before legislation is embarked upon, I would like to know what is proposed to be done in regard to the railway employees who generally travel without tickets—I do not grudge them their passes. How far have railway employees misused the privileges given to them? If it could be calculated, I think the figure would amount to more than the figure the Honourable Member suggested as the loss due to travel without tickets. That is another point which I wanted to raise.

Lastly, I come to the rates and freights policy. About this I think I made my observations in 1933 during the course of the general discussion on the railway budget. The rates and fares should be revised and they require a thorough overhauling. Otherwise it is impossible to give any impetus to national trade, national commerce and national industries. As my Honourable friend, Sir Ghulam Hussain Hidayatallah, admitted, in the course of his nice speech today, the interests of the agriculturists, who form 85 per cent. of the population of this country, have to be considered. Their interests have to be looked into first, and every avenue should be explored to give impetus to Indian agriculture.

Mr. Sri Prakasa (Allahabad and Jhansi Divisions: Non-Muhammadan Rural): Sir, I heard with the greatest attention the speech that the Honourable the Commerce Member delivered the other day; and, later on, I read that speech with the greatest care. I should like to add my own word of congratulation to the Honourable the Commerce Member, but for reasons very different to those advanced by other Members of this House. I should like to congratulate him for his self-complacency. I should like to congratulate him also for his capacity to see the mote in

[Mr. Sri Prakasa.]

other people's eyes and refuse to see the beam in his own. I should also like to congratulate him for his power to put all the blame for all mishaps on others—from world depression to the ticketless traveller—and feel very self-righteous in his conviction that all that he does is for the good of the world.

I shall take his *betes noires* one by one and dispose them off. His first great objection is to the rail and road competition. I want to say, Sir, how this road-rail competition came into existence. In my province, an early Lieutenant-Governor, Sir John Hewitt, started the habit of travelling by car; and then the roads in the province got metalled and improved, so that he could travel in comfort. It is the usual habit with people to copy those in power. You know, Sir, that when royalty starts limping, everybody thinks that is the proper fashion and starts limping also. (Laughter.) When royalty undergoes an operation for appendicitis, that disease is supposed to be fashionable, and even those who have not an extra appendix get themselves operated upon. And so, when the Governor of a province starts touring about in motor cars, other people feel that they should do the same. The example is catching; and from private motor cars to public buses is only a small jump. Now, why should these buses and lorries be so much more popular than railways? The great thing about lorries is that there is equality. There are not four classes in lorries as there are in railways, perhaps in keeping with the four-fold division of the Hindu peoples. Except when an occasional policeman is made more comfortable than others and travels without paying his fare, everybody else pays equally and is supplied with equal accommodation. Moreover, the lorry-man is very courteous: he invites you with great enthusiasm and helps you to put your luggage and seat yourself comfortably. If railways also did the same, they would be equally popular. All distinction of classes should be abolished from railways. You know that in England they have only a first and a third class; and sometimes a second class for suburban trains. But here we have four classes. If we had only one class on railways, with perhaps an extra class at nights for those who pay a little extra and want sleeping accommodation, much of the trouble that we experience on railways would disappear. The difference in classes results also in difference of treatment meted out to the different classes of passengers. For a railway official it should really make no difference whether a man travels first or third class: his sole duty is to accommodate a passenger in the class he has a ticket for and make him as comfortable as circumstances will allow. But what does actually happen on platforms? When there is a first class passenger, the whole lot of officials attend to him in order to try to make him comfortable, and hundreds of third class passengers are left to shift for themselves. That is the cause why railways are so unpopular. A little bit of Communism would improve our railway administration a great deal. There are no deficit railway budgets in Russia; and third class passengers have got good accommodation and are looked after as anybody else would be.

It would also be a good thing to abolish all special saloons. These set a bad example, and make railways unpopular. Then, there should be also an equitable distribution of expenditure on various types of railway stations. In my province, we have got two huge stations at Lucknow and Cawnpore which cost, I understand, about 60 lakhs of rupees each. . . .

Dr. Ziauddin Ahmad: Two crores.

Mr. Sri Prakasa: I was given to understand that each cost 60 lakhs; but my Honourable friend, Dr. Ziauddin Ahmad, knows more mathematics than I can ever hope to know; and so I shall take his figures. Two crores have been spent on these two stations; and they are no better than the stations we had before, so far as convenience and accommodation are concerned. Small stations continue ill-lighted, ill-equipped and ill-cared for; and very often there are accidents, because there are not over-bridges there. If we had an equitable distribution of expenditure, we should all be happy.

Next comes the great *bete noir* of the Honourable the Commerce Member: it is the ticketless traveller. Personally I have the greatest respect for the ticketless traveller. I admire his courage, for I never had that courage myself. Only once, I happened to be a ticketless traveller in circumstances so lucidly described by my Honourable friend, Sir Leslie Hudson. I could not get a ticket at the last moment at the Etawah railway station, and jumped into the train. There were friends who had come to see me off and I requested them to inform the guard that I was travelling in the train in that predicament. At about one o'clock at night, a travelling ticket examiner came in: I explained to him the circumstances: he would not believe me. I said: wait till the next station is reached, we shall speak to the guard. He said the guard had no business to hear anything on this subject. The intermediate class fare between Etawah and Aligarh, to which station I was going, is Rs. 2-8-0. He charged me Rs. 2-8-0 for the fare, Rs. 2-8-0 extra as penalty, and another Rs. 3 for not booking. I quietly paid the total sum of Rs. 8, because the ticket examiner was creating a scene and I was feeling rather funny in the midst of a crowded compartment. What happens in other countries? In other countries, you are only charged the exact fare. Why should not our railways do the same when a man is travelling without a ticket? You just charge him what he should have paid at the start. If he had to pay Rs. 2-8-0, he pays Rs. 2-8-0, and there is an end of the matter. There should be nothing disreputable about being found in such a position when you were really not able to secure a ticket at the start that you wanted to have. To charge a man Rs. 8 for a fare which should have ordinarily cost Rs. 2-8-0 is, I think, monstrous. It is dacoity; and my Honourable friend, who has waxed eloquent against the ticketless traveller and has called him a thief, should realise that other people who charge so heavily are thieves of a worse variety. There should be no penalty imposed. The Government of India are very fond of penalties. In England, if an envelope is not properly stamped, you pay at the other end just the amount that should have been paid by the person who sent the letter originally. So also in railways. But, here, there is always a penalty. If you get a bearing letter, you pay twice the money that should have been paid originally. If you are found travelling without a ticket, even in the most *bond fide* of circumstances, you pay double, *plus* the penalty for non-booking. These things make the railways exceedingly unpopular.

Then, you get into other sorts of trouble also. A friend of mine who is very conscientious—over-conscientious in fact—was once not able to get a place in a second class compartment and so entered a first class.

[Mr. Sri Prakasa.]

This was on the Bengal and North Western Railway, popularly known in my province as "Bewakuf Nalayak and Wahiyat (*i.e.*, foolish, incapable and absurd) Railway." He informed the guard of this when he got off at Allahabad, he went up to the guard and said: "I travelled first class, as I informed you. Please take the extra money." The guard said: "Hand over a rupee to me and be done with it." He said: "No, you must charge me what I should pay and you should also give me a receipt." The guard got angry and so he charged him the extra fare as well as penalty, refusing to acknowledge that information had already been given to him. So that, if you are honest that way, you get into further trouble. These things have to be remedied. What is the use of bringing in legislation and harrassing people and not seeing the faults that are your own?

As regards weighing, the Honourable the Commerce Member is very angry at under-weighment. So far as I have observed, if the luggage of a first class passenger is weighed, it will always be found more than a maund and 30 seers that he is allowed to carry. But a first class passenger is always a hectoring individual; and he manages to go through without much trouble; and all the faults of commission and omission fall upon the poor third class passenger.

Mr. Deputy President (Mr. Akhil Chandra Datta): The Honourable Member has got only one minute more.

Mr. Sri Prakasa: All right, Sir. So, Sir, what our friends should do is to make their railways more popular. They should also have an equitable division of salaries. If you go to the Railway House at Calcutta, you find a lot of Boobies sitting behind their tables without any papers and with practically nothing to do. They are all getting large salaries; but if you enter the clerks' rooms, you find these poor ill-paid people over-loaded with papers and with trouble. Therefore, Sir, you should maintain a better proportion in salaries. By that means you will be able to save a crore of rupees at once. If statistics are taken, I do not think the Honourable Member will find that anybody whose salary was cut before (and has now been restored) had died of inanition or starvation during the years of reduced salaries; and if these people could live all right during those two or three years, they can certainly live now when prices are much lower.

Then, Sir, the railways should also be used for educative purposes. At the Summer Hill Railway Station, I found a very good notice put up. Courtesy, the notice said, pays, and it enjoined on the railway officials to be scrupulously helpful and courteous. The railways can also be used for purposes of educative propaganda, for teaching passengers simple civic rights and duties, for teaching honesty, cleanliness, etc. If the railways want to become more popular, then the authorities should also consider the convenience of the travelling public. Sir, latrines are an important part of human economy, and on railway platforms, you find all open latrines exposing persons, who use them, to each other. These exposed latrines should be eliminated; and arrangements made for proper privacy and decency. Steps should be taken to prevent overcrowding compartments, Sir, should be kept clean and. . . .

Mr. Deputy President (Mr. Akhil Chandra Dutta): The Honourable Member will kindly conclude now, as his time is up.

Mr. Sri Prakasa: Very well, Sir. Comfort and convenience of the public should be taken into consideration. Wire boundaries along railway lines should be constructed to prevent accidents; *Dharamshalas* should not be blocked by walls built by the railway, as the one at the Etawah railway station has been. Bridges for pedestrian traffic should not be closed, as the one over the Jamna near Kalpi was recently closed. If the welfare of passengers is also looked after, railways will undoubtedly become popular. I hope, Sir, these few suggestions will be taken to heart by the authorities. I had a number of other suggestions to offer, which, for want of time, I am sorry I cannot make now; but even if the few suggestions I have made, within the brief time at my disposal, are given effect to; if proper arrangements are made for the supply of good food on railway platforms; if *begar* (forced labour without payment) is not taken from porters by railway officials and porters are enjoined to look after passengers; if uniformity is maintained between the various railways as regards fares, etc., and there are no confusing and complicated rules about alternate routes and break of journey, as there are on the East Indian Railway;—if all that is properly done, then the railways will become really popular; but, if not, then the railways, along with the Government that runs them, are all bound to go down together.

Maulana Shaukat Ali (Cities of the United Provinces: Muhammadan Urban): Sir, I don't want to make a long speech

Mr. Deputy President (Mr. Akhil Chandra Dutta): The Honourable Member wants only five minutes, the Chair supposes.

Maulana Shaukat Ali: Yes, Sir. I do not want to take more time of the House. I did not hear the maiden speech of my Honourable friend, the Commerce Member. I was absent. Further, no papers were supplied to me, and I got them only today. Therefore, with these handicaps I am not going to criticise my friend, the Commerce Member. I only want to help him a little if I can. He has come from public life. He has not been an official, and for these reasons, he has my sympathies. Further, Sir, I want to mention, one other fact, and it is this. He and I are Muslims, and we Mussalmans have a way to deal with our budgets. We begin our yearly family budgets either with a minus balance or with a zero,—at least I do so. My friend knows it, but somehow we manage to get along by adopting the golden rule which I mentioned the other day in this House,—but nobody will take any wisdom from poor me, and, therefore, I would like to emphasise the fact again today? and like a true God-fearing Muslim, I advise "When you have money, spend it; when you have got no money, starve." (Laughter.) Either you should have *Id* or *Ramzan*". And I would suggest to my friend that he and the Railway Department must fast and have *Ramzan* for a whole year. (Laughter.)

More, I should like my friend, the Commerce Member, to Indianise all the railway services. For one special reason at least I should like all the railways to be Indianised as early as possible. At the same time, I would suggest something else for the Indian officials who are working in the Railway Department. I do not know the figures; I have not studied

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them, but I do suggest that, when there is a deficit of 3½ or 4 crores of rupees, when there is not enough money, and when there is no likelihood of making any more money in the near future, then you should cut down your expenses. The best thing you can do is to leave the poor railway servants alone without touching their salaries. People who get Rs. 100 and under should be left alone. Those who get between Rs. 100 and Rs. 200, their salary should be cut down by two per cent; on those, who get between Rs. 200 and Rs. 500, a cut of five per cent. should be imposed and on those, who get between Rs. 500 and Rs. 1,000 a cut of ten per cent. should be imposed, and on those, who get Rs. 1,000 and more, there should be imposed a cut of 15 per cent.. If I got these salaries I would gladly have agreed to these cuts. I do not know exactly how much you will be able to save that way, but, if my friend has got the courage to do it,—and he must have the courage to do it looking to the present financial position of the railways, then alone financial position can be improved. When things improve, when you are in a better financial position then you can have *Id* and give it to them for the whole year; but when you have no money, it is not fair that you should be merry at the expense of the poor tax payer.

Now, Sir, as regards Indianisation, and why I want Indianization, I will say that if they were all Indians in the Railway Department getting Rs. 200, Rs. 300 and Rs. 400 and more,—and I include my brothers of Anglo-Indian community also in that category as they too are Indians,—they could easily make a successful effort to cut down their expenses so that they will not feel the cut in their salaries which I have suggested. I would suggest, Sir, instead of penalising the ticketless travellers, you should penalise every one of those people getting Rs. 200, Rs. 500 and Rs. 400 and more who keeps a whisky bottle in his house. Let them use plain water for one whole year. In that way, they can cut down their expenditure and also improve their health. I am surprised, Sir, that these people are not able to live with smaller amounts. I have lived well, I have lived with princes, I look a very prosperous man—more than many—don't I in this House? But I have also starved when occasion demanded it; and I know this much that most of the money that the Government are paying to their highly paid servants is practically wasted in such useless luxuries as alcoholic drinks, furniture, clothes, etc., instead of saving it for beneficial purposes like the education of their families, and so forth. I think it will be a good thing for them if their salaries are cut down, and they should be made to live within their income. I want to suggest to my Honourable friend,—I don't want to criticise him—he has come straight from public life,—let him have the courage to cut down the high salaries in his Department, then his department and the whole country will be the happier.

Mr. Muhammad Nauman (Patna and Chota Nagpur *cum* Orissa : Muhammadan): Sir, it is really unfortunate for anybody in the House to deal with a "Deficit Budget" of about five crores and odd. Of course, we must appreciate the frank nature of the statement given by the Honourable Member in charge of the Department, but probably we would not agree with him when it is said that a sincere effort has been made to improve the financial position of the railways, and, inspite of this, the deficit has existed and continued during the last four or five years.

One of the arguments advanced is the fall of traffic due to world depression. But things should have improved by now when the depression is practically ending, and we business people do feel that the world is settling at a certain level to which it had reached as the result of world's depression parity prices. The commercial world feels distinctly that the price level has settled down and the volume of business is gradually increasing although at low level of prices, and the Honourable Member himself knows by the report of the different commercial departments which he holds in his portfolio. We agree that in certain respects the depression still exists, and specially on the value, but freights are charged on the weights and dimensions and the railways should have improved their earnings with the improvement in the volume of trade. For example, if they lost money on cotton, they should have compensated on sugar. When we used to import our sugar from Java mostly, the distribution was not so much through the railways but through the steamer companies from ports. But when the sugar factories are located in such places where there is no chance of steam-ships, the railways are the only convenient distributors, and that should have compensated for the loss that they incurred on the cotton. Probably, the railway authorities have never considered this point of view on commercial basis and never made such freight and rate adjustments. Though they do claim that they are run on a commercial basis, yet I would agree with the suggestion of some of my Honourable friends that they are more imperialistic than commercial. They never care to consult responsible commercial communities about traffic and freight questions even in their own interest of earning. In the case of hides and skins, their rate is so high that the rates between Calcutta and Madras by railway and by steamer differ by about two or three times, and we cannot see how skin merchants can help the railways by sending their goods by rail when the rates are so disadvantageous. From the Punjab and the United Provinces the rate of sending stock to Calcutta is equally exorbitant. Business from the Punjab has practically stopped since the last few years. The Honourable Member would not be surprised if I make the statement that the rates are the same as they used to be during the war when the prices of hides and skins were five or six times more than they are today. A single piece of hide on the average used to cost about Rs. 6 or 7 in 1918 and 1919, whereas the average cost today is about Rs. 2, and still we have the same amount of freight on our hides. It is one rupee per piece from Cawnpore to Calcutta, and this makes business impossible on many occasions. We cannot compete with African hides, not because their hides are cheaper to produce, but because they have not got the same inland freight expense as we have here in India; although the hide is produced cheaper, our freight makes it so expensive that we can not compete in world parity prices.

The Honourable Sir Guthrie Russell has referred to the question of oilseeds. He said that France, one of our chief buyers, started production in her African colonies, but he probably forgot to ask to himself why France was compelled to do that. Who is responsible except these high railway freights? The railways are responsible for compelling France to develop her own cultivation in oilseeds in Africa. The freight on oilseeds from Cawnpore to Calcutta in 1933 used to be the same as between Calcutta and Marseilles. If the railways had only worked on a commercial basis, this thing would not have come to pass. If the railways were owned by private persons, they would have considered this matter with the view of a business man. As regards hides and skins, I can assure you that

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only the removal of the five per cent. duty, which was done last year by the far sighted policy of the Honourable Sir James Grigg, has been able to build up a trade in skins to the extent that our exports this year is the highest since the last 25 years. In the same manner, if rates and freights for railways were adjusted after consulting the commercial communities, it would bring more income to the railways, and, at the same time, develop the entire trade of the country. I may further say that the commercial community feels that railways are in many respects responsible for decreasing the volume of Indian Export and Imports by giving no facilities in their way on commercial basis. I submit, Sir, that the top-heavy expenditure is also responsible to some extent for this deficit. If it had been a question of a private company, probably they would not have allowed under the present conditions such high expenditure as the State Railways are having. Railways, which are privately owned, like the Martins and others, are not running on such big deficits.

Mr. P. R. Rau (Financial Commissioner, Railways): Is the Honourable Member aware that most of these small lines are running at a deficit and that they have been subsidised by the Government of India?

Mr. Muhammad Nauman: In the last few years they might have been subsidised.

Mr. P. R. Rau: The last four or five years at least, I am sure.

An Honourable Member: They are all equally bad.

Mr. Muhammad Nauman: That might be, in some respects, but my impression of things is that the top-heavy expenditure of State Railways is really responsible for the deficits to some extent, and there are too many *burra sahibs* in this department. I do not grudge any expenditure on the experts, or on the engineers or locomotive people, but I believe that those people, who have only big files and normally do no work, should be chucked off, or at least their salaries should be reduced. The cuts which you had only for a few years did not make anybody poorer for the reduction in their salaries. My suggestion is that Government should consult the commercial communities in order to run the railways on a commercial basis, and, for that, my personal idea is that you should have a committee of the members of the different chambers of commerce, the Associated Chambers, the Bengal Chambers, the Muslim Chamber of Commerce, Calcutta, the Marwari Chamber of Commerce, and they will be better able to advise you on the question of rates and freights.

Prof. N. G. Ranga (Guntur *cum* Nellore: Non-Muhammadan Rural): What about agriculturists and peasants?

Mr. Muhammad Nauman: Their interests would be safeguarded by the commercial communities.

Prof. N. G. Ranga: No, no.

Mr. Muhammad Nauman: As I have already said, Sir, the chief cause of deficit in the railway department is the lack of commercial investigation and the top-heavy expenditure with red tape arrangement. and I would

request the Honourable Member to have a committee of business men taken from different chambers of commerce and to adjust the rates and freights after consultation with them and improve the finance of railways with their advice and suggestions. With these few words of suggestion, I resume my seat.

Lieut.-Colonel Sir Henry Gidney (Nominated Non-Official): Mr. Deputy President, the bouquet I have pleasure in presenting to the Honourable Member is rather a mixed one. It consists of flowers of congratulation and flowers of sympathy—congratulation in respect of the very frank, bold and courageous manner in which he has placed all his cards on the table and in which, for the first time, I think, in the history of this Assembly, the Railway Member has taken the House into his entire confidence. Apart from this, I desire to take this opportunity to express to the Honourable Member the great sense of satisfaction, security and happiness that has been created in the minds of the railway staff by the fact that he alone has made it possible to be approached by any employee who has a genuine case of injustice or grievance. It seems, Sir, that today it is easier to approach and secure an interview with the Honourable Member than it is to approach even the Divisional Superintendent of a railway. It is well known how impossible it is to approach the Agent or a Divisional Superintendent, and I hope that all railway officials will take the lesson that has been taught them by the Honourable Member. My flowers of sympathy to the Honourable Member is emblematic of what he has been called upon to administer and what is practically the wreckage of a once flourishing administration.

One has to take his mind back for a few years to realise that the Railway Administration, when it was not saddled with such a top-heavy Railway Board, was able to pay money to the general revenues of this country. Today, its history is indeed a sad and lamentable one. But it will serve no useful purpose if I were to probe into the causes that have led up to this lamentable state. Suffice it to say that today we see a deplorable condition of poverty due to the cumulative effect of inefficient administration of our railways for years past. In 1905, when the Railway Board came into existence it consisted of a Chief Commissioner and a few officers. Today it has developed into an enormous office, with a large number of officers and staff, in fact a staff whose chief duty it is to duplicate, triplicate and even quadruplicate the clerical work of the Heads of Departments of the various railways. Any one who carefully reads the Honourable Member's report will come to one conclusion, that is that the Railway Board stands self-condemned, and, in connection with this, I will read what Sir Guthrie Russell said in his budget speech in the other House. This is what he said:

"In my remarks on net earnings last year, I emphasise that if the railways in India were in the position of a private concern, they would, in spite of trade depression, have money available for dividends, and the same is true this year."

If I were to give short shrift to the railways, I would ask it to go through the Insolvency Act and close down. But we are not here to destructively criticise. I am out to help the Honourable Member who is out to help us and the revenues of this country, and it is in this spirit that I am attacking his budget report. The statement of Sir Guthrie Russell which I referred to just now is a self-condemnation of the inefficient administration of State Railways. When Sir Guthrie Russell made this statement, he must also have been aware of the fact that every company, which declares a dividend, also allows for depreciation, reserve, etc., and it is

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only the net profits which are available for dividend. I, therefore, cannot agree with him when he says that the deficit is attributable to the fixed interest charges which the Indian Railways have to meet. I attribute it to the inefficient manner in which the Indian State Railways have been and are being administered. I do not mean thereby that the officers who are working on the Railway Board are inefficient. On the contrary, they would bear favourable comparison with the administrative officers of any Company-managed Railway. It is the policy which underlies this State administration that I blame and that I am attacking. No business concern such as State Railways are supposed to be, can be run efficiently on the present basis or if it bends to every political pressure either in India or in England. Politicians are not business men but have personal interests to defend and protect. They must remember that if railways are worked at a profit, the profits which will accrue must go to swell the general revenues of the country. Instead what is happening? The State Railways are drawing for their very maintenance on the depreciation fund, a fund whose existence is in my opinion rather doubtful. It is said to have been accumulated during the years of prosperity. If, as I have said, the depreciation fund is not in existence, then the railways are actually insolvent and in debt. The remedy is obvious. But we must not talk any more of taking over any more Company-managed railways which are working at a profit, although subsidized by Government, and wherever possible, even in the matter of the administration and day to day working of the State Railways, it would be to their benefit if they adopted the system that is prevalent today on the company managed railways, or failing this go through the Insolvency Act and shut up shop.

Sir, there is far too much centralisation of railway administration, and yet, what did the Inchcape Committee recommend? It
4 P.M. recommended the very opposite, viz., that:

"Agents of Indian Railways should become General Managers and be made responsible for the administration, working and financial results of their Railways and should be free to conduct their undertakings on a commercial basis",

and that

"In a country like India with its vast territory and differing people and circumstances, it is an impossibility to control the detail of all the Railways from Delhi and Simla as at present."

There can be no greater condemnation of the present system than the speech of Sir Trevor Wynne's speech at last year's Annual General Meeting of the Bengal Nagpur Railway held in London. Instead of acting on the Inchcape recommendations, what has the Railway Board done? They have, in the course of the last few years, developed the Railway Board into an enormous bureau with Directors, Deputy Directors, and so on, for every department of railways, traffic, commercial, establishment, mechanical engineering, civil engineering and superintendents for each branch. I ask, why duplicate all this work in the Railway Board when every railway has its own respective traffic (transportation), traffic (commercial), civil and mechanical engineering, etc., officers, chiefs, deputy chiefs (in some cases three) besides the divisional heads. Thus, whereas the Inchcape Committee desired decentralisation of railway work, the years that have followed have witnessed the gradual strengthening of the Central control, with the result that we have, today, duplication of the work that is performed by the divisional heads, by the chiefs and deputy chiefs at the

headquarters of the railways and triplication of the same work at the Railway Board by these directors and deputy directors. It is not fair to talk of deficit budgets and pretend to explore means of economy in administration when the Railway Board is culpably guilty of extravagance—of financial profligacy in their own staff. We have but to read the history of the Railway Board for the past 30 years—since 1905 and we shall see what a sad history it is, but I leave that part of it alone.

Let me come to the next factor one which I look upon as the most important in my speech. It deals with a very important aspect of railway policy, one that has been in operation for the past ten years. I refer to the recent effort to reduce and standardize the salaries of the staff. It is all very well for the Government in the Railway Board to say that they should cut their coat according to their cloth, but I should like to add it should be the object of the Government and of this House to see that that coat is well fitting and is not misfitting. At present, what do we find? I refer to the staff employed on the railways and their revised scales of salaries and which I would call starvation wages.

Let me divide them roughly into three categories, (1) menials, *i.e.*, those who receive from Rs. 10 to Rs. 15 per mensem irrespective of communities, (2) subordinates who receive from Rs. 30 to Rs. 400 per mensem and (3) officials who receive from Rs. 250 to Rs. 1,500 or Rs. 3,000 and more per mensem. I leave the officials alone, because all officials can, if they so desire, live even with their families on an initial salary of Rs. 250 per mensem. Let me first take the menial staff, and here I was very glad to hear what my friend, Dr. Ziauddin, said. I also feel that in what I am about to say I am whole-heartedly by the Federation of Railway Unions, and I think my friends, Mr. Giri and Mr. Joshi, who represent labour will also support me. In this connection, might I add that I agree that India, in its present state of economic depression and unemployment, can supply millions of illiterate workmen who can clean an engine and rub the brass plate and are glad to accept a wage from Rs. 10 to Rs. 15 per month, but let it not be forgotten that the policy of the railways today to have this, the 'cleaner menial', as the bottom rung of railway service, at least in the Loco. Department. I do not suppose the Railway Member will deny that in accordance with his present scheme of recruitment the Loco. Foreman of the future has to start his life as a cleaner on Rs. 10 per mensem. I ask this House, can you conceive of a young man (*e.g.*, an Anglo-Indian) whose education cost him from Rs. 40 to Rs. 50 per month and whose minimum cost of living would be about Rs. 60 as a bachelor, starting life and existing on a salary of Rs. 10 to Rs. 15 per mensem—especially when I add that from that ill clad, ill-housed, ill-nourished lad who is possibly sowing the seeds of consumption in his constitution, alone will also be expected as a term pre-requisite to his employment on Railways, the duties of an efficient member of the Auxiliary Force, the second line of defence to the British Army. It is preposterous—it is impossible.

Then, there are the subordinates who start on Rs. 30 per month and receive an yearly increment of Rs. 3 rising up to Rs. 45, an efficiency bar, and then by a bi-annual increment of Rs. 5 up to Rs. 65 per month which salary is obtained after nine years' service. Can this House honestly say that an educated man, of any community, educated up to the matriculation standard or higher, which the minimum standard required for all departments, with a family, which he will undoubtedly have by the time he completes nine years' service, will be able adequately to feed, clothe and

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educate his children (especially with the high cost of education which obtains in Anglo-Indian schools), and in the case of the Hindus and others, maintain his family under the joint family system, especially if he is the only earning member of the family, on this meagre salary, which ranges from Rs. 30 to Rs. 65 in nine years? Sir, I submit that this is not only courting disaster and asking the impossible, but is contrary to the well recognised principles of honest and decent living, and it is against the policy of any civilised Government, whose duty it must be to raise the standard of living of the people under their governance. And yet the Railway Board asked the Federation of Railway Unions when they stressed this point for proof to show that these revised rates of pay are insufficient and should be improved. We have also heard the Honourable the Railway Member and other members of this House today asking us to cry a halt in labour legislation. Instead of a halt we need a rapid advance. Sir, I say, without fear of contradiction, that the Government of India by imposing these standardised low salaries are lowering the standard of living of its employees to the depths of degradation (Hear, hear), and I would seriously warn the Government that in its quest for economy, the more you reduce the salary, the bigger the temptation you offer to the workmen to indulge in bribery and corruption. Let us recall in this connection that the Posts and Telegraph Department today shows a record of honest work—the result of the payment of honest wages. Evidence of the dangers attendant on this low wage is forthcoming not only in the enormous increase in the detected cases of ticketless travelling during the past decade, for it is stated that, whereas, in 1925, such cases numbered 17½ lakhs, today it is 27 lakhs, but also in the loss of revenue due to under weightment of goods by dishonest staff. One would imagine that with the introduction of the crew system and other means which have recently been introduced, that it would have checked this encroachment on railway revenues. Instead of which, what has happened? The loss has steadily increased. The Honourable Member estimates the loss under this head at half a crore. I entirely differ. These refer only to the detected cases. But there must be hundreds of thousands of cases which have not been detected—cases of ticketless travelling undercharging of freight through under weightment, etc. There are also other forms of frauds which are perpetrated with the aid of the staff which have obviously not come to the knowledge of the Railway Board. But the sources of these frauds lie in the unwise policy of the Railway Administration in introducing the inconceivably low rates of revised pay. I ask how does any Government expect a man getting Rs. 30 per mensem under the revised rates of pay, who has got to do the same duties as a man receiving perhaps Rs. 100 per mensem now, by virtue of the accident of his having joined before 1931, to do his work honestly and efficiently? The intelligence which he possesses is naturally devoted to finding ways and means to make both ends meet and not to improving the revenue of his employers. This may not of course be true of all, but even the honest man will be in time forced to adopt these unorthodox and dishonest practices when he finds his progress by honest means in the service has been so slow as almost to exasperate him.

When the Labour Commission visited this country, all communities and grades of railway employees submitted petitions and memoranda and in all these representations all were agreed on one thing, viz., that salaries especially initial salaries should be proportioned according to the minimum

standard of living. Now, the Railway Board has taken no notice of this and in its recent reduced standardised wages, these memoranda and petitions have been ruthlessly thrown aside and the Railways have decided to give their Railway servants—subordinates in particular—wages on which they could not possibly exist much less live and develop, and in proof of this statement I would refer to a little table of facts which will rather astound the House. In the case of all first class railways, including the Jodhpur and Nizam's railways, we have the total revenues of Rs. 90 crores, with the working expenses as Rs. 64 crores. The expenditure on the staff (as my Honourable friend Mr. Das has given) is Rs. 33 or 34 crores. Now let me try to show to this House that in that staff, which costs Rs. 34 crores, there are 1,888 officials employed, at a total cost of Rs. 3,12,00,000 per annum or one tenth of the total cost on the staff on railways. There is in addition a staff of nearly seven hundred thousand subordinates including menials which costs Rs. 31 crores per annum. This works out as follows: the average cost of salary of all officers is Rs. 16,000 a year or Rs. 1,300 a month, whereas the subordinate and menial staff costs Rs. 488 a year each or Rs. 40 a month; that is to say, the average pay of the subordinate staff is 3 per cent. of the average pay of the gazetted officer. Can this state be paralleled in any other railway in the world? And yet we have people on this side of the House and the Honourable Member crying for a halt to labour legislation. Sir, if from these figures there is one thing which is abundantly clear and if there is one warning we can give to the Railway Board, it is this, that if this policy of reduced salaries is continued, you will in time certainly save 3 crores in the salaries to your staff, but you will by inviting dishonesty and corruption lose many more crores of rupees in revenue.

I have no time to say anything more or to offer constructive criticism, but I do wish to place the very serious aspect of the matter before the Honourable Member in all seriousness and with all the emphasis at my command, not in a carping spirit of criticism but in a spirit of co-operation and advice and irrespective of any community. Let me repeat it: "Do not starve your railway employee by offering him a starvation wage, or you will starve and ruin yourself in doing so" (Loud applause.)

The Honourable Sir Muhammad Zafrullah Khan (Member for Commerce and Railways): Sir, I am sure, Honourable Members will recognise that, at the end of the day's discussion, it will not be possible for me to follow Honourable Members who have taken part in the discussion into the more detailed criticisms which they have offered on the railway budget. Sir, while I have listened to the debates, my feeling has been that if the shareholders of a Company, who had as much capital at stake as the railways in India have, had gathered together at a general meeting and had been discussing the balance-sheet for the last year, they would have been far bitterer perhaps in their criticisms, and would have exhibited far more irritation over the state of affairs than Honourable Members have done. I am, therefore, grateful to Honourable Members that, throughout the discussion, they have avoided any exhibition, either of bitterness or of irritation, and though they have, representing as they do such a variety of interests, sometimes expressed views which were contradictory of each other, they have made every possible effort to help me with suggestions which, in their view, might contribute towards a betterment of the position in which we find ourselves. They will also realise that when they stress the fact that a good many of their suggestions are not given effect to, the reason is not that the

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Administration looks unsympathetically at those suggestions; the reason is very often inherent in the situation itself. To begin with, all suggestions put forward cannot possibly be given effect to; as I have said, some are contradictory of each other. Again, even those, that are not contradictory of each other, are sometimes not capable of being given effect to, having regard to the vast system of railways in India, any drastic interference with which is likely more to upset things than to reform them. I wish, Sir, in making a few observations at this stage, on the various criticisms that have been put forward, to offer a few general remarks, relating to the general criticisms of those matters that were mentioned in my speech, and, in the course of these observations, I should like to clear up one or two misapprehensions that appear to have arisen in the minds of some Honourable Members, though I do not imagine that the House generally is under any of those misapprehensions.

Now, Sir, it has been said: "You have said in your speech that you propose to raise freights and fares, but in doing so you must not overlook the law of diminishing returns, lest you should, in the end, be disappointed and you should take care not to injure the more vital interests of the country, and, in trying to secure a little additional income to the railways, cause more harm than the gain that might result from it." Well, Sir, so far as that is concerned, may I draw the attention of Honourable Members to the fact that we have had that in view—both these aspects—already. As a matter of fact, I did say in my speech:

"As a result of the examination of their tariffs undertaken by the Railway Administrations, it was found that there was no great scope for an increase in freights without risk of undue hardship to trade or further reduction in earnings."

So, both those factors were taken into consideration and that was the result arrived at. No doubt I went on to say:

"Nevertheless, Railway Administrations are taking steps to make small increases in their freights where these are possible without involving a risk of one or other of the contingencies to which I have referred."

In considering that question, I am sure, the Railway Administrations will keep both these considerations in view.

Sir Ghulam Hussain Hidayatallah: Has not the North Western Railway raised the freights on wheat?

The Honourable Sir Muhammad Zafrullah Khan: I made a note of the Honourable Member's criticism, and I am coming to that presently. Then, with regard to two of the factors to which I referred, during the course of my speech, introducing the railway budget, there is a likelihood of some misapprehension to which expression was given in passing by one or two Honourable Members. Those were my references to world depression and more particularly to the policy of self-sufficiency and the development of internal trade and production in the country. Now, I am quite sure that I tried to take care that I should not be misunderstood on that point. I wish to avail myself of this opportunity to make my position clearer with regard to that matter. One Honourable Member observed that while putting forth the reasons of the decrease in railway earnings, I forgot my position as Commerce Member. I certainly

did nothing of the sort, and I do not think there is anything in my speech to suggest that I have in any way condemned that policy or the continuance of that policy—or said anything to show that I would wish to see that policy altered. I was merely detailing one of the reasons which have reacted upon the railways without saying that I desired that that should in any way be altered. As a matter of fact, I was careful enough to point out that we were all hoping that, if as a result of that policy, as we expect there was a general increase in prosperity, railways shall get their due share of it. I hope, Sir, there would be no misunderstanding on that point. With regard to the co-ordination of road and rail transport, some Honourable Members observed that in making reference of these matters as well as to ticketless travellers and underweightment and mis-declaration of goods, I have merely tried to lay the blame on other shoulders. It was not in that spirit that I put forward those suggestions. With regard to motor transport and the competition that the railways have been experiencing from that kind of transport, I realise fully that even if the railways desired it—and there is no desire of that kind on the part of the railways—this competition has come to stay (Hear, hear), and, in the fact of that competition, there is nothing inherently to be sorry about either on behalf of the railways or generally on behalf of the country. (Hear, hear.) Railways do not desire to see that kind of competition eliminated; what they desire to see is that it should be put on a fair basis, and I shall presently explain what that desire amounts to. As I have said, this form of transport has come to stay and this form of transport serves many purposes which the railways would not be able to serve if it went out of use altogether. But it will be recognised that this form of transport is not subject to many of the restrictions and controls imposed in the interests of the users of the railways which ought certainly to be applied to this form of transport also. For instance, with regard to safety regulations, there is no kind of control over the road bus, and though there are regulations with regard to the number of passengers or the quantity of goods that a particular class of bus might carry, yet there is great laxity in the enforcement of these regulations.

An Honourable Member: The regulations are too severely enforced in the case of the bus. There is too much police interference.

The Honourable Sir Muhammad Zafrullah Khan: I will not, whatever the true reason may be, merely in order to show that the railways are at a disadvantage in this matter, throw the blame on some other department of Government. But I do submit that whatever the nature of those regulations, the enforcement of these regulations is extremely lax. With regard to this and similar matters, railways desire that there should be co-ordination of policy between the Central and the Provincial Governments. The Provincial Governments are doing whatever they have so far found feasible to help towards such co-ordination being put into practice. But as I have indicated in my speech, further steps will certainly be necessary if motor transport is to be put on a fair competitive basis with railways. It was said: "Well, there were the roads already and who has brought in motor competition? The richer people who started using the roads for that purpose". But, as I have said, the complaint is not that the roads are being used; the roads being there must be used, and wherever there is further necessity of other areas being opened up.

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by means of roads, I have not the slightest doubt that Provincial Governments will do whatever is necessary in that direction. The real need is that whatever form of transport is available should be directed to the service of those areas where it would yield the maximum of return and also yield the maximum of service with regard to passengers as well as with regard to goods. That is the sort of co-ordination that the railways desire. If, inspite of such co-ordination, inspite of motor transport being placed on a fair competitive basis with railways, the railways continue to give way to road transport, the problem will have assumed a much bigger form and the time will have come to consider whether it was necessary to continue railway transport at all. If the railways were to put forward the case that they could not make both ends meet without a degree of control which would prohibit this kind of competition altogether, I think, the stage would have been reached when the railways would have to be scrapped.

Again, with regard to ticketless travel, it has been said why blame the ticketless traveller, why try to vent your anger against him. Well, Sir, it is no question of venting one's anger or one's irritation against the ticketless traveller. There is an appreciable amount of leakage of railway revenues in this manner, a kind of leakage of revenue to which motor transport is not subject. It is not a case of co-ordination of railway and road transport, but, there being such an evil in existence the railways must do all that is necessary to put an end to. I have explained in my speech that for a long number of years, this evil has affected the income of railways, and Government have been reluctant to introduce legislation for the reason that they wanted other remedies tried before stricter legislation was introduced to check this evil. Various Honourable Members have suggested that while we might try, we would not be able to eradicate this evil altogether or even to a considerable degree. I myself do not think that this evil could be eradicated altogether in the sense that a day will arrive when not a single person will travel on the railways without a ticket. Human nature being what it is, I am afraid that it is too high a standard to expect of it. But I do believe that, with a stricter measure of control, the leakage will not be as great as it is today, and I was careful enough to say in my speech that this kind of legislation should be given effect to and these powers should be given to the railways if the railways are to be safeguarded against the greater portion of this loss. The railways themselves do not expect that with any kind of legislation, this evil will be eradicated altogether; but, most certainly, by strengthening legislation on this point, we expect,—and I think our expectations are justified,—that to a very large degree it will be checked. Now, what will be the addition to railway revenues nobody can say; but one of two results is bound to follow. Either the persons who now travel without a ticket or the greater number of them, as I have said, will make a fair contribution towards railway revenues or they will stop this practice; and, in either case, it is to the benefit of the *bona fide* user of railways and of the taxpayer. In the first instance, the railways will gain revenue; in the second instance, there will be slightly less overcrowding than there is at present in certain classes of carriages. But apart from that altogether, I did hope that Honourable Members learning the extent of the evil,—and I am not now speaking as Railway Member only—would have realised that no country should tolerate an evil of this kind continuing in its midst.

Mr. S. Satyamurti (Madras City: Non-Muhammadan Urban): But there are so many evils in this country, including your Government!

The Honourable Sir Muhammad Zafrullah Khan: That is a very cheap kind of argument, if the Honourable Member will forgive my saying so, that, because there are so many evils, you should not attempt to regulate or check any of them.

Again, reference was made to corruption among railway servants, and it was said: "Oh, here is the Railway Member; he can see the mote in other people's eyes, but not the beam in his own. He tries to lay the blame upon the commercial community or upon the public, but does not realise to what extent corruption is rampant among railway servants". There, again, I do not think that Honourable Members who took up that line were being fair to me. I have nowhere taken up the attitude that, if there is corruption among railway employees, it is the fault of the public, and, therefore, the public alone are to blame. As a matter of fact, dealing with this matter, again, I was careful enough to say that cases of underweighting and misdeclaration of goods were due either to the negligence or to the fraud of railway employees. I would have been unfair and would have given an incomplete picture if I had not gone on to say that these frauds cannot be carried through successfully without the participation of the consignor or of his agent. But I do realise that the main responsibility and the prime responsibility is that of the railway employee. It is no pleasure to me as an Indian either to say that it is the commercial community who are more dishonest than the railway employee or to say that the railway employee of the subordinate class is more dishonest than members of the commercial community. Either way, it is a painful confession to have to make, and all that I did was to make an appeal to Honourable Members that they,—and the appeal was addressed through them to the members of the public,—might co-operate with the Railway Department, and to what effect? To the end that such cases of dishonesty on the part of the railway employee might be brought to the notice of the Railway Department, so that, where a case can be established, disciplinary action might be taken against the railway employee. And that, Sir, I take the opportunity of making perfectly plain to the House, is my attitude towards corruption. I do not deny that allegations are made on such a vast scale with regard to this and similar matters that there must be a considerable substratum of truth underneath them. That being so, I shall be at all times prepared to take drastic action if the case concerns me, and to direct that drastic action should be taken by the administrations concerned, where the case concerns them, provided the case is brought home to the particular person who is charged with any form of dishonesty. For, between a general evil and the punishment of the particular evil doer we must draw a distinction. We cannot punish a man unless his offence is brought home to him, simply because there happens to be an evil on a general scale.

Mr. S. Satyamurti: Hear, hear; tell that to the Home Member.

The Honourable Sir Muhammad Zafrullah Khan: And, therefore, though at all times, as I have said, we are prepared to put those powers in motion, we shall have to require in each case as much proof in the case of an allegation of this kind as would be required in the case of any

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other kind of allegation which may be the subject of proof or investigation. And, here, again, Sir, with regard to the mote in other people's eyes and the beam in my own, may I remind such Honourable Members who took up that line, that I have not been neglectful of these matters even before I read out my speech introducing the railway budget. As to this matter, I observed in the Railway Conference Association held at Simla last October,—addressing the Agents—as follows:

“The checking and control of your own staff, however, is a matter entirely within your own powers, and I shall be glad to see those powers more frequently, more strictly, and more effectively exercised.”

Mr. S. Satyamurti: Is there any improvement since then?

The Honourable Sir Muhammad Zafrullah Khan: A certain amount of check has been introduced, as I said in my speech, and, I am informed that, there has been some improvement. But I must put in another word of caution. It has been my experience, during the few months that I have been in charge of this department, that where these powers are sought to be used and railways do discover that a case has been established against a particular employee, the moment he is touched, there is such an outcry against the man being punished that one does not know what to do,—yield to the pressure that one should deal leniently with the culprit or give full play to one's determination to eradicate corruption.

Then, Sir, it was said: “You pay no attention to providing amenities for third class passengers; you do not seek to give them any help when they are using the railways and you go and lay the blame upon other factors when you are discussing the fall in railway earnings”. Again, I hope the House will indulge me for a moment if I draw its attention to another extract from the speech to which I have already referred. I said, addressing the Agents:

“May I, at this stage, be permitted to make a brief reference to some of the questions which are related to the very serious fall in railway earnings which we have been experiencing during the last few years. I have no doubt that these problems are receiving your constant attention and I need only emphasise the necessity of continued vigilance in this connection. The situation must be kept under constant review and every opportunity of attracting traffic and increasing earnings must be seized and utilized to the full. Railways have, in recent years, had to face severe competition from motor transport with regard to goods as well as passenger traffic in many parts of the country. I am afraid there are no prospects of this competition slackening in any future that I can foresee. All the indications point to a contrary direction. The Railways must face the position squarely and devise means to meet it. It is for Railways to consider whether it is not possible for them to bring home their services, at least so far as the goods traffic is concerned, to the people in the same manner as motor transport concerns do. As regards passengers of the class who are acquiring the habit of using motor transport, would not Railways consider the advisability of impressing upon their subordinate staff the need of greater courtesy towards and greater attention to the comfort and convenience of that class of passenger. At present I am afraid that class of passenger contemplates a railway journey with a certain amount of dread and fear and regards it in the nature of a tribulation. I see no reason whatsoever why that should continue to be so.”

May I, here, again, be permitted to remark, Sir, that in the cuttings which are circulated to the different departments in connection with the subjects, of which they are in charge, by the Information Bureau, I noticed that the only paper that said that I had overdrawn the picture in this respect was an Indian-owned paper.

Mr. S. Satyamurti: Namely?

The Honourable Sir Muhammad Zafrullah Khan: I did not note down the name of the paper, but I can assure the Honourable Member that I took pains to note what kind of paper it was. While I am on this subject, Sir, I may perhaps refer to one habit that I have formed, namely, that whenever I have the opportunity of travelling and can spare a few minutes from my other duties, I always take care to look into matters connected with the comfort and convenience of third class passengers. (Applause.)

Mr. N. V. Gadgil (Bombay Central Division: Non-Muhammadan Rural): You travel *incognito*?

The Honourable Sir Muhammad Zafrullah Khan: At any rate, I do it in such a manner that it does not lead anybody to suspect that it is the Railway Member who is prowling about and looking at things. I do not expect that this will bring about an immediate revolution, but it will at any rate keep me informed, though I may say that I was not entirely uninformed in these matters when I took over charge of this Department, with regard at least to the more serious inconveniences from which the third class passengers suffer. But, as I have said on other occasions, and I am afraid I must say on this, improvements in these matters must be gradual, both having regard to the financial implications involved and also to the fact that a huge system cannot be improved or reformed overnight.

Take the question of the proposed new third class carriages. I am informed that the improvements proposed to be incorporated in this class of carriage—whether they will or will not have the approval of Honourable Members who are members of the Central Advisory Council I cannot say—these improvements are likely to cost, in respect of each of those carriages, Rs. 5,500 over and above the present cost of a third class carriage.

Now, Sir, at this stage, lest I should be charged by Honourable Members with not paying any attention to the specific criticisms that they have put forward, I might attempt to answer them in the order in which they spoke. Sir Muhammad Yamin Khan criticised our estimates for the next year by saying that we should have based our estimates of earnings on the actuals of the current year, and should not have increased them by a crore and a quarter. In effect, Sir, that is what we have done. We have not based our estimates on any higher traffic than we had during 1934-35. The main increase in income we expect is from this revision of rates and fares, to which I have already made reference, a small thing here and a small thing there, subject, of course, to the particular criticism . . .

Dr. Ziauddin Ahmad: Did the Honourable gentleman note down the fact that when rates and fares were increased two years ago, there was actually a fall in revenue?

The Honourable Sir Muhammad Zafrullah Khan: I have already said that it was impressed upon Agents that they should carry out this examination in such a manner as to keep in view two factors; one, that rates and fares should not be raised where the raising of them, from past experience, was likely to bring about a still further reduction in the income,

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and second, that such increase should not injure trade interests. I have said that already. I cannot say at present what the result will be, but every possible precaution is being taken, and we hope that the result will be that we might be able to add a crore and a quarter to our revenues without injuring trade interests. He then said: "Why is this increase of half a crore in the expenditure?" Again, Sir, I am very much afraid that the Honourable Member did not study that part of my speech where this was explained. I did explain that although on paper the increase in working expenses was shown as half a crore, in reality it was only Rs. 28 lakhs. The difference was due to this: Rs. 9 lakhs is due to the restoration of the cut in salaries. During the current year, we have had to pay full salaries of railway servants only for eleven months. It is obvious that as the restoration started from the 1st April and as the salaries for March of last year had to be paid during the current year, those were paid subject to the cut; as we shall have to pay full salaries for all the twelve months during the next year, there is one month's difference between the two, and nine lakhs are accounted for by that. Rs. 12½ lakhs are accounted for by this: the current year's working expenses would have been shown as being Rs. 12½ lakhs more than they have been shown at present if a particular item, which should have been debited to the working expenses of the current year, had not been debited to the working expenses of last year, inasmuch as it was incurred last year in advance. So that, the real difference is Rs. 28½ lakhs, and this is accounted for by two factors:

- (1) the effect of the increments in salaries in due course, and
- (2) during certain years, owing to the state of our finances, with which Honourable Members are now familiar, repairs and maintenance were cut down to the absolute minimum. It is now felt that certain classes of repairs and maintenance must be restored if efficiency has to be maintained, more particularly repairs to wagons, and, therefore, extra expenses will have to be incurred.

Mr. Das charged me with having, in my speech, been too optimistic. Sir, whatever other charges I might have expected during the course of this debate or the course of the debates on the demands through the next week, I certainly did not expect that anybody would deduce from my speech that I had put forward the next year's budget in too optimistic a spirit.

Lieut.-Colonel Sir Henry Gidney: Do not take notice about that.

The Honourable Sir Muhammad Zafrullah Khan: His main criticism divided itself into two parts: one was—as a matter of fact, both of them resolved themselves into one at the end—that the salaries of high officials should be cut down, and the other was that tinkering with these things would not do, but that we must have a super-expert from outside to look into these matters. I think he wound up by saying that the super-expert was required to advise us to cut down high salaries. Sir, we do not stand in need of asking a super-expert to come and give us that advice, Mr. Das has given it to us himself. With regard to salaries, Honourable Members are aware that new scales of salaries have recently been introduced on the railways.

Mr. S. Satyamurti: For new entrants. It will have effect, 30 years hence.

The Honourable Sir Muhammad Zafrullah Khan: Since 1931, In these new scales, the reduction is greater in the case of comparatively highly paid officers than it is in the case of the comparatively lower class of employees, and that is as it should be—I am not taking any credit for that—there is far less margin for that kind of restriction and reduction in the case of those paid on a low scale than in the case of people who are paid on a comparatively high scale. To that extent, this demand is being met. To the more revolutionary suggestion that we should take the axe and cut down whatever you do not like, I am afraid I cannot give a sympathetic reply, because, I believe this matter was stressed by Mr. Shamlal. That raises a very big issue of a constitutional and political character which, as Railway Member, I have no authority to deal with.

With regard to the observations of Sir Leslie Hudson, I am very grateful to him for certain constructive suggestions that he has put forward. He said that Agents should have greater liberty of action in dealing with certain classes of cases and that there was too much interference in detail by the Railway Board. I am afraid, he cannot blame the Railway Board much after sitting in this House during question hour from day to day. Take only one instance. I shall not specify the particular matter for obvious reasons, but, I am sure, Honourable Members will take it from me that with regard to one decision as to certain allowances to be paid certain classes of railway employees—and I do not think that on any particular railway the number of persons affected by that order would be more than, say, 40 or 50—the Railway Department have already replied to over 400 questions in this House, every one of those questions seeking to argue the case with the department and trying to convince the department that their decision is wrong and that these allowances should have been continued to be paid. Now, I am not saying that every decision taken in a particular department must be absolutely right and cannot possibly be wrong. Even assuming that this particular decision is, from some point of view, not as satisfactory as Honourable Members would have wished, is it fair that that matter should have been tried to be argued through questions in that manner? And, there is no end to the questions yet. Only during this week I have had to deal with another batch of, I think, 15 or 20 questions, each occupying half a printed page relating to the same matter. Therefore, you cannot blame the Railway Board or even the Railway Member if he has to look into these matters when they are brought to his attention over and over again.

Then, Sir Leslie Hudson stressed the need of looking into the tendency towards over-capitalisation of railways and the revision of the convention governing the separation of railway finances from general finances, and the need of an inquiry being held into these matters. He promised us that, during the discussion on the demands next week, he will be able to elaborate some of his suggestions. When he is doing that, I hope he will be able to tell us in some greater detail than he was able owing to restriction of time today, as to what exactly he means by the tendency towards over-capitalisation. Does he mean charging certain items or certain kinds of expenditure to capital account, when they should really be charged to working expenses, or does he mean reducing the capital at charge of railways by a stroke of the pen as it were and thus reducing the interest charges? In the former case, it would, of course,

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amount to a change in the method of accounting and in the latter it would amount to saying "inasmuch as the railways cannot meet their interest charges, the capital at charge should be reduced": I am almost certain that he means the former, but I should like to know the details. I may, however, say this: that these and other questions involving cognate matters must be faced and decided during the course of the next year or so before the administration of the railways is handed over to the Federal Railway Authority, inasmuch as Government have to come to some settlement with the authority with regard to the capital at charge; and I have no doubt that these matters will have to be decided one way or the other.

With regard to another matter that was raised by Sir Leslie Hudson, that the wagon building industry in the country would find it convenient if the railways were able to spread out their programme of wagon requirements in such a way as to give some sort of assurance to the industry as to the orders that might be placed in the country, I would say this: if the railways could look forward to a period of uniform expansion with regard to their traffic requirements, that kind of thing might be possible. But Honourable Members are fully aware that there have been such fluctuations recently with regard to the different kinds of traffic offering to the railways that, even if the railways had given that kind of assurance to the industry, they could not have kept to that assurance, which would have been far more upsetting to the industry than the present position is. But I do assure him and others, who are interested, that the moment we get to a state of affairs when we can, with any reasonable amount of certainty, form an estimate of that kind, the industry would be given the benefit of such an estimate.

I find, Sir, from the clock that I must hurry through the remaining matters if I am to finish the observations that I intend to make. Sardar Mangal Singh started off by saying that the railways were exploiting the country by discouraging exports and encouraging imports. There has been criticism from other quarters of the House that the railways encourage long lead traffic both with regard to exports and imports and do not encourage internal traffic. Whatever the exact criticism may be, his particular grievance was that movements of goods with regard to foreign imports were encouraged as against internal movements, and he cited the instance of the freights charged for cotton and piece-goods between Amritsar and Bombay. To begin with, I might correct him by saying that though there is no material difference, still the rate charged upon cotton, say, between Amritsar and Bombay, is slightly less than the rate charged upon piece-goods: but that is not my real reply: my real reply is that his particular criticism is unfounded for the reason that piece-goods that move from Bombay to Amritsar consist both of piece-goods from Lancashire and piece-goods from Bombay itself, and a very large volume of the latter; and, if there is any discrimination, both get the benefit of it. It is not as if traffic entering through the ports, as is the case in certain other countries, gets preference as against traffic coming from the same town, but which does not come from outside the country. If there is any impression that that is so, that must disappear. If I had the time, I would have read out paragraph 151 at page 50 of Volume I of the Acworth Committee's report—but, as it is, I merely draw attention

to it—where they say that though a good many countries resort to this last kind of thing, that I have indicated, India does not practise that kind of discrimination in favour of imports.

I need not say anything further with regard to the ticketless traveller—a question which he also has raised; he said it was mostly military people who, not knowing the regulations with regard to their passes, mistook the passes for tickets and travelled without tickets. That is not so. The figures I gave in my speech do not include that kind of traveller at all. Then, he said, the rest are mostly beggars. I say, even if we could keep out these beggars, it would mean so much more room for the traveller who pays for his journey than is at present available to him. But I do want to say with regard to this subject, without entering into the details of the legislation proposed, that there is no desire in any way either to interrupt the journey of, much less to prosecute, the passenger who is willing to pay and does pay the fare and the penalty leviable: and, while I am on that subject, may I make a very brief reference to the amount that Mr. Sri Prakasa complained was charged from him when he was travelling from Etawah to Aligarh? The rules are that the penalty is to be in no case in excess of the fare that is due: he should not, therefore, have been charged more than Rs. 5. If that particular guard or ticket collector charged him Rs. 8, he certainly was being dishonest, and I much regret that Mr. Sri Prakasa did not bring his case to the notice of the authorities, because, then, he would have had written evidence in his possession that this man had overcharged him and had done so deliberately.

Now, Sir, with regard to the observations made by my friend,

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Dr. Ziauddin Ahmad. He said, there was some discrepancy between the position that I put forward here that there was expected to be a deficit of $4\frac{1}{2}$ crores and that put forward by Sir Guthrie Russell in the other House that the railways would even this year have paid a dividend had they been a shareholders' concern. There is really no discrepancy at all. It is a different way of looking at the same thing. Roughly speaking, without looking into decimals, the position this year is that, after meeting all charges for working expenses, depreciation, etc., we have 27 crores to meet our interest charges, whereas our interest at the rate at which we have to pay it comes to between 31 and 32 crores. If the whole of the capital of the railways had been subscribed by shareholders instead of having been borrowed, then the shareholders would have received this year a dividend of 3·40 per cent. instead of 3·75 per cent. in the way of interest which we have got to pay. . . .

Mr. S. Satyamurti: How is this relevant? You have got borrowed capital, and you must pay interest.

The Honourable Sir Muhammad Zafrullah Khan: I am trying to point out that there was no discrepancy of the kind mentioned by my friend, Dr. Ziauddin Ahmad. No doubt, there is a dividend, but the dividend is not in accordance with the prevailing rates of interest, and, therefore, there is a deficit, and you cannot get away from that position.

Then, there were four suggestions made by Dr. Ziauddin Ahmad. One was that the rate of depreciation was high, and that ought to be looked into. I assure my friend that that is a matter which will be looked into.

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The second matter which he referred to, and that was also mentioned by several other Honourable Members, was that the deficit of two crores on strategic lines should be accounted for not in the railway budget, but in the defence budget. Now, Sir, without entering into the merits or demerits of this suggestion, I will say this, that whatever the more appropriate accounting method of this item may be, when you come to the question of a deficit, the fact remains that the figures are correct, that the earnings are so much, that the depreciation is so much, the interest charges are so much, and that the two ends do not meet. You might console yourself as I could have consoled myself by saying that the deficit is only $1\frac{1}{2}$ crores and not more, yet I could not have run away from the fact that the earnings are there and the expenses are there, and, though the deficit on paper would be less, the burden on the taxpayer would not be less by one anna, whether this particular item was borne on the railway estimates or on the defence estimates.

Then, with regard to the reduced rate of interest, which was the fourth suggestion made by my friend, Dr. Ziauddin Ahmad, I have already explained, in the course of my speech, that we are getting the benefit of the reduced rate of interest, for instance, this year we have had this benefit to the extent of nearly half a crore of rupees, and we are expecting further benefits from 25 lakhs to 50 lakhs, at a progressive rate during the next few years.

Dr. Ziauddin Ahmad: What about the amalgamation policy?

The Honourable Sir Muhammad Zafrullah Khan: With regard to the policy of amalgamation, in order to reduce overhead charges, I have indicated my views to a certain extent in the course of the debate on the Resolution relating to the acquisition of the Bengal and North Western Railway and the Madras and Southern Mahratta Railway. It depends upon the acquisition of Company-managed railways. It is a method of effecting economy that Government have in view, but whether those economies would be as large as the Honourable Member visualises I cannot say; that depends upon the cost of acquisition of Company-managed railways. One matter that we must be careful about is to see what we do not saddle the railways with more liabilities than the savings we expect to make.

Then, Sir, I promised my friend, Sir Ghulam Hussain Hidayatallah, that I shall say something with regard to Sind. It is true that wheat freights to Karachi within four hundred miles from Karachi have been slightly raised recently. But the position is this. There has been a heavy replacement of Punjab wheat by Sind wheat for Karachi, and the North Western Railway administration finds that, in order to maintain some sort of a balance between the two provinces, and not to penalise Sind by any means whatsoever, a slight increase would not be unjustified. Let me give my friend a few figures from which he will be able to judge the position for himself, and the House also will be able to judge whether it is really a penalty. At present the rate from Okara, a place in the Montgomery district, on the line from Lahore to Karachi, is Rs. 0-11-6 per maund. The rate, say, from Nawabshah to Karachi, I mean the increased rate to which the Honourable Member has referred, will be Rs. 0-6-3, — a difference still of over five annas between the two rates as between Punjab wheat

and Sind wheat. Again, take the case of Larkhana, with regard to which the comparison would be more unfavourable to Sind, even in the case of Larkhana, the difference in favour of Sind is appreciable. The present rate is Rs. 0-7-8, the proposed rate is Rs. 0-8-11, as compared with the rate of Rs. 0-11-6 per maund from Okara to Karachi. So it cannot be said that Sind is being penalised.

Mr. Lalchand Navalrai (Sind: Non-Muhammadian Rural): Has the longer distance been taken into account?

The Honourable Sir Muhammad Zafrullah Khan: Yes.

Sir Ghulam Hussain Hidayatallah: Has not Punjab wheat been diverted by other railways on account of their reduction in rates?

The Honourable Sir Muhammad Zafrullah Khan: With regard to that matter, I would draw the attention of my Honourable friend to that portion of my speech where I said that it is possible, that, in course of time, Punjab wheat will be excluded altogether from Karachi and Sind wheat will take its place, and we are hoping that Punjab wheat might be diverted, —it would be a good thing if it were diverted,—to other provinces like the United Provinces, Bihar and Orissa and even to the south of India.

Sir Ghulam Hussain Hidayatallah: Provided the rate is not competitive.

The Honourable Sir Muhammad Zafrullah Khan: Then, Mr. Avinashilingam Chettiar said that the deficit was much more than had been disclosed, because no provision had been made for amortisation of capital and there had been no contribution to Central Revenues. If he means really that the fall in income has been greater than the deficit that has been shown, he is perfectly right, because, before the depression set in, the railways were not only able to meet their working expenses, but also to make a contribution to the reserve fund and to Central Revenues. If he means that the deficit is really much greater than has been shown and that I have camouflaged the deficit, that is not correct. The deficit, the amount by which we fall short of the payment of full interest on our capital at charge, is what I have disclosed in my speech.

With his main suggestion which he put forward against my "little lectures" as he described them, namely, drastic reduction in the pay of the higher officials, I have already dealt.

My friend, Mr. Shamlal's speech was directed towards constitutional and political issues into the discussion of which, I am afraid, I cannot here enter but I would like to make one observation. He said, the railways were being run at a loss as they were being used as an instrument of Imperialism. Does he mean that they had become an instrument of Imperialism since 1929-30? And how would he explain the fact that the U. S. A. railways were being run at a much greater loss than Indian railways? There were, however, one or two small matters that he had mentioned. He said that the arrival and departure of trains at Delhi station had been arranged in such a way that European drivers and guards may have their dinner in proper time. I do assure him that that is not the consideration at all. The consideration is that between Delhi and other big stations like Lahore, Peshawar, Cawnpore, Allahabad, Calcutta and Bombay services should be so arranged that the passengers should find the

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timings for departure and arrival at these places convenient. He also said that there was considerable overcrowding by railway employees who travel on passes. I am looking into that question, but I may remind him of the rule that is already in existence that a railway servant travelling on a pass must at the starting station make room for one who travels on a ticket.

An Honourable Member: He never does so.

The Honourable Sir Muhammad Zafrullah Khan: The rule is that a railway servant travelling on a pass must make room for those who pay for the journey, and if he does not do so, he stands in the same category as any other employee who disobeys a rule, and I am sure, if any specific cases are brought to the notice of the administration, they will be looked into.

Pandit Nilakantha Das (Orissa Division: Non-Muhammadan): Should the passenger be asked by another passenger whether he has got a pass or a ticket?

The Honourable Sir Muhammad Zafrullah Khan: If a particular person, whether in the employ of the railway or otherwise, will not obey the rules or the law, I am prepared to put into force any reasonable suggestion that may be made to me in this regard. I may also inform Honourable Members that the number of passes has been considerably curtailed recently.

An Honourable Member: Put separate compartments for them.

The Honourable Sir Muhammad Zafrullah Khan: Then, my Honourable friend, Mr. Lahiri Chaudhury, had a suggestion to make with regard to strategic lines, and I doubt whether it will appeal to other Honourable Members who have been talking of the deficit on the working of strategic lines, and it was this. He said: "Why don't you do the same thing as the Railway Mail Service do? Why don't you ask them to make a contribution? Your deficit is Rs. 2 crores. Why don't you ask the military people to pay a crore or 50 lakhs towards this deficit?" That merely means that, instead of putting the whole of this Rs. 2 crores on to their budget, you merely put a portion of it to their budget and carry the rest yourself. That is neither one thing, nor the other.

I have dealt with most of the things that Mr. Sri Prakasa has said, except that he said that in Russia there was no deficit. I am afraid I am not sufficiently conversant with conditions in Russia to be able to say whether there are or there are not deficits in that country. But, so far as consideration for human feelings is concerned, if that enters into the factor at all, I am perfectly certain that there are great deficits in that respect.

Mr. Sri Prakasa: Why do you charge penalty?

The Honourable Sir Muhammad Zafrullah Khan: I am told by my Honourable colleague, the Finance Member, that in Russia they have no system of accounting, and that is one way of escaping deficits!

My Honourable friend, Maulana Shaukat Ali, has suggested a cut in salaries, with which I have already dealt. I am glad to learn from Mr. Muhammad Nauman that the depression is at an end. I am extremely happy to hear it, and, if that is so, I am sure, that will be reflected in the railway earnings very soon.

Mr. Sri Prakasa: What about my suggestion that no penalty should be charged?

The Honourable Sir Muhammad Zafrullah Khan: I am afraid it would considerably increase ticketless travel. Nobody, then, need buy a ticket; if they are not caught, well and good; if they are, they can always pay the price of the ticket!

Mr. Sri Prakasa: Does that happen in other countries also?

The Honourable Sir Muhammad Zafrullah Khan: With regard to Sardar Mangal Singh's suggestion that there was inter-railway competition, he gave the specific instance of the carriage of coal from Jharia to Baroda. The Railway Board are already looking into these matters and making adjustments in the sense indicated by Sardar Mangal Singh. These are complicated matters, some of which have been straightened out, and the others will be straightened out in the course of the next few years.

An Honourable Member: What about Colonel Gidney's speech?

The Honourable Sir Muhammad Zafrullah Khan: I welcome Sir Henry Gidney's speech in the sense that he said that the administration of railways should not at all bend to political pressure of any kind. I am sure, all sides of this House agree to that. The rest of his speech dealt with other matters, and if I wanted to play off one side of the House against the other, I could say that he has made suggestions which some other Honourable Members have said are not at all feasible.

Sir, I was about to conclude with two general assurances. One was that I have been asked that we must have regard to the welfare of internal trade and of agriculture all the time. (Interruption by Sir Ghulam Hussain Hidayatallah). Opinions might differ on specific matters, but I do want to assure the House that I yield to none in my anxiety with regard to both these matters, and that the railways, so far as they can help, should come forward to help both with regard to the fostering of internal trade and also safeguarding the interests of agriculture. With regard to the latter, I think those Honourable Members, who know me, will be quite sure that that would be a matter of almost personal anxiety to me.

With regard to another matter that was referred to, I desire to make one observation. It was said that, instead of looking at the situation squarely in the face,—I had said: "Well, other countries are doing far worse than we, and what is the bother about?" I certainly did not attempt a comparison with conditions in other countries in that spirit. All that I meant was that, though I had given a very dark picture of our finances and our responsibility was to see that our railways did not run at a deficit, one matter to be kept in mind was that there were in operation in the world certain factors affecting the whole world, which affected the railway systems in other countries and which also affected us. But it was not in a spirit of complacency that I put forward that comparison. Sir, may

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I once again say that the Railway Department are certainly not unsympathetic towards the suggestions made or impervious to them. May I inform Honourable Members that I propose to do, during the course of the next year, what was done in the course of last year. Any suggestions that are put forward either today or during the debates in the course of the next week will be classified, will be looked into and . . . (*An Honourable Member*: "Shelved") . . . no, no; and, as many of them as can be put into practice will be put into practice provided they are conducive towards the achievement of the object which all sides of the House have in view, that is, a sound financial position for railways. But may I also say that there are very few things that can be put into operation within the space of one year. A good deal of examination has to be carried out, and if, after that examination, certain conclusions emerge, they might emerge much later than a year, but all help that these suggestions are capable of yielding will be extracted and utilised.

Sir, I once more thank the House for the patient hearing they have given me. (Loud and Prolonged Applause.)

The Assembly then adjourned till Eleven of the Clock on Thursday, the 20th February, 1936.