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FIFTH SESSION OF THE FIFTH LEGISLATIVE ASSEMBLY 1937



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Legislative Assembly.

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MR. MATHURADAS VISSANJI, M.L.A.

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LEGISLATIVE ASSEMBLY.

Friday, 26th February, 1937.

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.

QUESTIONS AND ANSWERS.

IMPORTS AND EXPORTS OF CASHEW NUTS AND CASHEW KERNELS.

445. ***Mr. K. Santhanam:** Will Government be pleased to state:

- (a) the figures of the imports of cashew nuts into India for the last three years;
- (b) the figures of the exports of cashew kernels from India for the same period;
- (c) the figures of the estimated production of cashew nuts in India and the quantity of kernels produced from them;
- (d) whether any duty was ever levied on the imports of cashew nuts; and when it was dropped and why;
- (e) whether they have considered the memorial submitted by the All-India Cashew Nuts Association; and
- (f) if they have so considered, the conclusions, if any, they have reached?

The Honourable Sir Muhammad Zafrullah Khan: (a) and (b). I lay on the table a statement giving the information so far as is available.

(c) The information is not available.

(d) Prior to the 20th August, 1932, raw cashew nuts were liable to duty. On that date, the duty being then 20 per cent *ad valorem*, the duty was removed. The reason for removal was that raw cashew nuts are imported not for home consumption, but for preparation and packing for re-export, particularly to the United States of America, and, in the absence of the concession, the industry connected with these processes might have gone elsewhere, namely, to the Portuguese Possession of Goa and other foreign territories, where no duty is leviable.

(e) and (f). A memorial, received from the All-India Cashew Nut Association asking for the re-imposition of the import duty on cashew nuts, is under consideration.

I.

Imports of cashew nuts from foreign countries by sea.

	Quantity in tons.			Value in Rs.		
	1933-34.	1934-35.	1935-36.	1933-34.	1934-35.	1935-36.
<i>Into</i>						
Madras Presidency	7,483	11,925	12,764	7,62,521	13,83,640	16,80,836
Bombay Presidency (excluding Sind)	*4,803	2,836	3,622	4,03,697	3,10,740	4,54,578
Total	12,286	14,761	16,386	11,66,218	16,94,380	21,35,414

* Figures are approximate.

II.

Exports of cashew kernels to foreign countries by sea.

	Quantity in tons.			Value in Rs.		
	1933-34.	1934-35.	1935-36.	1933-34.	1934-35.	1935-36.
<i>From:</i>						
Madras Presidency	4,246	5,786	8,263	48,81,727	61,11,790	1,04,09,352
Bombay Presidency (excluding Sind)	878 (a)	739 (a)	1,137 (b)	7,06,129 (a)	6,35,001 (a)	11,28,029 (b)
Total	5,124	6,525	9,400	55,87,856	67,46,791	1,15,37,381

(a) Represent exports from the subordinate ports in the Presidency, figures for chief port not being available.

(b) Approximate exports to the United Kingdom, Continent and the United States of America only. Figures of total exports not available.

Mr. S. Satyamurti: How long has it been under consideration? When was this memorial received?

The Honourable Sir Muhammad Zafrullah Khan: I am afraid I have not got the date here.

Mr. S. Satyamurti: May I know at what stage the consideration stands? Is he passing orders, or is it in the earlier stages?

The Honourable Sir Muhammad Zafrullah Khan: It is very difficult to define the stages of consideration. A decision has not been arrived at yet.

Mr. T. S. Avinashilingam Chettiar: May I know when they expect to arrive at a decision in the matter?

The Honourable Sir Muhammad Zafrullah Khan: I am afraid I cannot say.

COLLECTION OF FREE SALT IN CERTAIN AREAS IN THE MADRAS PRESIDENCY.

446. *Mr. K. Santhanam: Will Government be pleased to state:

- (a) the areas in the Madras Presidency in which free salt was picked up in 1931 in pursuance of the Gandhi-Irwin Pact;
- (b) the areas in which the concession was withdrawn and the dates of such withdrawals;
- (c) whether there is any regular procedure for re-opening the concessions in the areas from which they have been withdrawn;
- (d) whether it is their intention to deprive the poor coastal people of the benefits of this concession; and
- (e) if the answer to the above be in the negative, whether they propose to consider the desirability of framing rules for keeping the areas permanently open and taking steps to prevent breaches?

The Honourable Sir James Grigg: (a) No record has been kept.

(b) A list of areas in the Madras Presidency from which the concession has been withdrawn is placed on the table.

(c) to (e). No. I would invite the attention of the Honourable Member to Mr. Lloyd's speeches in this House on the 1st and 2nd April, 1935, published at pages 3319 and 3418-19 of the official report of the Legislative Assembly Debates.

List of areas in the Madras Presidency from which the concession relating to manufacture and collection of salt under the Delhi Pact has been withdrawn.

Area.	Date of withdrawal.	Remarks.
Gudur and Suluipet Taluks of the Nellore District	26-9-1931.	
Darsi Taluk of the Nellore District	12-11-1934.	
Remaining Taluks of the Nellore District	19-9-1935.	
Ramnad and Mudukalattur Taluks of the Ramnad District.	16-10-1931.	
Cuddapah District	7-6-1932.	
Tadpatri Taluk of the Anantapur District	7-6-1932.	} The concession was restored in these areas on the 23rd February, 1935, but was again withdrawn on account of abuse on the 3rd December, 1935.
Remaining Taluks of the Anantapur District	29-9-1933.	
Bellary, Seriguppa, Allur, Adoni and Royadrug Taluks of the Bellary District.	29-9-1933.	
Kurnool, Koilkuntla, Cumbum, Markapur Taluks of the Kurnool District.	22-7-1932.	
Sirvel, Nandyal, Dhoni, Pattikonda and Nandikonda Taluks of the Kurnool District.	29-9-1933.	
Tiruthoraipundi and Pattukottai Taluks of the Tanjore District.	9-1-1933.	
Chingleput Taluk of the Chingleput District	2-12-1933.	
Nanguneri Taluk of the Tinnevely District	8-12-1936.	

Mr. T. S. Avinashilingam Chettiar: May I know whether any recent appeals for reopening these concessions have been received by the Government?

The Honourable Sir James Grigg: I must have notice of that.

Mr. T. S. Avinashilingam Chettiar: May I know whether these appeals reach the Government of India or whether they are disposed of by the Local Governments?

The Honourable Sir James Grigg: The Honourable Member asked whether there were any appeals, and I said I wanted notice. Until I know whether there are any appeals, I cannot answer the question.

Mr. K. Santhanam: May I know whether the applications given to the District Collectors are forwarded to the Government of India?

The Honourable Sir James Grigg: I think I explained the general position in the matter sometime ago. The Government of India dispose of them, but on the advice of the local authorities; and as I think I explained, practically invariably they accept the advice of the local authorities.

Mr. M. Ananthasayanam Ayyangar: Was there a single case where the Government of India interfered with the decision of the Local Government and restored the concessions?

The Honourable Sir James Grigg: That is the same question in another form: and I think the answer to that is probably not, but I must have notice if you want an authoritative answer.

Mr. M. Ananthasayanam Ayyangar: In view of the large number of complaints, will Government consider the desirability of appointing committees locally in each province for the purpose of considering if the concessions have been rightly withdrawn or not?

The Honourable Sir James Grigg: No.

Mr. M. Ananthasayanam Ayyangar: Why not?

(No answer.)

Mr. S. Satyamurti: May I know if Government propose to follow the advice of Local Governments in the future also in the six provinces in which we have won?

The Honourable Sir James Grigg: That is a different matter.

Mr. S. Satyamurti: I know it is: and that is why I am asking the question.

The Honourable Sir James Grigg: The Honourable Member had better wait and see.

SUSPENSION OF CERTAIN OFFICIALS OF THE CUSTOMS DEPARTMENT, MADRAS.

447. *Mr. K. Santhanam: Will Government be pleased to state:

- (a) what the circumstances were under which Mr. Greenfield was posted to Madras and a special post created for him;
- (b) whether it is a fact that within a few days of his taking charge, he put under suspension many officials of the Customs Department;
- (c) if the answer to the above part be in the affirmative, the names and grades of the persons so suspended;
- (d) whether the suspension was done after investigation or pending investigation;
- (e) whether the suspended officials were given copies of the charges against them at the time of suspension;
- (f) whether any enquiry has been conducted and, if so, by whom;
- (g) the additional staff engaged by Mr. Greenfield, and its cost; and
- (h) the effect so far perceived of the engagement of this additional staff in the prevention of smuggling?

The Honourable Sir James Grigg: (a) and (g). Full information on this subject has been given in a memorandum which was considered by the Standing Finance Committee on the 11th February, 1937.

(b), (c), (d), (e) and (f). Certain customs officers were placed under suspension pending an enquiry into their conduct. I am not prepared to disclose the names of the persons concerned, or the details of the procedure adopted.

(h) Government have good reason to believe that the amount of smuggling has very considerably decreased.

THUMB IMPRESSIONS TAKEN UNDER THE POSTAL INSURANCE RULES.

448. *Mr. K. Santhanam: Will Government be pleased to state:

- (a) whether any class of persons are requested to give thumb impressions under the Postal Insurance Rules, even if they are literate;
- (b) what the necessity of such a requirement is;
- (c) whether they are aware that the giving of thumb impression is considered an indignity;
- (d) if the answer to the above be in the negative, the reason why some classes of persons are exempted from giving such impressions; and
- (e) whether they are prepared to consider the limitation of this requirement to illiterate persons only?

The Honourable Sir Frank Noyce: (a) Yes.

(b) Thumb impressions are taken to facilitate the identification of proposers and to prevent false personation.

(c) No.

(d) Certain classes of persons are exempted from the provision relating to thumb impressions as they can be easily identified otherwise.

(e) Yes.

Mr. K. Santhanam: May I know whether the distinctions are purely racial?

The Honourable Sir Frank Noyce: No. I would draw the Honourable Member's attention to my reply to part (e) of his question whether Government are prepared to consider the limitation of this requirement to illiterate persons only. To that I have answered "Yes". I should have hoped that that was sufficient assurance to the Honourable Member.

SHIPS ENGAGED IN THE COASTAL TRADE AND EXECUTIVE OFFICERS AND MARINE ENGINEERS EMPLOYED BY THEM.

449. *Mr. K. Santhanam: Will Government be pleased to state:

- (a) the number of ships engaged in the coastal trade of India;
- (b) the number of executive officers and marine engineers employed by them;
- (c) the number of such officers in India employed on other duties; and
- (d) the number of vacancies which they expect will be normally available for the cadets of the I.M.M.T.S. "Dufferin"?

The Honourable Sir Muhammad Zafrullah Khan: (a) I would refer the Honourable Member to the reply given by me to part (b) of Mr. M. A. Ayyangar's starred question No. 1237 asked on the 16th March, 1936.

(b), (c) and (d). Government have no information.

Mr. K. Santhanam: Will they get the information?

The Honourable Sir Muhammad Zafrullah Khan: I am afraid it would be very difficult to get it.

Mr. K. Santhanam: May I know whether without that information there is any use in continuing this "Dufferin" training ship?

The Honourable Sir Muhammad Zafrullah Khan: I am afraid that is a very large question.

INDIAN INSURANCE COMPANIES.

450. *Mr. K. Santhanam: Will Government be pleased to state:

- (a) the number of Indian insurance companies whose deposit with the Controller of Currency is less than Rs. 50,000;
- (b) the number of mutual companies among them;
- (c) whether these deposits are now liable to be utilised for purposes other than meeting the liabilities of shareholders arising out of their policies of insurance; and

- (d) how many of these deposits have been charged or assigned for such purposes?

The Honourable Sir Muhammad Zafrullah Khan: (a) The number of such companies as at the 31st December, 1935,—which is the latest date for which the information is available—was 106.

(b) 15.

(c) The reference to “shareholders” is apparently a mistake for “policyholders”. On that assumption, the answer is in the affirmative, and I would refer the Honourable Member to paragraphs 66—72 of the Report of the Special Officer, Mr. Sen, who examined the whole subject prior to the drafting of the Insurance Bill recently introduced in this House by the Honourable the Law Member, and to clause 6 of that Bill.

(d) Information is not available.

COMPUTATION OF THE STRENGTH OF TELEGRAPHISTS.

451. ***Mr. Sami Vencatchelam Chetty:** (a) Will Government be pleased to state the basis on which the strength of telegraphists for the Department was computed prior and subsequent to the Varma Committee's recommendations?

(b) Have Government considered whether the computation of the operative staff on traffic basis alone, is workable and that the calculations should be made on circuit hour *cum* traffic basis?

(c) Are Government aware that owing to the application of the revised standard of operations as recommended by the Varma Committee, offices have been depleted in their operative strength resulting in undue hardship to the staff and heavy delay in traffic?

(d) Will Government be pleased to state the maximum delay to traffic at 14, 16, 18, 20 and 22 hours for four weeks ending the 2nd January, 1937, between Madras, Calcutta and Bombay?

(e) Is the Direction kept informed of the excessive delays to traffic occurring in the Department? If so, what action has been taken to improve conditions? If not, do Government propose to take steps to get it done?

The Honourable Sir Frank Noyce: (a) The attention of the Honourable Member is invited to Chapter III, paragraphs 29 to 43, of the Report of the Telegraph Establishment Enquiry Committee, 1932-33, which describe in detail the accepted standards prior to the introduction of those adopted after consideration of that Committee's recommendations. The Government of India's orders contained in letter No. Es. A. 92/34, dated the 18th December, 1936, indicate the standards now in force. Both these documents are in the Library of the House.

(b) Various methods for the calculation of staff, including the one mentioned by the Honourable Member, were duly examined by the Committee before they made the recommendation which was accepted by Government. In the standard now adopted, allowance has been made for factors other than the number of operations performed. It has been further laid down that the standard should not be applied as a rigid mathematical formula, and that the Director-General can increase or decrease the staff justified by the formula.

(c) The facts are not as stated by the Honourable Member.

(d) Government have no information and do not propose to call for it, as no useful purpose is likely to be served by compiling these particulars.

(e) The answer to the first part of the question is in the affirmative. Daily reports are received by the Director-General of any excessive delays; in regard to the second part I may say that immediate action is taken if the circumstances demand this to instruct the local authorities to divert traffic or to adopt other remedial measures. The last part of the question does not arise.

REVISION OF THE STRENGTH OF OPERATIVE STAFF IN THE TELEGRAPHS DEPARTMENT.

452. ***Mr. Sami Vencatachelam Ohetty:** (a) Will Government be pleased to state whether it is a fact that in the Government Telegraphs Department standard of outturn has been fixed at 74,000 operations per operator per year on Murray Key in spite of representations from service organisations that it is impracticable?

(b) Are Government prepared to take statistics of outturn on Murray on Baudot circuits between Bombay, Calcutta and Madras and verify the figures to see if it works at 74,000 operations per operator per year?

(c) If the figures do not work out to the required standard, do Government propose to revise the strength of operative staff on the basis of the actual figures obtained?

(d) Will Government be pleased to furnish with a correct estimate of the daily circuit loss on Baudot circuits of Madras, Calcutta and Bombay offices for four weeks ending the 2nd January, 1937, due to sets not being manned for want of staff? Are such conditions existing in the Department being brought to the notice of Government?

The Honourable Sir Frank Noyce: (a) Yes; the standard of 74,000 operations per telegraphist per year is fixed in regard to traffic actually disposed of on baudot circuits fitted with key-board perforators and transmitters. Government have no reason to believe that the standard is impracticable.

(b) to (d). Government see no reason to make the suggested enquiries at this stage. The standards have not yet been in force for a sufficiently long period to enable their suitability to be judged.

STRENGTH OF TELEGRAPHISTS AND TELEGRAPH MASTERS.

453. ***Mr. Sami Vencatachelam Ohetty:** What was the strength of telegraphists and telegraph masters separately prior to the introduction of Varma Committee's reforms and what is their present strength?

The Honourable Sir Frank Noyce: The strength of telegraphists and telegraph masters sanctioned during 1934-35, i.e., immediately prior to the

introduction of the new standards approved by Government on the basis of the recommendations of the Varma Committee was:

Telegraphists	Telegraph Masters.
(exclusive of the leave reserve and supernumeraries),	255
1,884	

The present sanctioned strength is :

Telegraphists	Telegraph Masters.
(exclusive of the leave reserve and supernumeraries).	175
1,815	

REPRESENTATIONS ABOUT THE DIFFICULTIES CONCERNED WITH THE BAUDOT SUPERVISOR-OPERATOR SCHEME.

454. ***Mr. Sami Vencatachelam Chetty:** Is it a fact that frequent representations are being made by the service organisations about the difficulties concerned with the Baudot Supervisor-operator Scheme?

The Honourable Sir Frank Noyce: Some representations have been received, mainly from one service organisation.

EMPLOYMENT OF UNQUALIFIED TELEGRAPHISTS IN CERTAIN GOVERNMENT TELEGRAPH OFFICES.

455. ***Mr. Sami Vencatachelam Chetty:** (a) Is it a fact that in the Government Telegraph Offices at Bezwada, Trichinopoly, Secunderabad, Sholapur, Saidpur, Chittagong, Dacca, Benares, Bareilly and some other offices uncertificated, unallowanced and non-operative telegraphists are employed to assist the Telegraph Masters-in-charge of those offices?

(b) Is it a fact that they are employed chiefly to supervise the signal room work and disposal of telegraph traffic?

(c) Is it a fact that Government rejected the recommendation of the Varma Committee to create posts of supervisor-telegraphists for supervision of such duties as they feared that it might affect efficiency?

(d) If so, is not the procedure adopted by the above offices same as the condemned one?

The Honourable Sir Frank Noyce: (a) and (b). The fact is not exactly as stated by the Honourable Member. In the Telegraph Offices at Saidpur, Chittagong, Dacca and Sholapur, a certain number of telegraphists have been sanctioned in excess of the number strictly justified according to the standards in view of the special circumstances of the Office. It is within the discretion of the Head of the Office to utilise these men in the best way possible. Such telegraphists may perform operative as well as non-operative work.

(c) Yes.

(d) No.

RE-CONVERSION OF THE COCHIN TELEGRAPH OFFICE INTO A COMBINED OFFICE

456. ***Mr. Sami Vencatachelam Chetty:** (a) Will Government be pleased to state if representations were made by Cochin Chamber of Commerce regarding inefficient service since the conversion of the Departmental Telegraph Office into combined one?

(b) Is it a fact that the volume of inland and foreign telegraph traffic in Cochin is very large warranting expert handling?

(c) Will Government be pleased to furnish telegraph traffic figures of both Cochin and Cochin Mattancherry offices for both the seasons of the year 1935-36?

(d) Is it a fact that the above-named office is not able to clear its traffic within the scheduled time and is it also a fact that that office works long after scheduled time, to clear accumulation of traffic?

(e) Will Government be pleased to state the delays in traffic between Cochin Mattancherry and Central Telegraph Office, Madras, during the week ending the 30th January, 1937, between 18 and 21 hours?

(f) Are Government prepared to make arrangements to clear the congestion of traffic and quicken the despatch of telegrams by finding extra outlets?

(g) Do Government propose to consider the desirability of re-converting the Cochin office into a departmental one?

The Honourable Sir Frank Noyce: (a) to (g). Information has been called for and a reply will be placed on the table of the House in due course.

STRENGTH OF THE OPERATORS SANCTIONED FOR THE CENTRAL TELEGRAPH OFFICE, MADRAS.

457. *Mr. Sami Vencatachalam Ohetty: (a) What is the strength of the operators sanctioned for the Central Telegraph Office, Madras, for 1936-37?

(b) What was the strength on the rolls and what was the actual number available on the 31st January, 1937?

(c) What was the strength of leave reserve of operators for the Central Telegraph Office, Madras, fixed for 1936-37, and what is the average of absentees during the year?

(d) Was there any increase in traffic during November and December, 1936, and January, 1937? If so, by what percentage?

(e) Is it a fact that telegrams between the Central Telegraph Office, Madras, and Local Offices are often exchanged by hand instead of telegraph wires? If so, why?

(f) Was the employment of non-departmental telegraphists during busy season and during times of short-handedness in vogue in the Telegraph Department?

(g) If so, why was not shortage filled by such a process?

The Honourable Sir Frank Noyce: (a) One hundred and six.

(b) Information has been called for and a reply will be placed on the table of the House in due course.

(c) The leave reserve numbers 24. As regards absentees, Government have no precise information. Since the year has not yet closed, the average for 1936-37 cannot be worked out.

(d) The answer to the first of the question is in the affirmative. As regards the second part the percentages are 10.47, 22.18 and 11.25 as compared with the corresponding months in the preceding year.

(e) It is a fact that messages were occasionally sent by hand between the Central Telegraph Office and local offices during the months mentioned, but the number of occasions on which this method was used bore an insignificant proportion to the total number of messages sent. The last part of the question does not arise.

(f) Yes.

(g) There was no shortage. A remedy for occasional rushes of work or excessive absentees amongst staff is provided by the employment of staff on overtime if required by the exigencies of the moment.

CASE OF ONE MR. PHOOLCHAND JAIN, CHIEF REPORTER OF THE DAILY ARJUN, DELHI.

458. ***Mr. Ram Narayan Singh:** (a) Is it a fact that one Mr. Phoolchand Jain, Chief Reporter of the Daily *Arjun*, Delhi, was arrested and prosecuted under section 117, Indian Penal Code, in 1933 in the Court of S. M. Rasid, Esq., a first class Magistrate of Delhi and that he was acquitted by the Court because he was found perfectly innocent?

(b) Is it a fact that some of the evidence produced by the police against him in the case mentioned in (a) above was declared by the Court as only fabulous? If so, have the officer or officers responsible for such evidence been punished? If not, why not?

(c) Is it a fact that an order of the Chief Commissioner of Delhi confining him in the Delhi Province and imposing several other conditions was served on him on the 22nd June, 1934? If so, were the grounds for his internment new ones or only those produced in the case mentioned in (a) above?

(d) Is it a fact that the order mentioned in (b) above was modified by the Chief Commissioner, Delhi, from time to time? If so, on what grounds?

(e) Is it a fact that his petition, dated the 6th October, 1934, for permission to attend the funeral of the late Shreemati Rup Kaur was rejected? If so, why?

(f) Is it a fact that his petition, dated the 13th September, 1934, for permission to attend the Annual Session of the Indian National Congress at Bombay to discharge his functions as the reporter of the said *Arjun* was rejected? If so, why?

(g) Will Government be pleased to state how long this restraint order on Mr. Phoolchand Jain will continue and what are the conditions to be fulfilled by him for his release from this order?

The Honourable Sir Henry Craik: The information is being obtained and will be laid on the table in due course.

VILLAGE POST OFFICES OPENED IN BIHAR, PARTICULARLY IN THE CHHOTA NAGPUR DIVISION.

459. ***Mr. Ram Narayan Singh:** (a) What is the total number of the new village post offices started on experimental basis in the Province of Bihar, particularly in the Chhota Nagpur Division, and how many of them have been or will be made permanent?

(b) Is it a fact that some of the post offices in the Chhota Nagpur Division receive and send out *daks* only on alternate days and not daily? If so, are Government aware of the inconveniences of the public from this system?

(c) Are Government aware of the facts that the people of the area of the post office at Sakbareva in the Palamau District in Bihar and those of the area of the post office at Kanhachatti in the Hazaribagh District are being put to great inconveniences by the system mentioned in (b) above? If so, do they propose to change this system?

The Honourable Sir Frank Noyce: (a) If the Honourable Member will state the period for which the information is required, an endeavour will be made to obtain it for him.

(b) and (c). The information required is not available. As the Head of the Circle concerned is fully competent to deal with the points raised, a copy of the question is being sent to him for such action as he may consider suitable. I may, however, state for the information of the Honourable Member that mails are sent on alternate days when the volume is small, and the cost of a daily service is high.

Mr. Ram Narayan Singh: In clause (c) of the question, there is a printing mistake in the second line: the name is printed there as "Sakbareva" it should be Satbareva.

The Honourable Sir Frank Noyce: I am obliged to the Honourable Member for the correction.

UNSTARRED QUESTION AND ANSWER.

AUDIT REPORT OF THE ARCHAEOLOGICAL SURVEY OFFICE, FRONTIER CIRCLE, LAHORE.

33. Sardar Sant Singh: (a) Have Government considered the audit report of the Archaeological Survey Office, Frontier Circle, Lahore, and taken note of the irregularities pointed out therein? If so, what steps have so far been taken against the person or persons responsible for these irregularities? If not, do Government propose to take any steps?

(b) Will Government be pleased to lay on the table of the House the report and the action taken on the same?

Sir Gtrja Shankar Bajpai: (a) The report is under consideration.

(b) Government do not think that the report is of sufficient public interest to justify its publication in the manner suggested.

ATTEMPTED BUDGET LEAKAGE.

Mr. S. Satyamurti (Madras City: Non-Muhaminadan Urban): Sir, before you call the next item, may I ask whether the Honourable the Finance Member will be good enough to make a statement on the arrest of a Member of this Assembly, which appeared in this morning's papers about a certain attempted budget leakage? It is a matter which arouses considerable apprehensions in certain quarters. There is no time even for a short notice question, but I shall be glad if he will make a statement on the position.

The Honourable Sir James Grigg (Finance Member): No, Sir. It is not in the public interest that I should make any statement.

Mr. S. Satyamurti: Have any secrets leaked out at all?

The Honourable Sir James Grigg: I do not propose to make any statement.

Mr. President (The Honourable Sir Abdur Rahim): The Chair understands there would be a judicial inquiry in the matter.

THE RAILWAY BUDGET—LIST OF DEMANDS—*concl'd.*

DEMAND No. 1—RAILWAY BOARD—*concl'd.*

Mr. President (The Honourable Sir Abdur Rahim): The House will now resume discussion of the Railway Demands for grants. The motion, the Chair understands, which will be moved this morning is in the name of Khan Bahadur Shaikh Fazl-i-Haq Piracha.

Paucity of Muslims in the Railway Services.

Khan Bahadur Shaikh Fazl-i-Haq Piracha (North-West Punjab: Muhammadan): Sir, I beg to move:

"That the demand under the head 'Railway Board' be reduced by Re. 1."

Sir, in moving this cut motion, I mean to repeat an old story, which has been narrated on the floor of this House for the last so many years, and it is about the due share of Mussalmans in the railway services. It is true that the Railway Board is giving effect to the orders issued by the Government of India in regard to the representation of minority communities in railways, but much requires to be done so far as the Mussalmans are concerned.

Sir, we are extremely thankful to the Honourable the Railway Member for having moved the railway machinery to pay due regard to the orders of the Government as far as the new appointments are concerned, but I would request that some new formula shall have to be found out to enable the Mussalmans to get their proper share in the railway services. With the present orders of the Government, it will take centuries to bring the percentage of Mussalmans to the level of their share.

Sir, seven years ago, there were 1,82,349 Mussalmans employed on the railways; today there are only 1,55,439, which means they are 27,000 less. It will probably be said that the total number has also gone down. But I would ask what is the total number of the reduction made? Is it not a fact that the reduction in the number of employees of other communities is proportionately smaller? In 1930, the proportion of the Muslims was 22.3 per cent.; today, it is 21.8 per cent. If this is the progress the Muslims are to make in getting the services, we do not want it. Not less than 3,500 railway employees belonging to other communities will have to be replaced by Mussalmans, to give them the same percentage in the services which they had in 1930. These figures will clearly show the Honourable the Railway Member the so-called favour by the Government to the

[Khan Bahadur Shaikh Fazl-i-Haq Piracha.]

Muslims in recent years which caused so much clamour by the majority community. The other communities thought that we were very lucky, and so did we, as we were under the impression that at least some justice was being done to us, of which we were denied so long. But this was all self-deception. I wish that we had been allowed to retain our position which we had in the year 1930 rather than to have been favoured in this way. The Mussalmans have only a five per cent. share in the gazetted appointments. How can an important minority, which represents more than 26 per cent. of the population of the country, be satisfied with so small a share? In upper subordinates on railways, the Muslims are even less than five per cent. With this percentage in the gazetted and upper subordinate services, I would ask the House if it is a fair and just share that is given to Muslims? If not, I would request the Honourable the Railway Member to place before the Government the Muslims viewpoint and to get revised the order of the Government in such a way that Muslims get their due share at least in the next 10 or 20 years.

Sir, in this age of unemployment, the Muslim youths are denied their due share, and is it not to lead the educated brains of the country to mischief making in the country? This state of things is nothing but a flagrant usurpation of one's legitimate rights, and the Government can imagine what course would such people adopt when no redress is forthcoming in spite of ventilation of grievances by all the constitutionally possible methods. In one of his speeches, I remember, Mr. Maswood Ahmad, once our colleague, had brought to light the fact that in the subordinate services, offices were full of non-Muslim, non-matric employees, and yet those very offices persistently and consistently refused to employ Muslims, on the plea that qualified Muslims were not available. Mr. Maswood Ahmad had then made a sporting offer of replacing every such non-Muslim non-matric by a Muslim graduate, but the offer was not accepted. I think, Sir, the lame excuse of not getting qualified Muslims for responsible jobs is no more now, and they have proved that they can very efficiently run any department of the Government. Will the Honourable the Railway Member be pleased to find out some way to redress the injustice done to the Muslims in matters of employment since so many years? When the Government in principle have accepted the claim of the Mussalmans, why not find out ways, and redress their grievance? Sir, we have been promised on many occasions that something would be done to secure the representation of Muslims in branches dealing with establishment matters, but the condition remains as bad as it ever was. The rights of the few Muslims, who have somehow or other managed to enter the railway services, continue to be trampled under foot as in the past. Numerous instances can be given of the unequal treatment from which the Muslim employees constantly suffer. To quote just one: Mubarak Ali, a Muslim ticket collector of Delhi station, was recently dismissed for charging two annas excess from a passenger. For the same offence, another gentleman, Raunki Ram, Assistant Station Master of Begamabad, who realised six annas from a ticketless passenger and pocketed the amount himself, and whose offence was proved, was punished by being reduced by one step only. In both these cases, the punishment orders were passed by the same officer. Is it not a clear case of favouritism or discrimination? Another booking clerk of the Delhi Division, named Rambir Singh, charged one rupee excess from a passenger

and also abused him when he demanded it back. Although the offence was proved against him, the only punishment awarded to him was his transfer as a train clerk. Again, three booking clerks of the Delhi Division, who were caught defrauding the railway, were let off with a reduction in pay to the amount of rupees two or three only. There are numerous other instances of differential treatment accorded to Muslims in every railway office, almost every day, but I do not like to waste the time of the House by quoting them. I hope the Honourable the Railway Member will send for the cases himself, in order to find out the truth of the statements I have made. By quoting the instances, I do not mean at all that non-Muslim employees ought to have been dismissed, but I wish to point out that the treatment that the Mussalmans meet with is absolutely different from what the members of other communities get. This vice cannot be removed unless the Muslims have got such men in the offices as can have some sympathy for their brethren. Officers are generally very busy and cannot find time to go into every detail of the cases, and are only led by the office notes, which often times are detrimental to the interests of the Muslim employees. I think the importance of Muslim employees in the establishment branches has sufficiently been shown. It is a well known fact that the Government have refused to acknowledge the rights of the Muslims to departmental promotions in proportion to their percentage in the services, and, therefore, no quota has been fixed in this connection.

[At this stage, Mr. V. V. Giri entered the Chamber amidst loud applause from the Congress Party Benches.]

I would suggest for the Railway Member's consideration one small point, which will repay investigation. The Railway Clearing Accounts Office has been in existence for the last nine or ten years. In that office, they change the principles on which grade promotions are made almost every year. The person in power decides first whom to promote and then determines the basis which will enable his favourites to go higher up. As soon as the selected men are promoted, the basis of promotion is changed to suit another set of individuals. When they too have got what they want, yet another change in principle of promotion is introduced. A man having no support does not know where he stands. An employee in the office, say X, finds that, according to one rule, he is eleventh on the list, he waits patiently till his number comes, but unfortunately the rule is changed, and he is ignored. Then, according to the new rule, he waits his next turn, but then again he is passed over.

I had asked certain questions regarding certain promotions made in the Railway Clearing Accounts Office, which had to be replied on the 23rd of this month, to which no answer was given, and it was deferred till some other date. If I had the replies to those questions in my possession, I would have shown to the Honourable the Railway Member how injustice is done to the Muslims in matters of promotions. Two sub-heads, who were non-Muslims, were given promotions over their senior Mussalmans for no reason, in spite of the fact that the promoted sub-heads were stated to have on their personal file very bad remarks of their officers. One cannot say how were the senior and capable Mussalmans ignored and their very juniors promoted. These are the evils, Sir, which we want to be removed. I hope that the Honourable the Railway Member will go into the matter and will find for himself the truth of the statement, and, then, if he is convinced that Mussalmans are shown differential treatment in

[Khan Bahadur Shaikh Fazl-i-Haq Piracha.]

matters of promotion, I hope that he will fix the quota for the Muslims in matters of promotions. Today a man can join the Railway Department either as an officer of the superior service or as a low paid employee on Rs. 30 only. A few years ago, one could enter at any stage, midway between the two extremes. In the civil department, they are still recruiting at every stage. One wonders if the railways can hope to recruit the best stuff on Rs. 30. All the higher appointments now go by promotion, as if men recruited on Rs. 30 could reasonably be expected to go to the top. There may be such exceptions once in a blue moon, but what will be the result. Railways are prepared to say good-bye to the efficiency which they could secure by recruiting good stuff in the intermediate grades as they did in the past. But if the intermediate grades are filled by promotion, this is a sure and clever way of excluding Muslims from these grades. There are no quotas fixed for them. There are practically no Muslim senior subordinates or officers. Principles on which promotions are made are changed every now and then to suit favoured individuals. Muslims cannot, therefore, hope to get anything like a fair share in promotions. Why not fix a quota for them, and, if that cannot be done, why not make up the deficiency in the Muslims' share of promotions by recruiting the required number of Muslims? I hope the Honourable the Railway Member would give his thoughtful consideration to this matter and would find out some way to bring the Muslims to the level of their fixed percentage if Government really want to do justice to the Mussalman. Sir I move.

Mr. President (The Honourable Sir Abdur Rahim): Cut motion moved:

"That the demand under the head 'Railway Board' be reduced by Re. 1."

Mr. Muhammad Nauman (Patna and Chota Nagpur *cum* Orissa Muhammadan): Mr. President, in supporting this cut motion, I have to remind the Honourable the Commerce Member of my suggestion last year that the division should be made on monetary basis and not on the basis of number of men. If this viewpoint is investigated, it will reveal still more serious results for the Muslim community. Even the promise of 25 per cent. representation, if it is taken on the basis of numbers, is not fulfilled. Besides, if a monetary division is made, probably it will reveal that we have got a percentage of about two or five in total payments. There have been promises in this House for adequate steps, but the results are only more disappointing. I am really surprised what steps are taken, and whether these promises are made only to keep us in humour or to make us hope against hope. It reminds me of a line from Ghalib which runs:

*"Tere wade par jiye ham to ye jan jhut jana
Ki khushi se mar na jate agar aithar hota."*

When translated into English, it means: "If I have survived on your promise, you ought to know that I never believed them, otherwise the sense of reverie out of belief would have brought death out of happiness on me".

The report which the Railway Board has issued on the working of the Indian Railways for the year 1935-36 makes very gloomy reading so far as the position of the Muslim community in the railway services is concerned. There are at the present moment only 95 Muslim officers out of

1,849 on the Indian railways. Their percentage is only 5.14. One year earlier, that is, in 1935, the percentage of Muslims was 5.12. The increase during one year is thus .02 per cent. It has been recognised by the Government that Muslims are entitled to a 25 per cent. share. At present, we are 20 per cent. short. If we improve at the rate of .02 per cent. in one year, we shall secure an increase of our representation by one per cent. in fifty years. The deficiency of 20 per cent. will, on this computation, take one thousand years to rectify. The question that I want to ask is: "Do Government expect the Muslim community to wait for one thousand years before they can expect to get their quota of 25 per cent. appointments in the Railway Department?" What is more remarkable still is that, in 1935-36, there was actually a decrease of one Muslim officer. One is bewildered as to whether calculations regarding the future should be made on the increase of the Muslim percentage by .02 per cent or whether on the basis of a reduction of one Muslim officer in a year. If the latter method were adopted, the Muslim community would be eliminated from the ranks of railway officers in 95 years. Those who have a humour for the tragedy will probably say that it is better to be wiped out in 95 years, if not quicker, than to have to wait for one thousand years to get one's legitimate rights.

The figures which I have mentioned just now have been taken from page 61 of the Railway Board's report. Page 62 of this report gives the figures of subordinates on scales of pay rising up to Rs. 250 per mensem, and it is surprising to note that, among these subordinates, the position of Muslims is even worse than among gazetted officers. There are at present only 408 Muslim subordinates out of a total of 8,090 or a percentage of 5.04. It is stated in the report that the percentage of Muslims in 1935 was 4.78. One year has registered an increase of .26 per cent. only. If this rate of progress is maintained, it will take Muslims four years to achieve an improvement of one percent. and 80 years to make good the total deficiency of 20 per cent. I need hardly say that the Muslim community has every reason to be thoroughly dissatisfied with the present state of affairs, and unless the Government are determined to feed the Muslim community on promises alone, it is clearly the duty of Government to do something tangible and show that they mean business in this matter of vital importance. The statistics on page 111 onward of the report are interesting. There has been a decrease in the number of Muslims during this year in the Agency Department of the Eastern Bengal Railway, in the Engineering Department of the East Indian and South Indian Railways, in the Transportation Department of the Bengal and North Western, East Indian and North Western Railways and the Railway Board and miscellaneous offices. There has also been a decrease of Muslims in the Mechanical Engineering Department of the Bengal Nagpur Railway. If the Railway Board had only instructed the officers concerned to see to it that any decrease of Muslims in any department of any railway was made good forthwith, the condition would not have been so deplorable. Even among the subordinate staff, decreases of Muslims have occurred during the year in the Agency Department of the Bombay, Baroda and Central India, Great Indian Peninsula and North Western Railways, in the commercial department of the North Western Railway, in the other departments of the Bengal Nagpur the Burma and the North Western Railways and in the Railway Board and other railway offices. These statistics leave no doubt in one's mind that the Government of India have no present intention of doing any justice to the Muslim community.

[Mr. Muhammad Nauman.]

When the attitude of the Government towards the question of employing Muslims in the lower jobs is what it is, it is needless to cry for a share for the community in the higher jobs. If we read the Civil Lists, we cannot fail to get the impression that Muslims are carefully excluded from all important appointments. Many years ago, some hopes of the appointments of two Muslim Deputy Agents were raised in this House by the Honourable Sir George Rainy. That dream remains to be realised to this day. There is not a single Muslim Divisional Superintendent, no Director of the Railway Board has ever been a Muslim, not to talk of a Muslim Member of the Railway Board.

Very soon this big department is going to be made independent of the control of the Legislature. The Statutory Railway Authority of the future will not be answerable to this House. We strongly urge that the question of Muslim representation in all grades of railway services should be settled satisfactorily before the control of the Legislature over the doing of the Railway Board is removed.

My submission is that in spite of all our representations, requests and efforts to bring up the percentage of Muslims to the necessary level, things have not been rectified. There have been promises, and the Honourable the Commerce Member is trying to do something; but, in spite of all his efforts, railways have not taken care in recruitment, and, even in promotions, the percentage of the Muslims is still low. Last year, in my speech, I did say that in Bihar, in the Registration Department, it so happened that Muslims held a percentage of over 35 or 36 which was far about the number that ought to have been given to their share, but when the Hindu Members of the Executive Council came in as Executive Councillors, they stopped the appointment of Muslims for a number of years and recruited Hindus to bring about the right proportion. This is the only feasible thing to do on the railways as well for bringing justice to Muslims.

Mr. N. M. Joshi (Nominated Non-official): Which recruitment will you stop first?

Mr. Muhammad Nauman: I do not suggest any particular kind of recruitment, but I want 25 per cent. to be reserved for the Mussalmans. The recruitment of Hindus, Sikhs or any one else may be stopped.

An Honourable Member: What about Europeans?

Mr. Muhammad Nauman: If necessary, the recruitment of Europeans may be stopped. With these remarks, Sir I take my seat.

Mr. Muhammad Anwar-ul-Azim (Chittagong Division: Muhammadan Rural): Mr. President, I should not like to argue the case in the way it has been done by the Khan Bahadur from the Punjab. Those who have been in the House for a long time must have noticed that the Government, as it is constituted in this country, cannot take a partisan view. What my friend, the Khan Bahadur from the Punjab, and Mr. Nauman have been trying to put forward for the consideration of this House is this—that a great change is coming over the constitutional position of this wonderful country. It is said that the Railway Board will be separated from the general administration in a way that it will no longer be a Department of the Government of India and that this Assembly or the

Federal Assembly will not have a say in their activities. That being the case, there is some logic in the appeal made to the great Congress Party and the Government that they should have some sympathy with the minorities in this country in which the Moslems are included. Not even the Executive Councillors will have the courage to take up anything which will not be liked by a majority in this House then constituted, and why should they do anything to please a smaller group even though that might have been useful at times. What I feel is that Mr. Nauman's argument would have been on all fours if Government can take courage in both hands and solve the problem in the way he suggested. In spite of so many wailings on the floor of this House for so many years, since the Railway Administration came into existence, this question of the so-called representation of minorities has really not been solved satisfactorily. It seems to me that there is something wrong somewhere. As a matter of fact, unless this matter is remedied, I am afraid, even if we have a full dose of dominion status in this country, things will not take a better shape. I would, therefore, ask my friends, the non-Muslims, not to cavil at what has been put forward by my friend, the Khan Bahadur from the Punjab, and my friend, Mr. Nauman.

There is one other aspect of this question, and it is this. I really do not know what is the logic of the decision which actuated the Government of India in hitting on this formula which has been circulated by the Railway Board for the consideration of the various railway companies in this country. As a matter of fact, I find from a memorial sent to the Government of India, a couple of years ago, in which I was also a signatory, that they stated there that in the railway systems, which run in Eastern Bengal and Bengal proper, the percentage of Muslims should be 45 per cent. and 37 per cent. (the latter for the Assam Bengal Railway), I do not know by what jugglery the figures 45 and 37 have been hit on. The percentage of Muslims in Eastern Bengal will be 80 per cent. and it is also a fact that there has not been, before the issue of this circular, sufficient representation of Muslims although they are in a majority in the Eastern districts. What really actuated the Government to hit on this figure I want to know. Similarly, the percentage of Muslims in the Frontier districts and in the Punjab is higher than the other communities, just as in the eastern districts of Bengal. So my submission to the Government is this—how do they reconcile this percentage of 45 and 37 per cent. with the large number of the people who ought to have got a higher percentage in the Company-managed and State Railways having regard to their population in my province. We alone compose the 42 per cent. of the whole of the Muslim population of India. Secondly, Mr. President, you will find that with regard to the memorandum that was submitted for the consideration of the Government of India, a couple of years ago, and which also has been mentioned by my Honourable friend, Mr. Nauman, I think it is necessary to consider that—of course, I do not say that I know everything, but I must take credit for some experience in these matters, and I must say that, in these matters, unless you are in a position to hit upon some formula by which you will be able to give the better-qualified and experienced people who are working in the upper grades of the railway services a chance, and unless you are in a position to fill those posts with a larger number of our people, I am quite certain that Government will not satisfy anybody.

[Mr. Muhammad Anwar-ul-Azim.]

Sir, when I make this claim on behalf of the Mussalmans, I am the last person to ignore the question, the much-maligned question of efficiency. Of course, I am certain that nobody in any part of the House will say that at this stage of our progress there are not a sufficiently large number of Mussalmans, qualified and experienced, to rank even in the higher grades of the services. That being the case, I think it is absolutely necessary that the Government should very kindly see their way to consider as to how best to tackle that question, for, as a matter of fact, those who are living in districts, where the population is largely Mussalman, are terribly afraid of the coming changes, but I am quite certain that at least here, in the Centre, those who wield the largest amount of power will not cavil at my proposition, but what is necessary at this stage is that the Government of India must see really that justice is done to all and justice is not denied to anybody in any part of the country and in any grades of services. (Hear, hear.) In this connection, I also mentioned last time when speaking with regard to certain motions in connection with the railway demands, that the autonomous position of certain of the Company-managed Railways was mostly responsible for their not giving effect to the recommendations of Government. I am really surprised, sitting in my place now for many years, to see that the Railway Board say that they are responsible for the financial stability of the Company Railways, and at the same time feel indifferent when their orders are not obeyed, and, I may put it mildly, flagrantly abused. Last Simla Session, I brought it to the notice of the Railway Board that I happened to be a member of the Local Advisory Committee of the Assam Bengal Railway, and I drew the attention of the Railway Member to the position of the Mussalmans in the medical service under that railway. There were several vacancies, and I put a question to the Commerce Member, and he came out with a printed list, and from there you will find, Sir, that although there were lots of L. R. C. P.'s and M. R. C. S.'s first class qualified people, not even one of the four vacancies came in our line. I must urge most emphatically, therefore, for the consideration of Government that they must be just. The Government have ruled in this country for over 150 years, and, with the help of the more sober section of the people of this country, they have come to their present stage, and if they go on flagrantly abusing their position and not take the existence of the Mussalmans into consideration, I should say that God's wrath will come down upon them! Secondly, my friends may wonder as to why this invocation of God's wrath is not coming from our Front Benches, but the fact is, Sir, that our Front Benches are very shy, because we happen to have so many complications, and so that is the only explanation why our Front Benchers, the Muhammadan leaders, are not speaking on our behalf. Sir, this being the case, I do hope and trust that Government will take a very serious notice of this complaint and will try and redress the grievances that were mentioned by my Honourable friends, Mr. Nauman and Khan Bahadur Shaikh Fazl-i-Haq Piracha. I whole-heartedly support the motion, so ably moved for our consideration.

Sardar Sant Singh (West Punjab: Sikh): Sir, in this House where probably I find myself alone in representing the Sikh community, it would not be justifiable if I let this opportunity to pass without putting forward the claims of the Sikh community in the Railway Department. (Hear, hear.) Sir, I gave notice of two cuts. Now that the Mussalman case is being considered, I think I can put forward my claim also, being:

a minority community along with them. I have two cuts standing in my name, viz., Nos. 63 and 64. Probably it might be said that in No. 63 I raise the question of "the policy of communalism followed by the Railway Board in spite of the fact that the railways are commercial concerns", but, in the second, I raise the question of the inadequate quota assigned to the Sikh community, and probably I may be charged with speaking contradictory things. But I want to explain, as a matter of fact, that if you apply the test of logic, it is rather difficult to understand why in a Department, which is run on commercial lines, the services should be recruited on the basis of communities at all, unless the Railway Board is willing to admit that political considerations do prevail in the running of these railways,—which, I am afraid, was not the case in the past. I do not want to stress this point whether the railways are run merely for commercial purposes or not, but it is a fact that the railways have a good deal of share in political policies, even when the lines are being constructed in various parts of India, for it is a purely commercial concern and it does not stand to reason why a quota should be assigned to each community in commercial business. I may just remind the Honourable Member in charge of the Railways that with regard to his complaint that he could not find any experts in India to put the railways on a proper footing, is not that due to this one factor also that the railways are not being run as commercial lines

The Honourable Sir Muhammad Zafrullah Khan (Member for Commerce and Railways): Will the Honourable Member kindly quote the sentence in which I have delivered myself of that sentiment?

Sardar Sant Singh: If I remember correctly, the Honourable Member, while discussing the constitution of the Wedgwood Committee, said that the Railway Board were willing to accept advice from any quarters from where that advice was forthcoming; some such expression he used when he was speaking the other day. Well, why does he accept advice from outside?—because he cannot find advice available here among the railways in India.

The Honourable Sir Muhammad Zafrullah Khan: No, Sir. I was at pains to explain that a Committee of this House had recommended to Government that they must, in addition to such advice as may be available here, take outside advice.

Sardar Sant Singh: What I was pointing out was not that I should re-enter into the question of the constitution of the Wedgwood Committee, but I did point out that, even in spite of the Public Accounts Committee's recommendation, Government decided to appoint a Committee and not a single expert. That point has been discussed on the floor of this House probably three times now, and I need not reopen it. But the fact remains that this advice, coming as it did from the Public Accounts Committee, was mainly due to the fact that railways in India were inefficient and have not been able to produce any expert. There can be no doubt that this was a confession of the failure of the railways in India

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member need not dilate upon that now.

Sardar Sant Singh: All right. I was myself trying to get out of that morass when I was speaking, but I was directed towards it. However, my complaint is that the railways in India are not being run on commercial lines, and when political considerations come in there is a great danger of their running at a loss than they have done in the past. If the policy of the Government is to give full representation to the claims of the minorities in India, I stand for a due share to be allowed to the Sikhs in this country. I cannot compare myself with any other community excepting two, which belong to the minority communities in India, and I mean by this, the Indian Christians and the Anglo-Indians. The Indian Christians are almost the same number in India as the Sikhs are—I think 1·3 and 1·6 per cent. are their respective shares of the population. The Anglo-Indians are ·6 or ·7 per cent. according to the population. When I looked at the figures given in the Railway Board's Report in Appendix F and Appendix G, I found that there was a considerable difference between the shares allotted to the Indian Christians and to the Sikhs in the railway services. If we look at the Anglo-Indians, the difference is still greater. I do not grudge the share to my Muslim brethren in the railway services, but at the same time I do not agree with the view expressed in this House that this share should come from the Hindus or even from the Sikhs as the last speaker mentioned just now, but I would like that if the minority communities are to be given their due share, they must be so given from the quota which is now monopolised by the Anglo-Indians and the Indian Christians over and above their population basis. That is simple justice which is due to the other minority communities. I do not want to enter into details of the various disabilities under which the Sikhs suffer on the North Western Railway. I have drawn the attention of the Railway Board from my place in this House several times during the past three years to the fact that the quota assigned in the Government Resolution to the Sikhs on the North Western Railway is very inadequate and unjust to the Sikh community.

Mr. H. A. Sathar H. Essak Sait (West Coast and Nilgiris: Muhammadan): Sir, it is exactly one year since I moved, on the 26th February last year, my cut motion to call attention to the paucity, nay, the almost total absence of Muslims in the superior services of the M. and S. M. Railway and the S. I. Ry. I eagerly searched the figures in this year's Report of the Railway Board for some improvement in the position of Muslims in these services. My hope for improvement was based on the plea that was put in last year by the Honourable the Railway Member that the Companies had only a short time then to carry out Government's instructions. I do not know if it will surprise the Honourable Member, but I am sure it will certainly surprise the House to learn that the position has become worse than it was a year ago. I will not tire the House by repeating the figures which I gave last year. Suffice it to say that, in the M. and S. M. Railway, there is still not a single Muslim in the ranks of the gazetted officers out of a total of 139 such officers employed by that railway while, in the S. I. Ry., where there were two such officers last year, this year the number has decreased by one, and there is only one Muslim officer out of a total of 128 gazetted

officers in that railway. I wonder if this is the result of the assurance given to us last year by the Honourable Member for Railways. The House will remember that he was profuse in his assurances that a careful watch would be kept on these figures and everything would be done to improve the position. Permit me, Sir, to quote what he said last year when replying to my motion. He said:

"With regard to these two railways, therefore, on examination of these figures such instructions as may be necessary, drawing attention to their default, if any becomes apparent in this respect shall be issued to them; and the Railway Board shall insist that they must carry out not only the orders of the Government, but what is, in the case of the South Indian Railway, a solution suggested by themselves to the Railway Board and accepted by the Railway Board and the Government."

Let me remind him, Sir, that the percentage so accepted by the S. I. Ry., according to him, is 16 $\frac{2}{3}$ while actually today the percentage of Muslims in the gazetted ranks of the S. I. Ry. is 0·8 per cent., and, in the M. and S. M. Railway, the percentage fixed is 25, but actually there is not a single Muslim gazetted officer in the service of that railway.

Sir, my plea last year was so eminently reasonable that an Honourable Member of the position of Mr. Aney in this House was kind enough to support me whole-heartedly. But even his support was of no avail against the apathy of the Department and of the Railway Companies. We are told that there is a highly paid official specially employed by the Government for watching these percentages of the minority communities in the railway services, and yet the assurance given by the Honourable the Railway Member that "every possible effort will be made to see that these instructions (about percentages) are carried into effect by these two railways", has actually resulted in the situation getting worse than what it was last year. I hope my Honourable friend will look into this matter at once lest his assurances which are becoming very profuse lose all value. Already there is an impression gaining ground that my Honourable friend is an adept in cleverly putting off insistent clamourers with sweet sounding words which have nothing substantial behind them. For the sake of his reputation at least, if not for putting right a long standing injustice, he ought to look into this matter and issue the supplementary instructions which he promised to issue in case it is found (I am quoting his words) that "the deficiency of one particular community is not made up or at

The Honourable Sir Muhammad Zafrullah Khan: The Honourable Member has not yet said one word to show that in any fresh recruitment on the two railways to which he has referred the percentages have not been kept. What I assured this House about was that the decision of Government would be carried into effect. The decision of Government applies to fresh recruitment, and the percentages he has quoted also apply to fresh recruitment. Has he got any figures to show that on the M. and S. M. Railway and on the S. I. Ry. there was fresh recruitment and the share of the Muslims was not given to them in that recruitment?

Mr. H. A. Sathar H. Essak Sait: So far as that is concerned, the figures have not been available to me, and I do not know whether new recruitment was made.

The Honourable Sir Muhammad Zafrullah Khan: Then, what is the use of charging me with giving assurances and not keeping them?

Sir Muhammad Yakub (Rohilkund and Kumaon Divisions: Muhammadan Rural): I gave notice asking for figures in December last, and I have not received any answer. Probably the Railway Department was waiting that the budget discussion should be over before they supplied any figures.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member cannot intervene with a speech during the speech of another Honourable Member.

Mr. H. A. Sathar H. Essak Sait: So far as the interruption of the Honourable the Railway Member goes, I think my Honourable friend, Sir Muhammad Yakub, has given him a sufficient answer. With regard to his question as to why I am quoting these figures, it is because of the decrease that is found. Something has taken place there; when somebody has retired or somebody has been sent off, there must have been some sort of an appointment, and, with regard to that appointment, I maintain that the promise of the Honourable Member has not been kept.

The Honourable Sir Muhammad Zafrullah Khan: Government have not laid down and I never promised that if a Muslim officer were to retire, his place would be filled by a Muslim and by nobody else. The vacancy goes into the general pool of vacancies and then each community gets its proper share of the fresh recruitment that takes place.

Sir Cowasji Jehangir (Bombay City: Non-Muhammadan Urban): What is the share of the Parsi community?

The Honourable Sir Muhammad Zafrullah Khan: There is no separate reservation for the Parsis, nor is there any for Indian Christians.

Mr. H. A. Sathar H. Essak Sait: In that case, it comes to this, when
 12 Nov. the remaining Muslims—one or two that still remain in service—whenever they retire, in spite of the promises that were made by the Honourable Member, we will be nowhere at all. In that case, I am justified in drawing the attention of the Government to the position that exists there, so that in future at least something will be done to mitigate the sufferings that we are made to undergo. It is with that idea in view that I am speaking today. I was submitting when the Honourable Member interrupted me that he should personally look into this matter and keep a careful watch and issue the supplementary instructions that he promised last year. So far as that is concerned, I can only make this appeal.

I would like to call the attention of my Honourable friend to another matter, it is really a small matter, but not so small as it looks, and it is this. I am reliably informed that, when these railways wish to advertise for Muslim recruits, they invariably get such advertisements published in North Indian papers. I want to know whether they have satisfied themselves that there is not a single Muslim qualified for the job in South India or is it because of some hidden motive that the information about

the vacancy should not reach qualified people in South India. This is a matter which has to be looked into, and I make this appeal on behalf of the millions of South Indians that the Government should now at least wake up to their responsibility and see to it that we get at least some justice if not all that we deserve. Sir, I support the motion.

Bhai Parma Nand (West Punjab: Non-Muhammadan): Sir, it is my very unhappy duty to oppose this motion. I do not think it is necessary for me to quote any figures or refute the figures given by my Honourable friends on this subject. Figures can be quoted to suit one's purpose. I have observed on several occasions that the question of Muslim representation has been discussed very often in this House, in fact, this question has been cropping up in all the three Assemblies which have met. In the Assembly that preceded the last one, this question was raised and emphasised. Ultimately, the Government came to a decision, and in order to fix the proportion, they appointed a Committee of Enquiry. Consequently, with a view to finding out the proportion for the various communities in the railway services, the Government appointed Mr. Hassan as the head of this Committee. He went about the country, examined the various railway administrations, made his calculations and prepared his report which was submitted to the Assembly in which I had the honour of sitting. In spite of this, the Honourable Members, throughout the year, and on the occasion of every budget, made it a point to raise this same question. My Honourable friend, Mr. Anwar-ul-Azim, must have put hundreds of questions with regard to the paucity of Muslims in railway services. The Railway Member had to reply that the report of Mr. Hassan was under consideration and that the Government were considering the question of fixing the proportion for different communities. This report was laid on the table, and it was discussed. So far as it appeared, the Muslim Members of this House seemed to be satisfied with Mr. Hassan's report.

The question now assumed a new shape. It was asked, whether Mr. Hassan's report or recommendations were to be carried into effect or not. In order to fulfil their promise, the Government appointed Mr. Hassan himself as the head of the staff to carry out his recommendations and make up the communal proportions. All these steps, which have been taken by Government, ought to have been sufficient to satisfy the Muslim Members of this House. All the same, this question was raised several times and satisfactory replies were given by the Government. To top all this, may be on account of the Muslim agitation or for some other reasons, the Government appointed the Honourable Sir Muhammad Zafrullah Khan as the Railway Member. Before him, there was Sir Joseph Bore. He could not be trusted by Mussalmans of India as he was a Christian. But I do not think there would be any body, any Muslim at least, in this country who would raise his finger against the Honourable Sir Muhammad Zafrullah Khan and say that he is not showing proper justice and fairness to the appointment of Muslims in railway services. If I am asked to express my views on this subject, I would say that I, as representing the Hindus, have got some grievances against the Railway Administration and even against the Railway Member. I am approached by many Hindus who have suffered. I have to tell them plainly that I could not help them at all, because the policy of the Government was a settled one in the matter, namely, that they have decided to show special favours to one

[Bhai Parma Nand.]

community in preference to the other. I mention one particular case. There were two guards in Sind; one of the guards took a parcel along with him without payment of due charges on the recommendation of some Muslim Assistant. The case was enquired into by the Divisional Superintendent who was an Englishman or an Anglo-Indian. The Muslim assistant guard was discharged from service and the Hindu was reduced by one grade or so. The case was practically filed afterwards. After 1½ years, when my Honourable friend, Sir Muhammad Zafrullah Khan, became the Railway Member, the assistant guard, who was discharged, offered a threat to the Hindu guard, who was reduced, saying that either he himself would be reinstated or the Hindu guard would be dismissed from service. On the representation of the Muslim assistant guard, the case was re-opened after 1½ years and the Hindu guard was discharged or dismissed. That Hindu guard came to me with his complaint, but I told him I could not help him at all, as we, Members, had no hand in such matters. I do not vouch for the accuracy of what that guard said, he may be right or he may be wrong, it may be that he was justly punished, or unjustly punished. But that was his complaint.

My point is this. The Hindus have certain grievances, and it is not possible for me, nor for any one of us, to help them in any way. On the contrary, we find that the Muslim Members are listened to by the Government and the Government are taking every step to redress their grievances, make it a point to press their demands further and give vent to such feelings. I am simply pointing out that these grievances, real or imaginary, are repeated again and again during budget debates in spite of the fact that Mr. Hassan was specially appointed to look into the grievances of Muslims, that he submitted his report which was carried into effect, and, on the top of it all, there is the Honourable Sir Muhammad Zafrullah Khan, the best Mussalman that could be had by the Government as the head of the Railway Administration.

Coming to the proportionate distribution of money, I say, if you want to decide this question in that way, the best thing for the Railway Administration would be to fix two kinds of tickets, one for Muslims and another for Hindus, on every railway line, and then find out the proportion of Hindus as well as Muslims who travel. Then, the revenue should be divided proportionately between the two communities. That suggestion may be approved by the Muslims, but not by us. Sir, to illustrate this point, we have got a story of a rather vulgar nature, but still I want to repeat it here.

Mr. President (The Honourable Sir Abdur Rahim): If it is not of a decent character, the Honourable Member need not repeat it.

Bhai Parma Nand: If you find it is not quite decent, you can then stop me. Two persons began to eat out of a common plate of rice. One of them was short-sighted and could not see what the other was doing. This blind man soon became suspicious that the other fellow was eating more quickly. So he began to eat rather quickly. He saw that the other man kept quiet and said nothing. This strengthened his suspicion and he quickened his speed in swallowing the rice that was in the plate. Ultimately, when he saw that the other fellow was still keeping quiet, he took up the plate and swallowed the whole of the plate, and finding him quiet, began to cry that his companion had eaten away the whole of the

rice. That is what is happening, with us. We, who have been suffering all this while do not cry at all, and those who have been getting slice after slice are ever crying that they want more; and so their case is always being heard. My position is that justice has been done, and no more could be done for the Muslims in the railway services. I think their expectations have gone wide of the mark in still harping upon this point.

Then, I will come to another point. Did the Government in the beginning employ Hindus or Anglo-Indians or Christians in the railway services as a matter of favour? If they enlisted all these people on communal grounds, and they enlisted the Hindus simply because Government wanted to do favour to the Hindus, then, of course, my Muslim friends would be perfectly justified in claiming a special favouritism and a greater share in these services. But if Government employed the Hindus and Christians or Anglo-Indians on the ground of their fitness and their merits, I do not see any reason for any community to grumble. On the other hand, they should depend on their own merits and efficiency. If Government, in the beginning, did not show any favour to the Hindus or the Christians, there is no reason why they should show any favour to any community now. People of different provinces and of different communities have got different tendencies and tastes. In our Punjab, most of the Muslims and Sikhs seek employment into military service, and, naturally, the Muslims form more than 50 per cent. of the army. Thus, a greater part of the revenue goes into Muslim pockets. I do not see why we should not grumble then that the military service is not open to the Hindus, who should get 75 per cent. of the posts there. Again, a great number of Muslims join the police service. Even in the United Provinces, where Muslims are 14 per cent., half the police service consists of Muslims. I do not see why we should not agitate and ask the United Provinces Government to enlist Hindus in proportion to their population. But we do not approve of communal distribution, we do not claim it.

Some of my friends accuse me as being communal, but as I have said so often, I repeat that my communalism is defensive communalism. I do not want to be communal at all, but if there is to be communalism in this country and if the services are to be recruited on a communal basis, then there should be some uniform rule, whatever that be. If it is to be according to the proportion of the population, let it be so; but it should be applied to all services and in all provinces.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has only two minutes more.

Bhai Parma Nand: Very well, Sir. My position is that if the Hindus and Anglo-Indians were not recruited as a matter of favour, no community has any right to ask for favour.

It has been urged by Mr. Anwar-ul-Azim and by Khan Bahadur Piracha that there are lots of efficient and well-educated Muslims. No doubt there are; I do not deny it. But the question is, how can the railways employ all these educated and efficient Muslims or Hindus? Efficiency is not everything; the question is whether there is any room of their being recruited. When there is a chance for recruitment, the Railway Member, as he has just said, has to keep up the proportion and find these efficient men among the applicants of various communities.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is up now.

Bhai Parma Nand: Very well, Sir, I have done.

Mr. F. D'Souza (Government of India: Nominated Official): Sir, a debate on a motion of this kind, one would think, would serve some useful purpose, were it not for the fact that it always leads, as speaker after speaker gets up, to the creation of communal feeling which is regrettable from every point of view. It is not, Sir, my purpose to deal with the question in its purely communal aspect, but to reply to just a few points which seemed to suggest that the railways had not been giving effect to the orders that had been issued by Government in regard to the recruitment of Muslims in railway service. I endeavoured, Sir, during the course of the debate, to analyse in my own mind the various points to which criticism was particularly directed.

There was first a suggestion of a denial of justice to Muhammadans: The Honourable the Mover of the cut motion made rather a strong point of various cases; he quoted to show that Muslims as a class were denied justice and that they were being subjected to, what he was pleased to call, discriminatory treatment. Now, it does seem unfair that on the floor of this House allegations of this kind should be made, for the reason that in these circumstances, it is not possible to place before the House all the facts bearing on each incident calling for disciplinary action. Let us, Sir, take the case of our own domestic establishments. We may have two servants, each guilty on different occasions of the same kind of irregularity. Do we invariably treat both of them in exactly the same way? Is not the disciplinary action taken influenced by various other considerations, such as the length of service, previous good behaviour, the degree of faithfulness of one servant as compared with the other, and the general attitude of each towards his master? All these considerations do influence a decision in regard to the punishment to be inflicted in each particular case. So, when my Honourable friend, Khan Bahadur Piracha, referred to certain cases as indicating unfair discrimination, he was, I venture to suggest, not quite fair to those officers with whom the decision rested in each one of these cases.

My Honourable friend then referred to the absence of machinery for ensuring that Muslims received fair treatment in the railway service. The suggestion apparently was that certain promises that had been made, for action to be taken to ensure a larger proportion of officers in the Personnel Branch to see that Muslim interests were not adversely affected, had not been kept. We have only to look back to the position, as it was in regard to the Personnel Branch in the different railway offices, say about six years ago, and compare it with the position as it is today. Take first the Railway Board. Six years ago, there was no officer in the establishment branch of the Board's office. Today there are two. I do not suggest for a moment that their interests are confined entirely or even mainly to the protection of Muslim interests, but it is certain that they would see that Muslim interests did not suffer for lack of proper presentation. The same remark applies to certain Divisional Offices on the N. W. R. Six years ago, there was no Muslim divisional personnel officer on the N. W. R. Today, in the headquarters office of the N. W. R., there is a Muslim officer dealing with personnel cases. Similarly, on the Delhi Division of the N. W. R., there is a Muslim as a personnel officer.

Now, if, within the comparatively short period of six years, we have been able to get four personnel officers from a communal category, that is admittedly small in number, it does show that endeavours have been made, and successfully, to give effect to the promise that adequate machinery would be provided to ensure Muslim interests being safeguarded.

Further suggestions were made, I think, by my Honourable friend, Mr. Muhammad Nauman, and also by the Honourable the Mover, attributing motives to various action taken in connection with Muslims generally. As the Honourable the Commerce Member pointed out two days ago, during the course of a debate on another cut motion, actions attributable to motives can neither be proved nor disproved. However, knowing as I do personally a large number of these officers who deal with personnel cases on the railway, serving the area from which the Honourable the Mover comes, I should imagine that the great majority of them would be proof against any suggestion savouring of unfair or unjust discrimination against Muslims as a body.

To come, now, Sir, to the rather interesting suggestion made by my Honourable friend, Mr. Muhammad Nauman, regarding the division on a monetary basis of the various posts in the railway services, I understood his idea to be that if the total amount of the wages paid to railway employees is, say, something like 30 crores of rupees, steps should be taken to apply the 25 per cent. basis to this figure of 30 crores, so that Muslims as a body may get Rs. 7½ crores as their proportion. Apparently, it did not worry him that this 7½ crores might be received entirely by the lowest paid classes in the railway services. An examination of the figures, that were given in this House yesterday, will show that for the lowest category of railway employees, that is, of staff drawing less than Rs. 50 a month, the total amount paid in wages is an appreciable proportion of the total of 30 crores. Would he be content if within this category of staff on below Rs. 50, Muslims secured 7½ crores in wages?

Mr. N. M. Joshi: Yes.

Mr. F. D'Souza: Although some may reply to this enquiry in the affirmative, I should imagine that on more serious consideration

Mr. Muhammad Nauman: May I say that it does not matter if the Muslims are more in the subordinate services or in the lower services, so long as they get the proportion in money as you have just said of 7½ crores out of 30 crores, in whatever grade it may be, should be Muslim share.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member cannot make another speech.

Mr. F. D'Souza: I was prepared, Sir, to give way to my Honourable friend, because I thought that he might suggest something a little more illuminating or give a better justification for what he had in mind. But an effective answer to his proposal has come from my Honourable friend, Bhai Parmanand, who suggested that if distribution is to be made on some other proportionate basis than that now followed, there was no reason why it should not be on the earnings accruing to the railway from each community. That suggestion has only to be made to be rejected as being entirely impracticable. But if such suggestions are to be taken seriously,

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would not a much fairer distribution be one made on the basis of the freight charges paid on commodities consumed, so that we would ultimately have to ascertain the quantity which each community consumed, and, therefore, how much in the way of railway freight charges it had borne?

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has two minutes more.

Mr. F. D'Souza: In that case, Sir, I will conclude by referring to a point made by my Honourable friend, Mr. Essak Sait. He said that the South Indian Railway had not recruited a single Muslim officer last year. May I invite the attention of the House to appendix G, page 121, of the Railway Board's Annual Report

Mr. H. A. Sathar H. Essak Sait: May I explain? I was referring to the gazetted officers—appendix F.

Mr. F. D'Souza: I did understand my Honourable friend to refer to gazetted officers: the figures that I intended quoting are shown in appendix G at page 121. The number of officers recruited on the South Indian Railway last year was six,—one European, Four Hindus, and one Muslim. The S. I. Ry. proportion for Indian recruitment is 16 2/3 per cent: so that, the Muslim percentage last year accords with the percentage prescribed for the South Indian Railway. I am sorry, Sir, that the time-limit prevents my giving the House further information on certain other points.

Mr. President (The Honourable Sir Abdur Rahim): The Chair may point out that the House has to adjourn today at a quarter to one, and in the afternoon some other motion will be taken up: so the Chair does not know whether the Honourable Members want any decision on this motion

Mr. N. M. Joshi: Sir, I move that the question be now put.

Dr. Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Sir, I had no intention to intervene in this debate.

Mr. President (The Honourable Sir Abdur Rahim): The result will be, this will drop and another motion will be taken up:

Dr. Ziauddin Ahmad: As I was saying, I had no desire to intervene in this debate, but some of the remarks made by Sardar Sant Singh impel me to make a few observations. He pressed that railways should be run on commercial lines and that the demand of communal representation was against this principle. May I ask him whether the Indianisation of the services, whether the manufacture of locomotives in India was a commercial proposition. . . .

Sardar Sant Singh: Certainly, absolutely on commercial lines.

Dr. Ziauddin Ahmad: If my friend says that the manufacture of locomotives in India and the Indianisation of the services are purely on commercial principles, then, I am afraid, his idea of commercial principle is very different from the common-sense point of view. (Laughter.) The fact is, we always have been pressing for the nationalisation of the railways, and I think it is only fair to the Mussalmans that they are given their due share in the railway services. We repeatedly demanded that 30 per cent. posts should be reserved for Mussalmans, but the Government decided, and to which every other side of the House agreed, that we should be given only 25 per cent., and we accepted it under protest. My friend, Bhai Parma Nand, argued by assuming wrong premises. He assumed that Mr. Hassan's Report gave satisfaction to everybody; and he also assumed that Mr. Hassan was asked to make appointments of the Muslims. I think the Railway Board will never ask a particular individual to make appointments, and he was never appointed to make appointments at all. Therefore, since my friend, Bhai Parma Nand, started on a wrong premise, he naturally came to a wrong conclusion. . . .

Bhai Parma Nand: I did not say he was asked to make appointments, but the Government appointed him. I mentioned it as a fact.

Dr. Ziauddin Ahmad: My friend said that the Government appointed Mr. Hassan to appoint Muslims, and that is incorrect, and it is not in accordance with facts. Again, we on this side do not want to demand anything more than what has already been promised to us, and we only desire that the promise should be carried out in practice. Then, my friend, Bhai Parma Nand said—what do the Mussalmans want when they have got a Muslim Member in charge of the Railways? We are not asking any Muslim Member in charge of Railways, Muslims or non-Muslims, to show special favours to us, we are appealing to the Government of India to do justice to us; it is quite immaterial whether the Government of India is represented by a Muslim, Hindu or a Christian Member. Our appeal is to the Government of India, and not to any individual Member of any particular community, and if my friend, Bhai Parma Nand, takes it for granted that, if there is a Muslim Member in charge of Railways, he will always show favours to members of the Muslim community or that a Hindu or Christian Member will similarly show favours to the respective communities, then, I am afraid, it will be very difficult to run the Government of India. Our only desire is that justice should be done to Muslims, never mind who the Member is. We approached Sir George Rainy, we approached Sir Joseph Bhore, and we will approach the person at present in charge of the Railway portfolio to give due shares to the Mussalmans. In this connection, I would like to point out that the Government of India made a rule that 25 per cent. should be recruited in the case of new appointments only and the rule should not govern promotion. The matter does not rest here, but subsequently they decided that all appointments should be made on the lowest salary of Rs. 35 or Rs. 90 on State Railways, and no direct appointment should be made in what is called upper subordinate grade. Sir, this is a very dangerous principle. I think this principle was introduced in order to debar the minorities from getting higher posts. Let us not attribute motives, but I emphasise that the principle is very wrong, because, when

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you make an appointment of a person on a salary of Rs. 30 a month with an increment of Rs. 2 per annum, you cannot expect an intelligent man to join the railway service. I ask, what would be the condition of service, say, after 15 years when all intelligent persons now in the upper subordinate grade have retired? These very unintelligent people whom we are recruiting on Rs. 30 will take their places and will be in charge of running railways, the life of the travelling public will be unsafe. We can afford to have unintelligent officers, we can afford to have unintelligent subordinates, but we cannot run the railways with unintelligent upper subordinate staff who are the backbone of service. Therefore, Sir, it is not efficient to make all appointments on Rs. 35 at the bottom. I press that Mussalmans should be given a due share in all grades and not only in the lowest grade of subordinate appointments; that is to say, in the recruitment of upper subordinate grades, officers grades and so on. We do not want to be unreasonable; we want only that justice should be done to the Muslims. . . .

Sardar Sant Singh: At whose expense? At the expense of your brother communities?

Dr. Ziauddin Ahmad: I am surprised, my friend asks at whose expense. My friend always pleads in Courts for justice, and whenever he takes up the case of his clients, does he always argue at whose expense justice should be done? (Laughter.)

Again, Sir, we were promised on the floor of the House by Sir George Rainy, and the promise was subsequently repeated, that the Government would appoint one Muslim Deputy Agent on some line in India; that promise, Sir, has not been materialised during the last seven years. We are now on the eve of establishing a Statutory Railway Board, and, then, all power will pass from the Legislature to the Statutory Board, and we the Mussalmans have great apprehension at this moment that their interests may suffer in the hands of the Statutory Railway Board, and, therefore, we do request the Government to see that in the important future appointments in the Statutory Railway Board and other offices, Mussalmans are given their due share, and they should not be forgotten especially when making appointments at key posts, and specially in establishment branches, where the Mussalmans are very inadequately represented.

Sir Muhammad Yakub: Sir, the question may now be put.

Mr. President (The Honourable Sir Abdur Rahim): The question is that the question be now put.

The motion was adopted.

The Honourable Sir Muhammad Zafrullah Khan: Sir, I shall take only one or two minutes to deal with the points raised by Dr. Ziauddin Ahmad. He said that the policy recently adopted by the railways of recruiting people only in the lowest grades is likely in the long run to prove very injurious to the railways themselves. He also said that possibly behind

that policy was the motive to keep out members of particular communities, but I assure him that whatever considerations led the railways to adopt this policy, there was no thought of keeping out from the subordinate services members of any particular community. It was mainly a measure of economy. I agree, however, that there is a good deal in what he has said that if recruitment to intermediate grades is shut out altogether and eventually all posts below gazetted officers' posts are to be manned by people who are recruited on Rs. 30, 40 or 45 a month, it will be found that there are very few people among them who have the necessary amount of ability and initiative to discharge satisfactorily the duties of those posts. From that point of view, I think, there is a great deal in his suggestion, and the suggestion is being already examined whether it would not be desirable purely on account of that consideration to reopen recruitment to some of the intermediate grades. If the decision is to reopen recruitment into some of the intermediate grades, that recruitment will again be distributed in accordance with the proportions that have already been laid down and every community will get its due share in that recruitment.

Khan Bahadur Shaikh Fazl-i-Haq Piracha: In view of the fact that the Honourable the Railway Member has given an assurance that Government are paying consideration to the question of intermediate recruitment, I beg leave of the House to withdraw my motion.

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

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

The Assembly re-assembled after Lunch at a Quarter Past Two of the Clock, Mr. President (The Honourable Sir Abdur Rahim) in the Chair.

Rail-Road Competition.

Mr. Muhammad Nauman: Sir, I beg to move:

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

Sir, rail-road competition has been a serious matter all over the world. Different countries have taken different steps to combat this problem. In England, committees were appointed in consultation with the Board of Trade, and the situation was improved. With the advent of automobiles, the whole system of transport has been revolutionised everywhere. The problem in India is as yet in its infancy, and, unless proper precautions are taken, our railways will become a constant burden on the Indian Exchequer for its maintenance and the deficits in working. There can be no doubt that precautions must be taken in the early stages. Otherwise, with the improvement of roads, this problem will become still more acute. The solutions in the minds of railway authorities have not as yet been of any practical nature. The difficulties were enumerated by Sir Joseph Bhore in his speech at the Rail-Road Conference of 1933. He said:

"I do not think that any one would dispute that if railways are to remain they must be made to pay their way. If railways lose their highly rated traffic, how are they going to meet their obligations? It may be possible to increase certain goods

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rates, but I am personally of opinion, and I believe that this opinion is shared by the railway representatives here today that at present with the low commodity price prevailing no general increase in rates and fares is possible without doing serious damage to all forms of business and I am quite certain that no one who has the interests of the country at heart would advocate such a step. In fact any considerable general increase would almost certainly bring immediately into operation the law of diminishing returns. The alternative to an increase in rates and fares is to reduce these with the object of increasing the movement of traffic. This question is being examined in detail at the present moment, and if our examination shows that there are possibilities of increasing our earnings by such actions, we shall not hesitate to take it, but here again it is only in the low paid traffic that we could expect any large increase in volume, the traffic which, as I have already explained, even at present just covers the bare cost of transport and I think there would be considerable strength in the argument that for certain classes of such traffic the most advantageous mode of transport is road motor transport but I feel convinced that these limited advantages would be far outweighed by a bankrupt railway system which had become a burden on the country The terms of Resolution I suggest a method of attaining this object. In India, today, there are about 13,000 miles of motorable roads in the close vicinity of railways, on a considerable proportion of which intensive competition between the motor interests and the railways is taking place. The Mitchell-Kirkness Report shows that in many cases motor services are being run at rates which are certainly uneconomic It must be remembered that railways have certain statutory obligations. The more important of these are (1) the maintenance of their track and rolling stock to a certain standard, the track and rolling stock being subject to statutory inspection These restrictions do not apply to road services. Railways are therefore at a serious disadvantage when competing with road motors."

What had been in the mind of Sir Joseph Bhoré was the question of having these motor services heavily taxed and the provision of elaborate organisation and expenses in the interests of safety, but no other practical solution has been put forward from the railway side. He wanted close co-operation of the railways and the road interests, and he thought that to be the possible solution, but he did not enumerate what were the circumstances which gave a chance of road transport gaining favour in this country. Cheap running may be one factor, but that is only one of the many factors, and if we can evolve practical solutions from the railway side, that will be more useful and will be better received by the public instead of only taxing heavily motor transport.

Now, Sir, looking to the practical side of commodities transport, I feel that the arrangement of large yards is unsatisfactory. They create unusual delay in transit as the transhipment is not expedited. Even such commodities, which strictly prohibit fly shunting, which cannot stand the jerk and rough handling, are fly shunted in large yards so badly as to cause loss to the merchants. For example, I may mention glass wares, oils, ghee and the like, and no step has been taken by the railways to stop this. They send untrained hands and novice staff in the large yards where they think themselves to be responsible to nobody. The lorry transport authorities allow a representative of the merchants concerned to accompany the goods and take all precautions for the safe handling of the same. Then, in ordinary parcels, there are innumerable cases of pilferage in transit. Many baskets of fruits are received with half of them full of bricks, and the railways do not accept any responsibility so long the weights are correct. Commodities are not cautiously handled. I know of hundreds of instances in which goatskins are damaged due to rain during consignment from the Muzaffarpur side to Calcutta, and the value of these skins is reduced to 1/16th or 1/20th by such damages. When we go back for a claim, the reply is so many kinds of risk notes, A to Z, signed by our ignorant representatives, and the railways refuse claims on the basis of those risk notes. Insurance rules are so rigid and

stringent that we cannot insure the goods. You have to make application to the Commercial Superintendent, and so on and so forth, making it practically impossible. Why should not the railways have arrangements of re-insurance with some important Insurance Companies and earn a rebate without running a risk of loss to their side. I think Lloyds in London have this sort of arrangement with companies in England. Then, the merchants receive no intimation on the arrival of their stocks, and either their representatives should run to the yards every day or they should run the risk of paying damages. You charge demurrage if delivery is not taken within a certain time, but you do not take any responsibility for delivery within any specified period. Is this equitable? All the merchants in Calcutta and elsewhere are required to have a staff for the delivery of stocks and arrangement of clearance. Here, again, you have the great question of bribes. Merchants have to pay at both ends, at the embarkation of the goods, and on delivery. Sometimes, bribes are exorbitant for smaller consignments and smaller merchants. In the lorry transport, the merchants do not have these extra expenses and extra inconveniences. Then, the practical facilities of available wagons are not to be seen on the road side stations specially, and merchants have to bribe the staff *babu* for getting the wagon in the first instance and then pay money at loading. Normally, wagons are made available to merchants after considerable delay, and after a lot of dancing attendance on the railway demi-gods at stations.

Mr. N. M. Joshi: Who bribes them?

Mr. Muhammad Nauman: Those railway officials are even helpless sometimes, as most of the wagons are rushed to the coal-fields. Even air-tight wagons are rushed to the coal-fields, and when merchants require them for perishable and expensive commodities, they are not available. Why should not the railway so arrange that air-tight wagons should not be sent to the coal-fields? They should rather introduce air-conditioned wagons for the transport of perishable commodities, such as fruits, fish and vegetables, instead of air-conditioned coaches for the first class? If air-conditioned wagons are an expensive proposition, then they should introduce the use of "dry ice", made out of carbon oxide, which is the best for preserving fruits and vegetables from any deterioration whatsoever. One of the many advantages will be that the wagon will not be damaged by the "water of wet ice", which undermines the average life of steel wagons. The establishment of a "dry ice factory" for railways will not be an expensive proposition and will cost hardly Rs. 25 lakhs. Sir, if the railways cannot embark on a venture in this industry, then they can give a guaranteed contract for ten years to any merchants, and if the proposal is sent to the different Chambers of Commerce, they will bring forward many people for this adventure at any time they would like to. Sir, even in the Report of the Royal Commission on Agriculture, this recommendation is embodied as being one of practical use in a country like India. The Honourable the Railway Member can ask—where are these facilities in the lorries? To this my reply is that you should try to improve your own advantages, and the trade will continue to be your monopoly. The commercial side of this has got to be more carefully investigated rather than the passenger side, which in no country forms the source of any greater income. Journeys by passengers are a conventional necessity, whereas the movement of merchandise is the ultimate necessity for the prosperity of a country

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and her people; so, naturally, the commercial side is more important. In this connection, I may inform the House what other countries do and how much they are on the alert. In 1935, when a Trade Delegation from Australia came out, I was asked by my Chamber, the Muslim Chamber of Commerce of Calcutta, to interview the delegation in my capacity as vice-President and discuss with them the possibilities of enlarging our trade with Australia. Among many things that I discussed with Mr. Thomson of the "Australian Farmers, Limited", one of the delegates, he inquired of me as to the possibilities of running cold storage wagons in trains in India on their account and at their expense, only to cater Australian produce in this country. Steamships have already got extensive arrangements for cold storage, and it is through that system that Canada, Australia and California are catering their products of a perishable nature in this land of agriculture! How many of our friends know that hundreds of tons of Italian potatoes are consumed by us in this country? Look at their enterprise and adventure in trade and at our utter lack of spirit and stagnation of effort and enterprise! I do not know if the Australian Delegation entered into any correspondence with the Honourable the Railway Member on this topic or not, but I think they must have investigated all the possibilities in this connection. However, this was not a direct question of rail-road competition, but indirectly it is in this way that, by providing better facilities, you can defeat competition. Another direct thing is that your staff on the commercial side is ignorant of trade conditions, and normally they are taken from the traffic side, the members of which do not know much of the commercial side. You have got trade canvassers who are a useless lot. They do not approach people or go anywhere in the locality except for their own humour and in order to fill their diaries with all sorts of useless and concocted statements. (Hear, hear.) The lorry man approaches the consigning merchants from door to door, tries to be courteous even to the smallest merchant dealing in vegetables, fruits and grain, etc., and these men are in a position to give them proper facilities and proper replies to their inquiries. Your commercial superintendents and their assistants have no commercial training. They are given a lift from the Traffic Department and are absolutely ignorant of the commercial side. They do not even know the commercial topography of their localities, and they do not try to understand the needs of the people or approach them as they are safe with the high salaries that they receive every month. By saying all this, my intention is to suggest that all efforts should be made to put such men on the commercial side who have had some training in commercial circles. The staff of the commercial side should be fully conversant with the conditions of trade, the theories of values in the different markets, and they should have adequate publicity of the facilities on the railways. The publicity is confined to papers conducted in English, but the publicity should be given in papers conducted in the vernaculars of different provinces also. This inadequate publicity allows third class passengers mostly to take to motor buses. Sir, the circumstances in this country are yet favourable for defeating automobile competition, and I would just remark that, if only the railways would pay better heed to the improvement of the comforts and conveniences which they provide and give adequate publicity which are not provided by motor buses, then they will be able to meet this competition. Sir, as the subject is very vast and

has got to be taken into consideration in the light of so many factors, I would not take up much time of the House, and I would request my friend, Sir Abdul Halim Ghuznavi, to discuss this matter at greater length, who was first chosen from my Party to move this cut motion.

Mr. President (The Honourable Sir Abdur Rahim): Cut motion moved:

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

Mr. Akhil Chandra Datta (Chittagong and Rajshahi Divisions: Non-Muhammadian Rural): Mr. President, the question of rail-road competition is a very important question, but the whole question has been so far discussed on the footing that the competition of railways is only with the road transport system. We have, however, got to remember that there is the river and the sea transport also. The river and the sea transport is not a lesser menace to the railways than the road transport system. In fact, during the last year’s budget speech, the Honourable the Railway Member said that “the river and the sea competition has been very much intensive in the last few years”. Therefore, it is not merely a rail-road problem, but it is also a transportation problem. In this connection, I may remind this House of a statement of the Honourable Member himself last year when he said, on the authority of a great American expert, that:

“It is not a rail-road problem. It is a transportation problem to be solved finally not only by the efforts of the rail-roads themselves, but also by the correction of the unwise public transportation policies which are at the root of the trouble.”

Sir, that is the pronouncement of Mr. Pelly, the President of the Association of American Rail-roads, and the Honourable the Railway Member quoted it with approval. We are also now all very familiar with the dictum of Sir Otto Niemeyer. He said:

“The early establishment of effective co-ordination between the various modes of transport is a vital element in the whole provincial problem.”

There, again, I want to call the attention of the House to the words of Sir Otto Niemeyer who pleaded for “co-ordination”, not merely between the rail and the road, but between all the various modes of transport in the country. So my point is that we are ignoring altogether the other two systems of transport—the river and the sea transport—and we are having our attention concentrated only on the road

The Honourable Sir Muhammad Zafrullah Khan: Surely, this cut relates only to rail-road! That may be the fault of the Honourable Member who has moved the cut. Perhaps he should have consulted the Deputy President and enlarged its scope and suggested that the whole problem should be discussed together, but, as it happens, just now the question before the House is that of rail-road.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member must confine himself to this motion.

Mr. Akhil Chandra Datta: I am not discussing the merits of the other question. My point is simply this that this is not a merely road-rail problem, but a larger problem, namely, the transportation problem in its entirety. The solution of the problem will not be effective at all if we

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tackle only a part of it and allow the remaining portion to be untouched. A very pertinent question is, why no attention is directed against the other forms of transport? Some people suspect that the sea transport and the river transport are British industries, and, therefore, they are not touched, whereas the motor transport is chiefly and mainly an Indian industry, and it is, of course, very easy to deal with it in a light-hearted manner. Now, Sir, it is an admitted fact that the road transport is as much a necessity as the railway transport. There is ample scope and need for both forms of transport, and, as a matter of fact, from the public opinion expressed on this question, it is perfectly clear that the motor transport is welcome by the trading, commercial and other communities of the country. The problem is one of co-ordination. Nobody questions the principle of co-ordination, and I myself think that there ought to be co-ordination. Motor transport can certainly be nationalised, and, at the present moment, I think it is more national than otherwise. Now, Sir, the point that I want to make is this, that the plea of co-ordination ought to be a *bona fide* plea, and it should be in the interests of the country at large and also in the interests of the trade and commerce of this country, and not for the benefit of the railway system alone. This is not our suspicion only, but I will refer the House to the feeling of suspicion on the part of the European community also. I shall quote the exact words of the representative of the European Group on this question. This is what he said on the floor of this House:

"It is an attempt on the part of the Central Government to bolster up the railways at the expense of the road transport. They are placing obstacles in the path of new and modern methods of transport to protect the budgetary position of the Railways."

I find Mr. James is smiling. Further on, it was said:

"The suspicion is that roads must be hampered because the railways can do no more."

In fact, it has been characterised as an element of coercion.

That is the suspicion which is expressed by the European merchants, and, therefore, the proper way of approaching the problem is to look at it, not from the point of view of merely the railways, but from the point of view of the interests of the entire country. It appears to me that there is a two-fold competition. There is certainly a competition between the rail and the road, but there is another competition also, and that competition is between the Central Government and the Provincial Governments. The railways are a Central subject and the roads are a provincial subject, and it can no longer be concealed that there is a regular competition between the Central Government and the Provincial Governments with regard to this question.

Now, Sir, where is the difficulty in solving the problem of co-ordination? Last year, we were told by the Honourable the Commerce Member in his budget speech that the difficulty was that one subject is a Central subject and the other is a Provincial subject. Now, that is not a mere apprehension, but it has been given full effect to in the recent Road Fund Resolution (clause 3) where the Honourable Sir Frank Noyce says that the Central Government should have reserved powers. That reserved

power has now been retained in clause 3 (a) of section 3 of the Road Fund Resolution where it is said:

"The Central Government may resume a grant made to a Provincial Government if the latter fails to regulate and control the motor transport to the satisfaction of the Central Government."

Now, Sir, we have had enough discussion on that point the other day, and I do not wish to dilate the point, but may I draw the attention of the House to the remarks of the Honourable the Finance Member on that subject? He said:

"It is impossible for the Government of India who have invested 800 crores of capital in the railway system to subsidize unconditionally a competing form of transportation."

In reply, I want to say this. Why should he think that the railways alone are a national industry and not the motor transport? Is motor transport a foreign industry? Of course, it is financed by private capital, and that is all the difference. What is this capital that is invested on railways? Has it dropped down from the clouds? Is it not the money of the people? Sir, the money invested in the railways and the motor transport both belong to the people of this country, and, therefore, both are national industries. Then, it is said that the people who are responsible for motor transport are running their business rather uneconomically and that the competition is wasteful. My short answer is this, that it does not lie in the mouth of a bankrupt railway organization to say that the motor transport business is run on uneconomic lines. The Honourable Sir James Grigg also said that the Central Government could no longer afford to lose one or two crores of railway earnings to the road. It is true. But he has overlooked the fact that the total tax paid by all kinds of motor transport in India, at the present moment, is about ten crores per year. Therefore, it appears to me that the Central Government is showing a step-motherly attitude towards road transport. If I may be allowed to say so, the Central Government, has got two wives, the road and the rail, the one is the favourite wife, and the other is not. The railway is the favourite wife.

An Honourable Member: Which is the junior?

Mr. Akhil Chandra Datta: In one sense, the railway is the younger; and, in another sense, the road is the younger.

The Honourable Sir Muhammad Zafrullah Khan: At any rate, the roads are shared between the Central Government and the Provincial Governments.

Mr. Akhil Chandra Datta: That makes the Central Government all the more jealous and jealous about railways. My time is up. I shall conclude with only one further remark. The railways are already *quasi* monopolist. Do not make the monopoly complete. The motor transport has come to stay and it is bound to stay, and it will stay for the good of the country, and so, if the railways want to survive the roads and if they want to survive this competition, they must give better service, cheaper service and be more popular than they are at present. To the Government, I shall say: "Be fair and honest to the roads. In dealing with the road-rail competition, do not, for heavens' sake, start with a bias in favour of the railways". Sir, I support the motion.

Mr. P. E. James (Madras: European): Sir, I am very glad an opportunity has been taken of discussing once more what is a very real problem. I should like to preface my remarks by making it perfectly clear that when I, or any one from this Group, speaks on this matter of road-rail competition, we are not voicing the wishes or the opinions of vested interests. It is not the case that the policy, which we have followed on this subject, has been in any way dictated by either petrol interests or motor transport interests. We have endeavoured throughout—and I will ask Honourable Members if they are interested in this matter to look up our speeches in the past—to take the broadest possible view of this problem and to look at the matter from the point of view of the interests of the country as a whole, the necessity for opening up and developing as speedily as possible great tracts of the country which are not now developed and of providing for the people of the country and particularly for the agricultural interests cheap and efficient transport. Therefore, anything we say on this subject is said with that as the background, and I want it to be clearly understood by Honourable Members on the Treasury Benches who sometimes have taken the opportunity of interjecting remarks about “interests”.

Now, Sir, I want to refer to this subject from two points of view. The first point of view is in relation to the necessary improvements in railway services. For, as I have said before, competition has come to stay, and railways have got to meet it upon its own ground. We do not think it right to penalise either the one or the other form of transport in an endeavour to maintain a monopolist service either on the road or on the railways. I am very glad indeed to observe that, on the part of some of the principal railway administrators, there is an attempt, and I think a successful attempt, to approach this problem from a constructive angle. I would call Honourable Members' attention more especially to a rather remarkable speech which was made by Mr. Colam, the President of the Indian Railway Conference Association, last year, at the annual meeting of that body. I would commend to the Honourable the Railway Member, and more especially to the Chief Commissioner for Railways who put in a piece of special pleading the other day in another place on behalf of the railways,—I would commend one special remark of Mr. Colam during his speech. He said that they should do three things at once. The first thing is:

“it should be made known to the best of our ability and as widely as possible the facts and figures involved.”

With that I quite agree. It is the second point to which I wish to draw the attention of the House:

“To reassure the public,—

It is the railway administrator who is speaking—

“that we recognise the motor has introduced an entirely new era in transport with facilities and conveniences not hitherto available and that railways are not only preparing to do so but definitely undertake to provide these facilities and conveniences so far as is practicable, provided the decision is not taken to relegate the railways to the position of the carriers of the less remunerative traffic only. I have authority to state that most, if not all railways, are prepared to give this undertaking.”

Sir, I think nothing can be fairer than that, and I do not think that any one of us from these Benches has ever advocated a policy which would limit the railways to carrying the less remunerative form of traffic. Indeed,

the whole speech of Mr. Colam is a very frank and constructive approach to the problem now before the House. Therefore, it comes to this, that railways, in order to meet this competition, must, first of all, modernise their services and speed them up both in regard to passenger and goods-traffic. Here I should like to pay a tribute to what railways are endeavouring to do certainly in my part of the world in this direction. But there are certain things that ought to be looked into, and railways should be urged to take them up as early as possible. I should like to hear from the Honourable the Railway Member what the railways are doing under some of the following heads. First of all, there ought to be a much prompter settlement of outstanding claims. Anybody who has had to deal with claims knows that the procedure usually adopted to settle claims is more dilatory than would be allowed in any commercial organization. Secondly, there should be a much quicker process for obtaining refunds of unused tickets. I have suffered personally myself. Sometimes it takes $3\frac{1}{2}$ to four months before I have been able to get a refund of a ticket which has not been used. Thirdly, there should be a speeding up of goods service. Here, again, I speak from personal experience. Three months ago, it took five weeks for an article to be sent by goods from Delhi to Madras.

Mr. S. Satyamurti (Madras City: Non-Muhammadan Urban): I corroborate that.

Mr. F. E. James: Fourthly, there should be a much more effective method of collecting and delivering parcels for carriage by trains. Now, I will give the House an illustration of the kind of thing that happens now-a-days. A certain parcel was consigned to me, paid in advance. I had the railway receipt sent by post. I went down to the station, it had not come. I kept on going down to the station for three or four days and still the parcel did not come, but I was told by the station staff that it was expected in a day or two. I then had to go away for a week end on tour and went back three days later to the station when I was told "Oh! yes, it has come, but you must be charged deniurrage". The railways do not take the trouble to inform people, to whom goods are sent, that those goods have actually arrived. The procedure in England is, of course, that at once you get a post card from the station. The railways should consider the advisability,—and I believe they are doing so in some cases,—of themselves arranging for a service of collection and delivery from house to house.

Then, the fifth point is that the railways themselves should take the responsibility for faulty weightment. I had a case only recently when I was sent a package, again paid in advance, and when I went to collect it, I was told that I had Rs. 2 to pay. And why? Because it had been weighed in Lahore and the people in Ootacamund said that their scales did not agree with the Lahore scales, and, therefore, it had been underweighed at Lahore, and I had to pay. I never heard of a procedure in a business house which makes the customer pay for the mistakes and errors of the administration.

Then, there ought to be,—I am glad my Honourable friend, Mr. Nauman, has mentioned it,—far more effective equipment in the freight yards. I do not know whether it is possible to have some method of training for staff dealing with the receipt and despatch of goods in those yards..

[Mr. F. E. James.]

It is rather a technical business, and my own experience is that many of the staff in those yards are wholly incapable of carrying out the functions which they have to carry out. The result is a great deal of harassment to the business community.

Then, another point that has already been touched on in the previous discussion by my Leader relates to publicity. Canvassing is absolutely essential, if the commercial facilities which are to be offered by the railways are to be better known by the business community. The kind of publicity that is required for commercial facilities is very different from the kind of publicity that is required for trying to attract the public generally to travel by train. It is much more specialised; it has to be done much more through actual direct canvassing, and the railways in England have found that a policy of trying to attract trade to the railways by means of canvassing has been of very great value.

These, Sir, are some of the suggestions that I venture to make, and I think it would be helpful if, from time to time, a little more space could be given in the report of the Railway Board to this aspect of the problem and to the efforts which the railways are making in this direction.

Then, the second part of what I have to say relates to a subject which we have already discussed in the House the other day, and that is the need for the regulation of motor transport. We urged the importance of this upon Government, and we did, generally speaking, subject to modifications which we suggested, support the Motor Vehicles Bill when it was introduced into this House in Simla. What happened to that Bill? On the 4th September, the Honourable the Member for Commerce and Labour, when accepting circulation of the Bill for eliciting public opinion,

The Honourable Sir Muhammad Zafrullah Khan: I hope the Honourable Member is not grouping the two of us together.

Mr. F. E. James: I was anticipating that co-ordination which I hope will follow.

The Honourable Sir James Grigg (Finance Member): Amalgamation.

Mr. F. E. James: May be amalgamation, but I am not quite sure that I want that.

The Honourable Sir Frank Noyce said on the 4th September, in accepting circulation to be returned on the 31st December:

"I still hold that this is a matter of considerable urgency. If opinions are received by that date we shall be able to decide what modifications, if any, should be made in the Bill before it is brought forward in the next Session of the Assembly."

He also added another very natural and personally attractive reason that, as it would be his last Session in the Assembly, he would like to complete the measure before he goes.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has two minutes more.

Mr. F. E. James: What has happened to that Bill? Is he giving up the investigation? Is it to be postponed indefinitely? Or is it merely to wait until the report of the Wedgwood Committee is published? My point is that it is a remarkable and noticeable change in the whole attitude of Government in regard to this matter. In 1934, Sir Frank Noyce said that it was most desirable that Local Governments should be given even such assurances as were possible on the continuance of the Road Fund so that they might go ahead with their schemes of road development. In 1936, we had what was called a "concise" statement of policy which emanated from the Transport Advisory Council. In 1937, this Bill appears to have disappeared from the order paper, and a Resolution relating to the Road Fund was proceeded with. During that discussion, the Honourable the Finance Member, in that rather direct way of his, took the trouble to emphasise the fact that the Fund belongs to central revenues, and that he could give no assurance that the Government of India would not appropriate it for general purposes in the future if they felt it desirable. My point is that it appears to be a substitution of persuasion by co-operation and co-ordination by persuasion or coercion. There is a lack, not only of machinery in regard to co-operation, but there appears also to be a lack of co-ordination in policy. We are convinced,—I am convinced personally, and I believe my Group shares my view,—that the co-ordination of transport development is essential, and that the danger of growing economic conflict between the Federation and the provinces is very real. I cannot too strongly emphasise the necessity of reducing, wherever possible, these possible points of conflict to their minimum. The only way in which that can be done in regard to road-rail controversies is through the way of co-ordination, the way of co-operation and the way of mutual understanding between those responsible for the administration of the various forms of transport. I do hope that Government have not turned aside from that path down which they began to travel so successfully last year.

Mr. R. F. Mudie (Government of India: Nominated Official): Sir, I gather from the speech of the Honourable Member who moved this cut that his object was to call attention to the necessity of carrying out some reforms in railway transportation. But, Sir, that does not seem to me to be the essence of the rail-road problem at all. In as far as motor competition has made the Railways examine their working and see in what ways they can increase their earnings and provide better services for the public, this competition has been entirely healthy. And railways are doing and have done a great deal in this direction. But to draw the supposed shortcomings of the railways as a red herring across this entire problem is simply to conceal the real facts of the case. The line of argument that both the Honourable the Mover and the Honourable Mr. Akhil Chandra Datta adopted seemed to me to be that, if the railways would only apply ordinary business methods to their operation, then the rail-road problem would not be really important. By ordinary business methods, I imagine, is meant the ordinary methods which are used in ordinary competition in the open market. I do not believe that those methods can apply to the solution of this problem. You can go so far; you can improve the railways. Admitted. But you cannot solve this problem. I will take an instance from passenger

[Mr. R. F. Mudie.]

traffic. The railways, with their financial resources, could perfectly easily break any competitive motor service in the country by cutting rates; and when the service was broken, restore their rates and drive the motors off the road by threats of price cutting.

An Honourable Member: The services will again come back.

Mr. R. F. Mudie: That, I take it, would be ordinary business methods, but would it be a desirable solution? Many motor owners would be ruined and many people thrown out of employment. But that would not be the main objection. The main objection, to my mind, would be that this country requires more means of communication and not less. That policy would be entirely destructive. I only wish to point out that that would be the result of employing ordinary business methods. But the real nature of the problem is shown in the case of goods. Up to very recently, the railways had a monopoly of transport in this country and in practically every other country, with the result that they were able to charge differential rates, one rate for coal, another for grain, another for *gur*, and so on. That possibility of charging differential rates was entirely due to the fact that the railways had a monopoly. The average rate charged was about six pies per ton mile, and the railways have to earn that six pies, otherwise there is a deficit. If the railways were private monopoly men, they would still charge differential rates and the average charge would not be about six pies per ton mile. As the monopoly is a Government monopoly, the rates are lowered. The average rate for coal is about 3, for grain it is about 8, and so on. Now, if you do not have a monopoly, if you have open competition, you must charge a flat rate. For the simple reason that if you charged a higher rate on some things, in order to be able to charge a lower rate in others, your competitor would immediately come in and undercut you in the transportation of the more highly rated goods. The more unrestricted motor traffic you get, the nearer you get to open competition, and the nearer your system must go to a system of one flat rate. That may be a good thing—I do not know. Perhaps coal is too low and other things too highly rated. But it must be realised that the whole system of location of industry in this country is based on a low rate for coal. If we allow motor competition a free hand, the low rates will have to rise, including the rate for coal. I do not believe that that would appeal to Honourable Members. I do not believe that the Members interested in Amhedabad would wish to see their industry cramped. I do not believe that my friend, Mr. Ramsay Scott, wishes the price of coal to be raised in Cawnpore. I do not believe that my Honourable friend, Sardar Mangal Singh, who was so eloquent in Simla in defence of the private bus owner, wishes in any way to harm the industries of Amritsar. I take it, that solution is not acceptable. But it is the inevitable consequence of a system of flat rates. I have a book here called "Road and Rail in Forty Countries", which sums up what has actually happened. With your permission, Sir, I will read two short extracts. Dealing with the effect of motor competition, the authors say:

"The multiplicity of special tariffs has led to the unification of the tariff system which no longer tends to be based on different classes of goods but on a specific method of rating which is identical for all the special tariffs, despite the diversity of rate-schedules, the nature of the goods, and traffic relations."

And, later on:

"This method of establishing motor transport prices (*that is to say, the flat rate method*) was bound in the long run to shake the very foundations of the railway tariffs."

Are Honourable Members of this House prepared to shake the foundations of railway tariffs and of the whole system of industry and take a complete leap in the dark for some sentimental affection for the bus-owners? They have their place, I agree; but they should not be allowed to destroy all control by Government or any one else of the railway rating system.

My Honourable friend, Mr. Akhil Chandra Datta, made another point. He seemed to consider that whatever effect on industry motor competition may have, at least Government need not worry about its financial effects. He quoted the petrol tax as bringing in ten crores. He left out the income from the railways. But, apart from that, what is the effect of increasing road transport? What is the effect of transferring one ton mile from the rail to the road? We have a tax of ten annas per gallon, of which two annas goes to the provinces for payment of roads expenses, etc., and eight annas are retained here. If we have a two-ton lorry doing 16 miles to the gallon, the tax is half an anna per mile or a quarter of an anna per ton mile. That is the gain. What is the loss? The average loss to the railways would be six pies per ton against which must be set a saving which, according to the figures given by Mr. Colan in his excellent speech to which Mr. James referred, would amount to $1\frac{1}{2}$ pies. So there would be a loss of $4\frac{1}{2}$ pies against a gain of three pies or a net loss of $1\frac{1}{2}$ pies. But actually the loss would be very much greater. For one thing, the lorry would be overloaded. Quite apart from that, the lorry would not carry the goods for which the rate was six pies. They would carry the more highly rated goods. Mr. James touched on that point. After quoting Mr. Colan, he went on to say that there was no intention of compelling the railways to carry the lowest rated goods. I believe Mr. James has no such intention. But it is the inevitable consequence of applying only so-called business principles, the principles of the open market, to this problem. I may be told that in my figures I have left out the income to Government from customs duty. That amounts to about a pie per ton mile, and there is still a loss. I hope I have shown, Sir, that unrestricted motor competition is in the interests neither of the industry nor of the general taxpayer.

Mr. F. E. James: Why not regulate it then? Where is the Bill?

The Honourable Sir Muhammad Zafrullah Khan: And that is evidence of coercion?

Mr. R. F. Mudie: They have put the whole question in the forefront of the Wedgwood Committee. They have not, as far as I understand the position, dropped the Bill. They have done their best. The problem is not one to be solved in a hurry. It is an extremely complicated one. I, therefore, Sir, though I welcome the discussion, cannot support the cut.

Sir Abdul Halim Ghuznavi (Dacca *cum* Mymensingh: Muhammadan Rural): Sir, I wish I had opened the discussion. In view of the 800 crores invested in our railways, and, further, in view of the fact that profit to the railways would mean gain to the public revenues, and loss to the railways would involve further burden on the taxpayers, the question of road-rail competition assumes very great public importance. The essentials of the road-rail problem are (1) whether there is uneconomic competition between different means of transport; and, (2) if so, how it

[Sir Abdul Halim Ghuznavi.]

is to be obviated. Sir, there is no question that third class travel by rail, even as third classes go at present, is generally safer and more comfortable. Still the public are patronising road transport in preference to rail, because, firstly it is cheaper, secondly it is quicker, and thirdly it has the advantage of door to door delivery. It is not often realised why transport by road is cheaper than that by rail. It is cheaper (1) because of the existence of railways. Do away with the railways, and the cost of road transport will immediately rise. Many instances of it can be cited. One instance I cited only yesterday, and that was this. When the rail motor was stopped plying from Siliguri to Darjeeling, immediately the road motor fare, which was from Rs. 10 to Rs. 15, was raised to Rs. 35 which is what we have to pay now.

Mr. Akhil Chandra Datta: This argument cuts both ways.

Sir Abdul Halim Ghuznavi: Again, (2) because of the uneconomic rates charged. Pressed cotton in the Punjab is a well known instance. A haul of 500 miles by a lorry licensed to carry 42 maunds costs Rs. 1-8-11 per maund of pressed cotton, which means .60 pies per maund per mile or 0-2-1 per 42 maunds per mile. A 42 maund lorry service would ordinarily cost about 0-4-6 per mile. To work profitably, the load has to be increased to six tons, representing a 300 per cent. overloading. The rates must, therefore, be increased 300 per cent. if these lorries are to make a profit. At this figure, the lorries could not compete with railway even though pressed cotton is a higher priced traffic; and (3) because, Sir, road service can select the traffic they desire to carry and can refuse others, whereas, under the Railway Act, it is not open to the railways to do so. Under the circumstances, the higher priced traffic goes to the road and the lower priced traffic is left to the railway. Let me illustrate it, Sir. The average earning per mile for coal on the N. W. R. is 2-40 pies and for pressed cotton about 17 pies per ton per mile. The road service carries pressed cotton at a much lower rate of freight but refuse to have anything to do with coal. What would be the result? If motor lorries are allowed to carry the highest rated goods or "to skim the cream of the traffic", in the words of Sir Guthrie Russel elsewhere, the result must be a raising of the other railway freights. It may be illustrated by the fact that while the average cost on the N. W. R. of carrying one ton of goods per mile is 7-23 pies per ton, it carries coal at 2-40 per ton per mile—a rate much below this average only at the cost of the high grade traffic which naturally has to pay something more than the average rate. It is obvious, therefore, that if the higher priced traffic is selected by road transport for carriage by road, the rates on coal must be raised by railway to a level which it cannot bear. I think, on the whole, the road traffic is not really cheaper than that by rail if all the circumstances are taken into consideration. It flourishes by a breach of its licenses, by skimming the cream of the traffic, and by leaving the lower priced traffic to pay more to the railways

Mr. N. M. Joshi: It is not an offence, is it?

Sir Abdul Halim Ghuznavi: It is an offence, because while you are allowed to carry 40 tons, you actually carry 120 tons

Mr. N. M. Joshi: The first thing is an offence

Mr. President (The Honourable Sir Abdur Rahim): Let the Honourable Member proceed with his speech.

Sir Abdul Halim Ghuznavi: Sir, so far as the passenger traffic is concerned, the road transport plies only on picked routes and is unwilling to run elsewhere or to time table. They make profit only because they have low standards of maintenance which are often dangerous to human life and property.

Now, I come to the question of real scope for road transport. India, Sir, is a vast sub-continent, and as such affords full scope for road transport which should concern itself more with opening up new country and creating its own traffic instead of carrying on an unfair, uneconomic and wasteful competition to the detriment of the railways. The crux of the whole matter is to regulate the owner-driven lorries and buses which, by cut-throat competition, endanger public safety as well as public convenience, and to place road transport in the hands of properly constituted and well arranged local authority working in the public interest

Mr. N. M. Joshi: I quite agree.

Sir Abdul Halim Ghuznavi: I am glad to hear that. But, Sir, that is not all. The railways must also be alert and go ahead. The adversity of the last few years have, I have no doubt, taught them a lesson. They have already commenced to show greater respect and consideration for public criticism and will, in future, I hope, continue to do so under the guidance of the Honourable Member, the Chief Commissioner of the Railways, and the successor of Sir Raghavendra Rau whose transfer to another field must be deplored by all well-wishers of the Indian railways. They must follow the lead given by the shipping companies by lowering their freights and fares wherever competition exists. The shipping companies, Mr. President, charge lower freights to ports having railway connection, say, between Calcutta and Bombay or between Calcutta and Madras, but from Calcutta to Rangoon they have doubled or trebled the rate which they charge for bigger distances such as between Calcutta and Bombay or between Madras and Bombay. Sir, in my opinion, the railways should accelerate local trains. There is no motor competition in Bombay. Why? Because they have accelerated their local trains. There is no competition whatsoever in Bombay.

Mr. N. M. Joshi: There is the Southern Mahratta Railway.

An Honourable Member: He is talking of Bombay town.

Sir Abdul Halim Ghuznavi: Run more local trains, reduce third class fares for shorter distances and not for longer distances. It is no use reducing for longer distances, because the passengers have to travel by rail and not by motor for such distances. Make third class compartments look more attractive and let them have a nice appearance.

Mr. N. M. Joshi: Not that only, but let there be more comfort.

Sir Abdul Halim Ghuznavi: Yes. Instances may be given here. Mr. President, you may be able to appreciate as to what happened in Calcutta. When the bus services came in competition with tramways, the tramways were losing. But, later on, when they discovered that they must accelerate the tram service, and that the trams must have a nice appearance, and when they put in a few electric fans and reduced the fares, the tramway became a paying proposition, and the motor services started dwindling down.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has got two minutes more to finish his speech.

Sir Abdul Halim Ghuznavi: Local trains may be so arranged that passengers may not have to undergo the tedious task of getting into the station. Third class passengers get into awful difficulty in obtaining tickets. What I want the Honourable the Railway Member to note is that in the terminus stations the railway carriages should be brought right up to the tram terminus, so that it may facilitate travellers getting into the trains instead of going to the buses. Buses run in this way,—one from Calcutta to Howrah, then there is another bus which runs between Howrah to Burdwan. If the railways could get their railway carriages near the tram or bus terminus, the passengers will immediately get into the trains and will not go by bus. Time is also a great factor. The train service must be accelerated.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is up. He must conclude. The Chair cannot allow any more time.

Sir Abdul Halim Ghuznavi: Very well, Sir.

Mr. Sham Lal (Ambala Division: Non-Muhammadan): Sir, I support this cut motion on the ground that the Railway Board is becoming too powerful and is interfering with the construction of roads in India, and, if this is allowed, it would not be responsive to public opinion. Enjoying Government patronage, it need not reduce third class fares, nor need it ask its officials to be courteous. Now, different catchwords have been invented by Government in order to serve their purpose. Sometimes it is co-ordination, sometimes it is co-operation, and at other times it is wasteful competition. Anything can serve their purpose. When the cut motion is with regard to the construction of locomotives in India, the Honourable the Railway Member comes and says, the railway is a commercial concern, it should be run on business lines, and, if manufacture of locomotives is not profitable, it cannot be done; do not introduce political considerations and other considerations. But when it is the turn of my Honourable friend, Mr. Mudie, he says that the railway cannot be run on business lines, motor transport cannot have a free hand, and there must be co-ordination. What does this co-ordination mean in our case? Co-ordination means that the road department should be made a handmaid of the railway department. So long as the road transport did not conflict with the interests of the railway, it went on and developed. But now comes the road-rail Resolution, and perhaps the Motor Vehicles Bill may also come to kill the motor transport industry. The object is not to improve the railway or make it more convenient for the people to travel in the railway, but the object is to kill another means of transport. That is the whole object.

And why? My Honourable friend, the Deputy President, said that there is a race between the Provincial Governments and the Central Government. I say, no such race. The race is between the imperial interests and the interests of the poor people here in India. So far as the railway is concerned, it serves an imperial interest. The railway must be maintained, the revenue of the railway must be maintained, not as a national concern, but because locomotives are to be manufactured in England, because experts are to be imported from England and South Africa, because high salaried European officers are to be employed in India. That is the object. Where is the justification, why do you not call it a commercial concern when you construct strategic railways? My submission is that you cannot eliminate political considerations, and when you say that it is being run on commercial lines, that is not true. The railways, having now realised that motor transport is interfering with their earnings, take advantage of the patronage of the Government and want to kill the motor transport industry, and I think the House should prevent it.

So far as the high salaried European officers are concerned, when we moved the cut that the services ought to be Indianised, commercial principle did not apply, and it was asked: "What would you save? You might save a few thousand rupees". When it is a question of the Indianisation of the services, commercial consideration goes away, and the only argument is, what would you save? What we would save is this. If we have got one European officer, on Rs. 3,000 or Rs. 4,000 a month, it vitiates the whole atmosphere, and you cannot reduce the salaries of others. It is not a question of saving a few thousand rupees. It is a question of creating that atmosphere of service, and not a question of domination or exploitation. Therefore, different arguments are being invented. All the arguments that have been advanced against the cuts lead to only one result, and that is, that the European interests must be maintained, the vested rights must remain, European domination must remain. That is the object. But the most unfortunate part of it is that, in order to maintain those interests, these arguments are being invented by the intelligentsia of India. I am ready to congratulate the Honourable the Railway Member and the Law Member for their intellectual gifts, but the unfortunate part of it is that they invent these arguments to maintain the interests of Europeans and serve their purposes. What is the point about this motor transport industry. I say, it is a question of healthy competition between the two forms of transport. So far as the railways are concerned they are not a national concern. I wish they may be a national concern. But it is not so.

Now, the question is—how are we going to maintain the co-ordination between the railway and the road? What do the Government mean by co-operation? They want that the elected ministries should be tax gatherers and they should reap the benefit. Let the motor industry go to dogs, let the motor owners and drivers perish of starvation, but the high salaried European official must remain, locomotives should be manufactured in Europe, and other materials should be imported from Europe, and when the necessity arises, the experts should also be imported from Europe, from England, and from Africa. This is the national concern, this is the commercial concern. We refuse to accept it as a national concern if that is the object of the railways. I would illustrate it by means of a case in my own district. I am also a member of the Road Committee. So is Captain Lal Chand. He, of course, talks of co-operation and he says that everything can be got by co-operation with this Government, and I also caught

[Mr. Sham Lal.]

that contagion and made a representation to the Honourable Member for Industries and Labour proposing the construction of a road between Jhajjar and Rewari—only 28 miles. That was a road approved by Mr. Mitchell and Mr. Kirkness who made a report in 1933. They found that it did not run parallel to the railway and that it did not conflict with the interests of the railway. Of course, both of us made that representation. We were told that the initiative could not be taken by the Government of India. Our representation was forwarded to the Local Government. The Local Government had recommended that scheme and put it very high on the list. The Honourable Member for Industries and Labour also, I think, gave a favourable reply. Everybody recommended it, but my information is that the Railway Board is against the scheme and it has been pending for the last two years, and my information is that it would not be constructed, because the Railway Board is against it. The Railway Board has become another bureaucracy in India. It would not allow any road to be constructed. Two catch phrases have been invented. One is that it should not run parallel to the railway line, and the other is that there should not be any duplication of the means of communication, and, taking advantage of those phrases, they disallowed the construction of the scheme. Now, the distance between Jhajjar and Rewari is 28 miles, and if any one has to travel from Jhajjar to Rewari, he has to go 20 miles by road and 70 miles by rail. The Railway Department does not want to lose this traffic on the 70 miles, and, therefore, they want the people to take to this circuitous route and pay the railway. This is the position. They say we want to avoid wasteful competition, we want co-ordination. The net result is that the railways would be in a position to kill the motor industry.

Now, Honourable Members want the third class fares to be reduced, and they want to give more amenities to third class passengers, but do they think that the Railway Department will at any time do all this when they can kill the rival industry? My submission is that so far as the construction of roads is concerned, the Railway Board should not have any say in the matter. I remember a case which happened in my district in 1897-98, when this Rohtak-Delhi road was constructed. What happened? There was also a trunk road between Rohtak and Delhi. The Railways thought that, if there is a pucca road, the railways would suffer, and what was the result? The order came from the Government—not that the transport might be stopped. It could not be stopped, but pits were to be dug in the road, so that the transport might become impossible, and pits were actually dug on this road which runs between Delhi and Rohtak. Now, Captain Lal Chand is the Chairman of the Rohtak District Board, and I saw those pits, and Captain Lal Chand will be able to verify. They were also seen by Mr. Harcourt, Deputy Commissioner.

Captain Rao Bahadur Ohaudhuri Lal Chand (Nominated Non-Official): I am not clear on this point. There was a story current to that effect, but when we made a search, the papers could not be found.

An Honourable Member: What about the pits?

Captain Rao Bahadur Ohaudhuri Lal Chand: I cannot speak from personal knowledge, but that is the story.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has only one minute more.

Mr. Sham Lal: There is a story that the East India Company cut the thumbs of some weavers. Some do not believe it, but, so far as pits are concerned, I actually saw the pits being dug, and transport was made impossible. If the Railway Board has got a free hand, in course of time, they will make the proposal that in all trunk roads pits should be dug, so that transport of any kind may become impossible. In order to maintain the railway in the imperial interests, this Government will go to any length under the guise of co-ordination and co-operation. This Government expect only slavery on our part and can only redress minor grievances, but nothing more. I support this cut.

The Honourable Sir Frank Noyce (Member for Industries and Labour): Sir, as one of those highly paid European officials, for whom the Honourable Member has such an intense dislike, it is a little difficult for me to follow him. I am not going to deal with his main attack on the Railway Board; I merely propose to set him right, if I may, in regard to the facts he adduced with reference to a certain road in the Punjab—the road between Jhajjar and Rewari—I think he accused the Government of India of dropping that road or rather of refusing to agree to its inclusion by the Punjab Government in their programme as a result of the opposition of the Railway Board, which he regards as all-powerful in this respect. Now, Sir, that is not correct, but I am glad he has mentioned it, as it gives me an opportunity of telling the House a little about what happens over these matters and of giving it an insight into our methods of working. It is perfectly true that the metalling of this road was objected to by the Railway Department or rather by the local railway authorities, on the ground that it short-circuited the railway and would divert to the road traffic between Rewari and Rohtak traffic which is at present carried by rail *via* Delhi. I should like to explain that that objection has never been considered by my Department for the very simple reason that for the time being the Punjab Government have withdrawn this project from their programme. They have withdrawn it, perhaps to fight better another day; but they are including it in the larger programme which they are preparing. That programme will come up to my Department in due course and will be carefully considered by it. I submit that it is reasonable, in considering projects of this kind, that the Railway Department should be consulted and that their objections should be carefully considered, but, I am quite sure, my Honourable colleague will agree with me when I tell the House that those objections by no means universally prevail. It has very frequently happened that, as the result of consultation between my Department and his, projects to which the local railway authorities have objected as well as projects to which the Railway Department itself have objected have been finally agreed to by both of us and have been duly placed before the Standing Advisory Committee on Roads for their approval. I can assure my Honourable friend that when this project comes up, as it will shortly, I hope, as part of the larger programme which the Punjab Government are preparing, it will receive our most careful consideration: and I hope that he may still be a member of the Standing Advisory Committee on Railways before which it will be placed in due course.

[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).]

[Sir Frank Noyce.]

Now, Sir, I would like to turn for a moment to my Honourable friend, Mr. James. The House will have noticed, I am sure, with regret, and, I trust, also with sympathy, that my sense of hearing has unfortunately deteriorated somewhat in recent months, but there is no occasion on which I regret my increasing deafness than when I am listening to my Honourable friend, Mr. James, on the subject of rail-road competition. Sir, I am quite unable to understand his attitude on this point. There is no word which has been more frequently used in the course of discussions on this subject of rail-road competition than that blessed word "co-ordination", but from no part of the House in the course of this discussion have I yet had a clear indication as to what co-ordination is meant to consist in. My Honourable friend, Mr. James, so far as I have been able to follow him, says; "co-ordination should mean persuasion"—soft words, instead of the big stick! Now, there is an old proverb which says that "soft words butter no parsnips", and that holds good in this matter as it does in all others. We have consistently pursued and shall continue to pursue the path of the soft words of persuasion. That that has achieved a good deal, I think, is evident in the work of the Transport Advisory Council, which has on the two occasions it met, following on the original Rail-Road Conference of 1933, reached a very large measure of agreement as to what should be done. But, as I said, when this matter came before the House on a previous occasion, co-ordination without sanctions is useless; and, we have provided those sanctions in two ways; in the first place, through the medium of the Rail-Road Resolution which was passed by this House a few weeks ago, and, in the second place, through the medium of the Motor Vehicles (Amendment) Bill about the fate of which my Honourable friend, Mr. James, is so anxious. Sir, for one who has such a profound belief in the gospel of persuasion, it is a little curious to find Mr. James so anxious about the fate of a Bill which was regarded by a large section of this House and is still regarded as we have been told by my Honourable friend, Mr. Sham Lal, as the big stick.

My Honourable friend, Mr. Sham Lal, repeated what I think he said last year that this Bill would condemn a large number of motor drivers to die of starvation. Sir, I can assure the House, as I did then, that not a single motor driver is likely to be thrown out of work if it passes into law. They will merely be diverted from routes which are over-served to routes on which there are no buses plying at present, and the Bill should eventually operate far more to their benefit than to their detriment.

But I have rather wandered from the point with which I was dealing which was that it is curious to find Mr. James the apostle of persuasion, asking about the fate of a Bill which is regarded in so many quarters as in a very marked degree a measure of coercion. My Honourable friend has assured us that he represents, I think, no vested interests in this House

The Honourable Sir Muhammad Zafrullah Khan: "His views were not influenced by those of the vested interests".

Mr. F. E. James I said my views were not "dictated" by the vested interests whatever they are. My Honourable friend will, I am sure, admit that I have never said they were "not influenced" by those of vested interests.

The Honourable Sir Muhammad Zafrullah Khan: May I interrupt for a moment? I was trying to give Mr. James the benefit of the doubt and to suggest that he had said that his views were not "influenced" by the vested interests. Sir, he has himself drawn a distinction. He says, "they are not dictated", though I have no doubt they are to a large extent "coloured". (Laughter.)

The Honourable Sir Frank Noyce: My Honourable colleague has met the point, Sir, I was about to make. I was about to state that the strongest opposition to the Motor Vehicles (Amendment) Bill has come from my friend's constituency. As to what he said about the fate of the Bill and the sinister motive that he seemed to attribute to us for holding it up, I would say that I entirely agree with him that it would have been a good thing if we could have proceeded with it this Session. It is a matter of great regret to me to put my hand to the plough and not to be able to complete the furrow that I started. But in this case there are very good reasons why I was not able to do that. The reason why we do not propose to proceed with the Bill this Session is not the mass of opinions that we have received on the subject and the difficulty of making up one's mind as to what to do about them in the course of a heavy legislative Session. That would not have stood in the way if we had thought that any useful purpose would have been served by proceeding with the Bill this Session. The only reason why we are not doing so—and it is a convincing reason—is that, as the House is already aware, an important Committee has the question of road-rail competition under its consideration at this moment. Surely, it is natural that this House, in making up its mind about the Motor Vehicles (Amendment) Bill, should wish to have that opinion before it. We hope that the Wedgwood Committee will throw valuable and detached light on the whole problem. It is obviously desirable that both the Government and those who have opposed this Bill should have the benefit of that light. I have no doubt whatever that if I had brought forward another motion in regard to the Bill in the course of the present Session, I should have been criticised at once—and quite rightly—by my Honourable friends opposite who would have said: "You are endeavouring to rush this Bill through this House before you know what the Expert Committee you have appointed to examine this question have said about it in their report, and, therefore, we decline to agree to your motion until we have their opinion before us". Sir, I do not wish to occupy any more time of the House. I can only reiterate what I have said so many times before—the House must have become weary of my repetition of it—that, in our Road Fund Resolution and in the Motor Vehicles (Amendment) Bill, we are endeavouring to secure the co-ordination on which this House rightly sets such store. I have yet to learn from any section of the House in what way they would suggest that we can improve upon our method of doing so.

Mr. K. Santhanam (Tanjore *cum* Trichinopoly: Non-Muhammadian Rural): Mr. Deputy President, I rise to support this cut motion, and, in doing so, I have no desire whatever to depreciate the gravity of this rail-road competition. In fact, I have no hesitation in subscribing to the three fundamental propositions underlying this competition. In the first place, railways are great potential assets. As my Honourable friend, Mr. Sham Lal, has explained, they are not yet totally national assets, but at least they are great potential national assets. Secondly, the motor bus has

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already made a serious hole in the passenger traffic and is likely to make a much bigger hole in the future. Thirdly, the motor lorry is just beginning to make its presence felt and will do so increasingly as time goes on. I further agree that no improvement can cure this rail-road competition for the very simple arithmetic reason that the travelling fund at the disposal of the people is limited, and, thanks to the policy of the Finance Member, it is a diminishing fund. Therefore, this rail-road competition is a serious problem. So far, I agree. But what, then, is the remedy? So far as I understand, the policy of Government is directed towards two purposes. Firstly, they want to make the bus costlier to the poor people and the lorry costlier to the poor trader, and, secondly, their policy seems to be directed to preparing the way for what I may call the company management of motor traffic in this country. This time it may not be companies of purely British capitalists, but I feel it is likely to be companies of federated capitalists of Great Britain and India.

Now, Sir, let me take these points one by one. We have heard very much about the hole which the bus is making in passenger earnings, but we do not hear about the disappearance of upper class traffic owing to private motor cars. Have we heard of any proposals to eliminate the private motor cars, because they deprive the railways of upper class passengers? Have we heard of any proposal by which Government servants and railway servants shall not be allowed any conveyance allowance or car allowance and will be forced to travel by the upper classes of the railways wherever they can? No, Sir, we have not heard about it. The short distance upper class traffic has already disappeared and the long distance upper class traffic is disappearing owing to the development of airways. To the convenience of the short distance traffic which has disappeared and the long distance upper class traffic which is also disappearing, we have got this only constructive proposal of the Session for the air-conditioning of the first class coaches. I was partly amused and partly pained at the explanation given by Sir Raghavendra Rau, to whom I am greatly obliged for the very kind words he used about me the other day. He said that the air-conditioning programme is going to be a commercial proposition.

Sir Raghavendra Rau (Financial Commissioner, Railways): We hope it is going to be a commercial proposition.

Mr. K. Santhanam: He hopes to make it a commercial proposition, but as an expert financier he ought to know that this is an impossibility, and I will explain why. Of course, five coaches will be a commercial proposition when you spend only 2½ lakhs. You may be able to get an extra income of about Rs. 50 a day from Bombay to Delhi. But the moment you extend this air-conditioning to all the first class coaches, you will find that most of them will be going empty as the other coaches are at present, and, by that time, the commercial considerations would have disappeared. Your high officials would have become so accustomed to these air-conditioned coaches that this question of commercial accounting will disappear just as they are now accustomed to the comforts of Simla or other hill stations. I think, therefore, that all this talk of co-ordination of rail-road competition is sheer humbug. The thing is an impossibility. It is like pricking a diabetic carbuncle by which only the sepsis will increase because, as I said, the travelling fund of the people is not increasing, but

it is diminishing. If the rail is to take it, the motor cannot take it, and if the motor is to take it, the rail cannot take it. Therefore, what is necessary is to make this fund a public fund. It is only when the railways and the motor buses are both made a public concern that any kind of co-ordination or co-operation is possible. The public management on the one hand and the private management on the other are utterly incompatible. In fact, they are mutually destructive.

The Honourable Member said that there are no constructive proposals. My proposal is that the Government of India should get into touch with the Provincial Governments and persuade them to make this motor transport a provincial monopoly. This, of course, is possible, and I am not making any haphazard proposal. This is what has happened in three Indian States, Hyderabad, Mysore and Travancore, all these three have planned to bring both road and rail under one public management. I know the Government of India Act is creating great difficulties about this. One of the worst features of this Act is to make railways entirely Central property. Railways ought to have been made partly provincial and partly Central, and the provinces would then have been interested in developing them and would have preserved them profitably. Instead of that, the Government of India Act is taking the railways away from them, and now they have to coerce and bully the provinces by saying: "We shall give you the road fund only if you do not build according to your programme, but according to our programme". Well, Sir, this may be a bigger programme. But there is one shorter programme which is at the disposal of the Government. As yet the lorry has made only a slight inroad into the goods traffic, but, in course of time, it is going to make a much bigger inroad, which it will not be possible for the Government to check or stop. We have all heard about agricultural finance and agricultural marketing. But, for all this the Central pivot is lacking because of the absence of warehouses. There is no warehousing arrangement in which agricultural commodities can be stocked and from which they can be taken away and whose receipts can be pledged in banks and money raised thereon. In fact, everybody is speaking about this, but there is no arrangement made. Of course, if the Provincial Governments build warehouses far away from the railway lines, the whole internal traffic of the country would pass over to the lorry and nothing which the Railway Board will do can get it back to the railways. So, it is open to the Railway Board to get into touch with Provincial Governments and arrange to build 2,000 or 3,000 warehouses at once in the next two or three years all along the railway lines in which all the agricultural commodities can be stocked and this will become the basis of all agricultural marketing and finance. If the Government can spend even 20 or 30 crores, it will become a most fruitful expenditure on the part of the railways, and such expenditure will also help the agriculturists in their depression. The other day, I said that this Government did not spend proper capital expenditure. I can give this as an instance where fruitful capital expenditure could be incurred without any loss. In fact, if all the money that they had put in in these big remodelled stations and all the other things had been spent on the construction of warehouses, the agricultural depression today would not remain in this country. It is because of the artificial divorce in the matter of finance between the railways and the Central Government and the Provincial Governments, that the Provincial Governments are on the brink of starvation. While we

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find the budget balanced on the railway side, perhaps the budget will be shown to be balanced nicely in the Central revenues also. But the people in the provinces are in an insolvent condition, and this is a fitting commentary to the apathy of the Government to which I need not add anything more. Sir, I support this motion.

Mr. F. D'Souza: Sir, certain aspects of the road-rail problem have been referred to during the course of the debate on which it might be useful to give the House some information. They are not, fortunately, the more controversial aspects, but are such as may be of interest to the man in the street. All of them, however, have a bearing on the question of what railways are doing to ensure that traffic is not diverted to the roads and their revenue earning possibilities impaired.

My Honourable friend, Mr. Nauman, spoke of the considerable damage that is done to goods when in transit by railway. I do not know whether he meant to suggest that in the case of transit by road, goods are less liable to damage than when carried by railway. Whatever may have been the case in regard to damage to consignments when carried by rail, say up till about 15 years ago, the position is entirely different today, and this is recorded in our statistics of claims paid for goods lost or damaged. These have come down from a figure of over 120 lakhs to a figure approximating to about four lakhs of rupees. There could not be any better evidence of the effectiveness of the measures that railways have taken within recent years to remove any reasonable cause for complaint on this ground. My Honourable friend further suggested the desirability of railways introducing a scheme for the insurance of consignments. In this connection, Sir, it appears to have been overlooked that railways have certain liabilities under the existing laws from which they cannot absolve themselves, except when risk notes are executed. There is admittedly a certain amount of feeling in commercial circles that these risk notes give the railways a greater degree of protection than they can reasonably claim. It has also been suggested that railways take the fullest advantage of the immunity which these risk notes give them, and ask for such risk notes without adequate reason. Here, again, Sir, whenever we have endeavoured to come down to the bed-rock of facts, it has been impossible to discover substantial grounds for such accusations. Commercial bodies have been frequently asked, both in reply to representations made by them and at conferences, to bring to notice cases in which risk notes have been demanded without sufficient justification, but those in this House who have experience of such matters will probably bear me out when I say that the specific cases of this kind brought to notice are not such as can reasonably justify radical changes.

Then, Sir, My Honourable friend, Mr. James, speaking in support of the motion, referred to delays in obtaining refunds on tickets as another disability that the public suffer from when dealing with the railways. He said, I think, that delays of from three to five weeks were very common. We do get statistics showing the time taken by railways in dealing with claims for refunds both in regard to tickets and for goods. It is necessary, Sir, in order to guard against fraudulent claims, to make enquiries before arranging a refund. It is inevitable, therefore, that some time must elapse before a refund is made. But people who desire an immediate settlement of their claims and of whose *bona fides* there is no doubt have

really no difficulty in getting a refund promptly. But the number of cases of this kind where an immediate settlement is required is very small. I should imagine that taking claims generally there is really no greater delay in railways settling claims than there is in other commercial concerns in dealing with claims against them. I am, however, Sir, not endeavouring to suggest that there is absolute efficiency in the disposal of claims cases, but railways are not unmindful of their obligations and do what they can to reduce delays in settlement.

My Honourable friend, Mr. James, also referred to the desirability of railways arranging for a more effective method for the collection and delivery of goods. It will be realised, Sir, that experiments in this direction are expensive. At a time of falling revenues, one school of thought suggests the introduction of schemes that must in their nature be expensive, because they say that enterprise and imagination are needed to increase revenues. On the other hand, another school of thought argues that with dwindling revenues we must draw in our horns and not go in for anything new unless certain that it will be justified commercially. Several Administrations have, however, been working up schemes for street collection and delivery of goods. Many of those who have had occasion to use the East Indian Railway for booking from or to Calcutta have availed themselves of the recently introduced arrangement for the collection and delivery of goods within a certain radius from their branch offices in Calcutta. The North Western Railway are similarly organising street collection and delivery at some stations on their system. Their idea is to experiment first with the collection and delivery of parcels at the larger towns, and, if this proves successful, to extend the arrangement.

Another point that my Honourable friend, Mr. James, referred to was the question of railways giving notice to consignees of arrival of parcels. The failure to give such notice is not due entirely to the railway. An examination of the railway receipts at any station will show that the information given as regards the persons to whom parcels are booked is very meagre. Beyond the name of the consignee there is frequently nothing more. To what address is the notice of arrival to be sent in such cases?

Mr. F. E. James: Sir, may I ask a question? Where the information is perfectly clear as to who the consignee is and the address is given, why cannot they give notice?

Mr. F. D'Souza: I was coming to that. The orders that the railway staff have in regard to this matter is that notice of arrival must be given to consignees: and they generally do send such notices when they find that there is no reasonable possibility of the consignee coming within a day or two to effect delivery. The reason for that, I think, is fairly obvious. There is, however, a further consideration. The total number of parcels booked daily to consignees who have no standing arrangements for effecting prompt delivery of their parcels may reasonably be assumed to be about 20,000 a day. This figure is based on certain information I had obtained some years ago, but the actual number now may be very different. On these figures, railway expenses would increase by about three lakhs per annum if, in every case, in which a parcel was received addressed to an individual other than a regular trader, notice was sent to him by post. On the other hand, Sir, it is recognised that a sense of grievance is created if failure to send a notice subsequently leads to the consignee being charged

[Mr. F. D'Souza.]

demurrage. In practice, however, when such cases are brought to notice, a refund of the demurrage charge is generally given if a sufficiently good case has been established for the consignment not being taken delivery of within the free time allowed. There is another point to be noticed in this connection, and that is that the free time for the delivery of parcels at most stations is not less than 48 hours.

[At this stage, Mr. President (The Honourable Sir Abdur Rahim) resumed the Chair.]

Then, Sir, suggestions were made for publicity and canvassing to be undertaken to a greater degree than heretofore. Here, Sir, the difficulty really is the provision of funds. The Railway Retrenchment Committee, six years ago, recommended reductions in grants for publicity. There has, therefore, been a certain amount of reluctance to embark on a more intensive publicity campaign.

Sir, I find that my time is almost up, but, before concluding, I venture to draw the attention of the House to a newspaper paragraph relating to the effect of road competition on railways in America. In 1936, 1,519 miles of railway lines were abandoned in the United States of America, due principally to road competition. We have not sufficient railway lines in India, with our 43,000 miles, over so vast an area, to afford to abandon any line, and that is why the need for effectively protecting railway revenues against unfair competition by road is so great.

Sir, one word more, and I have done. Much stress has been laid on the fact that motor buses force railways to reduce their rates, and that this bus competition is all to the good. May I, in this connection, invite a reference to the paragraph in the Railway Board's report for 1935-36, page 40, which shows what action railways have taken to meet road motor competition. A careful perusal of the details given in that paragraph must make it clear that it cannot possibly be all to the good. Almost every action taken to meet the menace of road competition means a definite loss of revenue to prevent much greater losses, and that too on several sections which, even under normal conditions, were not quite remunerative. Motor buses do exactly the same thing. When they get on to a route parallel to or short-circuiting the railway, they quote rates, as low as they possibly can, to bring the traffic to themselves. On roads on which there is no competition, the bus rates are so much higher than the rates that they charge on parallel routes that the need for regulating them is considerably greater than the need for regulating the railways. And the complaint of the railways is that, if they are regulated in so many matters, rightly in the public interests, similar public interests need protection against buses also. That, Sir, is not an unreasonable claim for railways to make.

Mr. N. M. Joshi: I move that the question be now put.

Mr. President (The Honourable Sir Abdur Rahim): The Chair accepts the closure subject to reply of the Honourable the Railway Member. The question is:

"That the question be now put."

The motion was adopted.

The Honourable Sir Muhammad Zafrullah Khan: Sir, most Honourable Members who have spoken in support of this motion started with an assurance to the House that nobody objects to reasonable co-ordination, nobody desires wasteful competition, and that all that they are anxious to secure is that conditions should be fair; and then they proceeded to detail their suggestions as to what they thought ought to be done. Now, so far as the suggestions related to improvement in railway services, whether there was road competition or not, these suggestions must be carefully considered. Some of them may have particular reference only to the question of competition from motor transport, but a good many of them have reference to ordinary conveniences and facilities which anybody would be entitled to put forward. With regard to these, though I shall have a word or two to say with reference to some of them specifically, I may say generally that several of them are well worth looking into and it may be possible to adopt some of them if there are no insuperable difficulties in the way. For instance, one suggestion made was for the conveyance of perishable goods, particularly fruit, in refrigerated vans. I believe a certain number of refrigerated vans are already in use for the conveyance of this description of goods. That is a suggestion that has already been adopted, and I have no doubt a larger number of vans of that description will be built in the course of time as traffic conditions justify.

Then, it was said: "Why do you not adopt some method of insurance of goods entrusted to you for custody by arrangement with reliable insurance companies and then make an extra charge for the carriage of such goods and enable people to feel that, when they entrust goods to you for carriage, they would either get their goods undamaged or get compensation therefor?" May I inform the Honourable Member who made that suggestion that, so far as the interests of the consignor or the consignee are concerned, whoever has the property in the goods consigned to the railways, they are offered these advantages already? There are different forms of risk notes

Mr. Muhammad Nauman: It takes a long time and is a source of trouble.

The Honourable Sir Muhammad Zafrullah Khan: But I am sure insurance companies also would make investigation of claims

Mr. Muhammad Nauman: I was dealing with insurance at the first stage. I mean before actually insuring goods. It is not a question of claims before the goods are insured.

The Honourable Sir Muhammad Zafrullah Khan: My suggestion was that in such a case recourse can be had to the form of risk note which enables the consignor to send his goods at railway risk. On the other hand, that does suggest, with regard to another category of traffic, i.e., passenger traffic, the possibility of adopting some sort of system of insurance against damage and injury such as may be in operation in other countries; and it is being investigated: inquiries are being made from some railway systems who have in operation a system of insurance for passengers, as to the details of that system, and the question will be examined whether it may not be possible to introduce some such system here.

Then, it was suggested that the speed of goods trains might be accelerated. That is a suggestion which, I am almost certain, will be examined by the Wedgwood Committee and other cognate suggestions also both with regard to the improvement of passenger services, as well as with regard to

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the improvement of goods services. Suggestions with regard to the prompt settlement of claims and quicker refunds and the door to door collection and delivery of parcels has already been dealt with by Mr. D'Souza.

On the matter of giving notice to consignees of the arrival of parcels, Mr. D'Souza has pointed out certain difficulties in the way, both with regard to expenses and also with regard to lack of particulars. I have already stated in dealing with the speech of the Honourable the Leader of the European Group the other day that this suggestion will also be examined, and, if it is possible to provide that facility for people to whom parcels are consigned, I have no doubt the matter will be sympathetically considered. Mr. James has suggested better training of commercial staff in methods of publicity and canvassing. That too is a very useful suggestion. May I say with regard to all this that, on the whole, I am personally convinced that the railways ought to show a little more imagination and that the time is past for too strict an adherence to the middle path

Mr. S. Satyamurti: What about Mr. D'Souza?

The Honourable Sir Muhammad Zafrullah Khan: Mr. D'Souza merely explained what the present position was

Mr. S. Satyamurti: He said the middle path.

The Honourable Sir Muhammad Zafrullah Khan: Yes; and certainly there are those two considerations which he pointed out: on the one side Government being constantly urged to undertake certain steps which may involve large or small expenditure, and as against that Government being urged to be very careful with regard to these things. Some Members may be inclined to think that such expenditure would be amply justified; others might be inclined to think that it was wasteful extravagance. I am giving my own view. I think that the time has arrived when the path might lean a little more towards imagination in these matters. Some of this expenditure may not be directly remunerative, but it may lead to a good deal of indirect benefit, by bringing about better co-operation between the services and those that are using the services and greater confidence in the services by the public.

Another Honourable Member made certain suggestions with regard to the competition between railways and road transport; he said that road transport was cheaper, quicker and provided services from door to door, and, therefore, it had a certain amount of advantage over the railways. He made a suggestion that third class fares might be reduced over short distances, that is to say, the rate might be lower over short distances as compared with long distances. Now, Sir, at first sight it might appear to be an attractive proposal, as bus competition, with regard to the carriage of passengers, is confined mostly to short distances, and it might seem that the experiment is worth trying, but I think a little reflection would show that the proposition is not feasible. In the first place, the whole arrangement could be nullified so far as long distances are concerned by re-booking at intermediate stations and advantage could be taken of the short distance rate throughout a long journey. Secondly, I am afraid, there would be objections from all quarters. Two instances have already been brought to my notice, one over a section of the M. and S. M. Railway and

another over the R. and K. Railway where the through fare between two points is higher than the sum total of the fare if one were to book to an intermediate station and then re-book again to the ultimate destination, that, I am told, should not be allowed. I do not know to what extent this suggestion might appeal to Honourable Members, but I am afraid it would not prove to be practicable. As I have said, however, I am willing that in certain directions experiments might be made by the expenditure of money for the provision of facilities to see whether these additional facilities might not bring about a better understanding and greater confidence between the railways and their customers. So much for the suggestions with regard to improvements on the railway side. But, then, as my Honourable colleague, Sir Frank Noyce, has said, I have been waiting for some indication of the kind of co-ordination that Honourable Members have in mind between railways and roads. I admit that there are shortcomings on the railway side and that every effort ought to be made to minimise those shortcomings, but, having made that admission, am I to assume that the attitude of the House is that, so far as road transport is concerned, conditions are so perfect that nothing should be done to regulate that form of transport at all? I am sure, in principle nobody would say that that is their attitude, but, I am afraid, in practice, when the question of actual regulation is taken up, that attitude is adopted. It is easy to make comparisons to the disadvantage of railways, but let us see whether conditions are really either perfect or at least equal and fair between road transport and railways. Take the question of choice of traffic,—and I take it first for the reason that the question has now become familiar to Honourable Members. Railways are bound to provide services, they are bound to carry all classes of traffic that may be offered for carriage; they are bound by Statute to do so, and cannot pick and choose in this matter. Is there any means of compelling organized or unorganized motor transport to carry every kind or category of goods that might be offered to them? The country expects, and rightly expects, that the railways should carry all commodities and all kinds of goods that are offered for carriage. It may be difficult to insist upon motor transport doing the same, but surely Honourable Members will appreciate that that places the railways at a disadvantage. They are bound to carry the heavier kind of traffic, which is very lightly rated, and they must seek compensation elsewhere, and if other categories, that are more highly rated, are to be carried at a purely competitive basis by motor transport, surely some sort of regulation would become necessary.

Take, again, the question of the safety of the people who use both kinds of transport, and the condition of workers on both kinds of transport. With regard to safety, Honourable Members are perfectly aware of the proportion of fatal and serious accidents on the road to those on the railways, and when any such accident takes place, what is the position of those who suffer as a result of it? There may be a legal right in each case to recover damages, but, in the case of railways, if the right is established, is there any doubt that the liability would be met?

Mr. M. Asaf Ali (Delhi: General): Not in many cases succeed.

The Honourable Sir Muhammad Zafrullah Khan: You mean not in many cases is payment made voluntarily?

Mr. M. Asaf Ali: Yes.

The Honourable Sir Muhammad Zafrullah Khan: Let me take that up too. At least the Honourable Member admits that in some cases compensation is paid by railways voluntarily, but in no case is it paid voluntarily by the motor transport people. In every case, where it is established legally against the railways that they are liable to pay, railways are able to pay and do pay, but, in very few cases, even were it established legally against the owners of road transport, they would be able to pay compensation, and, therefore, most people do not care to take action at all, because taking action would mean throwing away good money in seeking a worthless remedy. Would it be unreasonable if we were to suggest that both kinds of transport should be placed on a position of equality in that respect? Honourable Members can themselves think of the means which would place both forms of transport on a basis of equality.

Take, again, the question of the safety of the workers, and the conditions under which they have to work. I am perfectly certain that nobody would allege,—and I am sure Mr. Joshi would be the last to allege,—that the condition of workers is anywhere near being equal on these two forms of transport. Take the question of the regulation of hours of work. The Hours of Work Convention has been applied to all the State-managed railways; it has also been applied to the B., B. and C. I. and the M. and S. M. Railways; it is about to be applied to the B. and N. W. Railway. Even on railways where the Hours of Work Convention has not been applied, hours of work are on a certain basis regulated, but no hours of work are fixed for motor transport. A number of accidents take place, because these drivers are expected to continue to drive a lorry all the way, let us say, from Srinagar to Lahore or even from Lyallpur to Cawnpore, very often without any sleep, except what little sleep they might get at the wheel, thus jeopardising their own lives as well as the lives of those who travel by such lorries. Is this fair or equal competition?

Then, take the question of the choice of routes. Is it open to the railways to make a choice of routes in the sense that, if traffic over certain sections does not justify the continuance of services, they can refuse to provide services to the public, or if it is more profitable to use their stock on certain sections, they can do so, giving up the sections on which the service is less profitable? They cannot do so, because they are bound to provide services over the whole system. But, with regard to motor transport, no such obligation exists. If the conditions of traffic make it more profitable for them to abandon certain routes and to go to others, they are at liberty to do so. If the weather makes it more convenient for them to stop services on certain routes and to start services on other routes, they promptly do so without any reference to the convenience of the people who might have got accustomed to the use of motor transport along certain routes, and there is no means of compelling anybody to continue such services. It was suggested that if certain lines had been abandoned in America, we might very well do the same thing here. If it were proved that a certain section of a line had become an unremunerative liability for all time, it might possibly be an advantage to do that. But let us look at the consequences, and I take an instance from America again. A short line of about 40 or 50 miles—I had exact details with me yesterday, I have not got them here today—had to be abandoned in a certain State. Within six months of the abandonment of that line, the fares by road transport went up four or five times and the value of real estate in the town that

was connected with the main line by that branch line steadily fell in two or three years by 50 to 70 per cent. Other particulars were also given with regard to the fall in the prices of agricultural produce, and so on.

Then it was said that the railways being bankrupt,—I believe it was the Honourable the Deputy President who used that expression—had no right to insist that a competing means of transport should be regulated in their interest. I am afraid, it has become rather a habit with some Honourable Members to say that the railways are bankrupt. Nobody will accuse me that, in presenting a picture of railway finances either last year or this year, I have been any too optimistic. and may I remind Honourable Members that, though the railways have had to pass, like other railway systems all over the world, that position not being peculiar to Indian railways—through seven or eight years of exceptional depression—the financial position of the Indian railways is that they have met their total deficits out of their own Reserves without having to borrow from outside or from general revenues, and that, nevertheless, the balance in the Depreciation Fund at the end of 1937-38 is expected to be over Rs. 20 crores, which, in the opinion of those who are fully qualified to judge in these matters, is a perfectly safe margin. Now, I am not saying that the railways need have done no better, nor am I saying that there is no necessity for watching the finances of the railways very carefully, but I do say that you cannot describe the system as a bankrupt system. Then, railways have been described as an imperialist concern, and the road transport competing with them as a nationalist concern. I am afraid, there again there must be some misconception. The Honourable the Deputy President said, I am perfectly willing that road transport may be nationalised, and by nationalisation he appeared to mean owned entirely by Indians

An Honourable Member: And managed.

The Honourable Sir Muhammad Zafrullah Khan: . . . and he thought that railways in that sense were not nationalised. I have always understood that nationalisation of any of these services means that the ownership should be transferred to the State in the interests of the taxpayer rather than that it should continue to be vested in certain individuals or groups of individuals. From this point of view, State Railways are all nationalised, and road transport is in no sense nationalised. But let me say one word with regard to imperialist *versus* nationalist interests. It is said, you are anxious to work the railways in the imperialist interests, and, therefore, you are out, not only to regulate, but to kill road transport, because you do not want a nationalist enterprise to flourish. Now, look at it from two points of view, and first, with regard to the staff affected. It was suggested by one Honourable Member that the regulation of road traffic would throw out of employment several thousand people; but compare the number of Indians working on this transport with the number of Indians working on the railways, also compare their wages, the conditions under which they work and the hours for which they have to work, and Honourable Members can easily decide which kind of retrenchment would do more harm to Indians. It is idle to suggest that anybody is trying to stifle road transport or that road transport could be killed. All that we are trying to do, as my Honourable colleague in charge of the Department of Industries and Labour assured Honourable Members, is regulation which, so far as we have been able to see, would not throw out of employment any single lorry, though it might stop the employment of larger numbers of people

[Sir Muhammad Zafrullah Khan.]

than those that are at present employed on the working of that transport. But even if it were a question of throwing people out of work, say, 100 men out of work on one side and 100 out of work on the other, which would be the greater national loss? If we were so anxious to help imperialist interests, and some Honourable Members suggested, European manufacturing interests, why should we try to stifle and kill road transport as they allege? Surely, all the lorries and motor cars that run on the roads are manufactured outside the country, mostly in Europe and America, and I do not know to what extent Honourable Members regard the petrol interests as purely Indian in the sense in which they are accustomed to define the word "Indian"? Mr. Santhanam suggested that the only solution of the question was that the Central Government should persuade the Provincial Governments to make road transport a provincial monopoly in each of the provinces. I think it is possible that eventually that may turn out to be a feasible solution of this problem, by which on the one side Honourable Members would be satisfied that road transport was working in the interests of the taxpayer who, after all, whether he pays a central tax or a provincial tax, is the same individual, and, on the other, our biggest national asset the railways would be safeguarded. And may I suggest to Mr. Santhanam in all seriousness and earnestness that, now that it appears that his Party would have a great deal to say in these matters in several Provincial Governments, he and his Party might work towards a solution of this problem along those lines?

Mr. K. Santhanam: Will you help?

Mr. S. Satyamurti: Will you listen to us in all matters? Then, we will help.

The Honourable Sir Muhammad Zafrullah Khan: May I say that Mr. Satyamurti's question indicates that Honourable Members really do not approach a solution of these problems upon their merits?

Mr. S. Satyamurti: Oh, yes. We do.

The Honourable Sir Muhammad Zafrullah Khan: The Honourable Member wants to make a bargain with me with regard to all matters. Shall we confine ourselves to the question of co-ordination of road and rail transport? Mr. Santhanam is on better ground. He asks me whether I will help. I certainly will help. As I have said, in principle I welcome the proposal, and I think it may be found eventually

Mr. K. Santhanam: The question is whether you will help in practice.

The Honourable Sir Muhammad Zafrullah Khan: that this is the only feasible solution. That will be a test of our intentions too. So long as we secure a regulation of these means of transport on a fair competitive and economic basis, that is all that we are anxious about. It does not matter to us how that regulation is brought about, and if that regulation can be more easily brought about by the adoption of the suggestion that the Honourable Member has made, I welcome that suggestion. Sir, that is my submission on these questions. I hope that Honourable Members will not find that it is unsympathetic, either with regard to improvement of railway services or with regard to the regulation of road transport.

Mr. Muhammad Nauman: I am satisfied with the reply that the Honourable Member has given inasmuch as he accepts our suggestion for improvements, and I want to withdraw the motion as there is no reason for division left.

Mr. President (The Honourable Sir Abdur Rahim): Has the Honourable Member leave of the House to withdraw?

Several Honourable Members: No.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

5 P.M.

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

The Assembly divided:

AYES—43.

Aaron, Mr. Samuel.
Aney, Mr. M. S.
Asaf Ali, Mr. M.
Ayyangar, Mr. M. Ananthasayanam.
Azhar Ali, Mr. Muhammad.
Banerjee, Dr. P. N.
Bhagavan Das, Dr.
Chaliha, Mr. Kuladhar.
Chattopadhyaya, Mr. Amarendra Nath.
Chettiar, Mr. T. S. Avinashilingam.
Chunder, Mr. N. C.
Das, Mr. B.
Das, Mr. Basanta Kumar.
Das, Pandit Nilakantha.
Datta, Mr. Akhil Chandra.
Gadgil, Mr. N. V.
Giri, Mr. V. V.
Hana Raj, Raizada.
Hostmani, Mr. S. K.
Jedhe, Mr. K. M.
Kailash Behari Lal, Babu.

Maitra, Pandit Lakshmi Kanta.
Mudaliar, Mr. C. N. Muthuranga.
Muhammad Ahmad Kazmi, Qazi.
Murtuza Sahib Bahadur, Maulvi Syed.
Paliwal, Pandit Sri Krishna Dutta.
Raghubir Narayan Singh, Choudhri.
Raju, Mr. P. S. Kumaraswami.
Ranga, Prof. N. G.
Saksena, Mr. Mohan Lal.
Sant Singh, Sardar.
Santhanam, Mr. K.
Satyamurti, Mr. S.
Sham Lal, Mr.
Shaukat Ali, Maulana.
Sheodass Daga, Seth.
Singh, Mr. Ram Narayan.
Sinha, Mr. Anugrah Narayan.
Sinha, Mr. Satya Narayan.
Sinha, Mr. Shri Krishna.
Som, Mr. Suryya Kumar.
Sri Prakasa, Mr.
Umar Aly Shah, Mr.

NOES—40.

Abdul Hamid, Khan Bahadur Sir.
Ahmad Nawaz Khan, Major Nawab Sir.

Anderson, Mr. J. D.
Bajpai, Sir Girja Shankar.
Bansidhar, Rai Sahib.
Bhide, Mr. V. S.
Buss, Mr. L. C.
Chanda, Mr. A. K.
Chapman-Mortimer, Mr. T.
Craik, The Honourable Sir Henry.
Dalal, Dr. R. D.
D'Souza, Mr. F.
Ghuznavi, Sir Abdul Halim.
Griffiths, Mr. P. J.
Grigg, The Honourable Sir James.
Hudson, Sir Leslie.

James, M. F. E.
Jawahar Singh, Sardar Bahadur
Sardar Sir.
Lal Chand, Captain Rao Bahadur
Chaudhri.
Lalit Chand, Thakur.
Mehta, Mr. S. L.

Menon, Mr. K. R.
Mudie, Mr. R. F.
Mukherjee, Rai Bahadur Sir Satya
Charan.

Nagarkar, Mr. C. B.
Nauman, Mr. Muhammad.
Naydu, Diwan Bahadur B. V. Sri
Hari Rao.

Noyce, The Honourable Sir Frank.
Rau, Sir Raghavendra.
Roy, Mr. S. N.
Sale, Mr. J. F.
Sher Muhammad Khan, Captain
Sardar Sir.

Slade, Mr. M.
Thorne, Mr. J. A.
Tottenham, Mr. G. R. F.
Verma, Rai Sahib Hira Lal.
Witherington, Mr. C. H.
Yakub, Sir Muhammad.
Zafullah Khan, The Honourable Sir
Muhammad.
Ziauddin Ahmad, Dr.

(Before announcement of results of the Division.)

Mr. Mohan Lal Saksena (Lucknow Division: Non-Muhammadar Rural): Sir, on a point of order. Can the Mover of a motion vote against his own motion?

Mr. President (The Honourable Sir Abdur Rahim): Yes, he may have changed his mind. Order, order. The "Ayes" are 43 and the "Noes" 40. Therefore, the "Ayes" have it.

The motion was adopted.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a reduced sum not exceeding Rs. 8,54,688, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of 'Railway Board'."

The motion was adopted.

DEMAND No. 2—AUDIT.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 14,10,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of 'Audit'."

The motion was adopted.

DEMAND No. 3—MISCELLANEOUS EXPENDITURE.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 11,45,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of 'Miscellaneous Expenditure'."

The motion was adopted.

DEMAND No. 5—PAYMENTS TO INDIAN STATES AND COMPANIES.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 3,33,00,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of 'Payments to Indian States and Companies'."

The motion was adopted.

DEMAND No. 6-A—WORKING EXPENSES—MAINTENANCE OF STRUCTURAL WORKS.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 7,62,50,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of 'Working Expenses—Maintenance of Structural Works'."

The motion was adopted.

DEMAND No. 6-B—WORKING EXPENSES—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

“That a reduced sum not exceeding Rs. 16,24,59,900, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of ‘Working Expenses—Maintenance and Supply of Locomotive Power’.”

The Assembly divided:

AYES—37.

Abdul Hamid, Khan Bahadur Sir.
Ahmad Nawaz Khan, Major Nawab Sir.

Anderson, Mr. J. D.
Bajpai, Sir Girja Shankar.
Bansidhar, Rai Sahib.
Bhide, Mr. V. S.
Chanda, Mr. A. K.
Chapman-Mortimer, Mr. T.
Craik, The Honourable Sir Henry.
Dalal, Dr. R. D.
D'Souza, Mr. F.
Ghuznavi, Sir Abdul Halim.
Griffiths, Mr. P. J.
Hudson, Sir Leslie.
James, M. F. E.
Jawahar Singh, Sardar Bahadur Sardar Sir.
Joshi, Mr. N. M.
Lal Chand, Captain Rao Bahadur Chaudhri.
Lalit Chand, Thakur.

Mehta, Mr. S. L.
Menon, Mr. K. R.
Mudie, Mr. R. F.
Mukherjee, Rai Bahadur Sir Satya Charan.
Nagarkar, Mr. C. B.
Nauman, Mr. Muhammad.
Naydu, Diwan Bahadur B. V. Sri Hari Rao.
Noyce, The Honourable Sir Frank.
Rau, Sir Raghavendra.
Roy, Mr. S. N.
Sale, Mr. J. F.
Sher Muhammad Khan, Captain Sardar Sir.
Slade, Mr. M.
Thorne, Mr. J. A.
Verma, Rai Sahib Hira Lal.
Yakub, Sir Muhammad.
Zafrullah Khan, The Honourable Sir Muhammad.
Ziauddin Ahmad, Dr.

NOES—43.

Aaron, Mr. Samuel.
Aney, Mr. M. S.
Asaf Ali, Mr. M.
Ayyangar, Mr. M. Ananthasayanam.
Azhar Ali, Mr. Muhammad.
Banerjee, Dr. P. N.
Bhagavan Das, Dr.
Chaliha, Mr. Kuladhar.
Chattopadhyaya, Mr. Amarendra Nath.
Chettiar, Mr. T. S. Avinashilingam.
Chunder, Mr. N. C.
Das, Mr. B.
Das, Mr. Basanta Kumar.
Das, Pandit Nilakantha.
Datta, Mr. Akhil Chandra.
Gadgil, Mr. N. V.
Giri, Mr. V. V.
Hans Raj, Raizada.
Hosmani, Mr. S. K.
Jedhe, Mr. K. M.
Kailash Behari Lal, Babu.

Maitra, Pandit Lakshmi Kanta.
Mudaliar, Mr. C. N. Muthuranga.
Muhammad Ahmad Kazmi, Qazi.
Murtuza Sahib Bahadur, Maulvi Syed.
Paliwal, Pandit Sri Krishna Dutta.
Raghubir Narayan Singh, Choudhri.
Raju, Mr. P. S. Kumaraswami.
Ranga, Prof. N. G.
Saksena, Mr. Mohan Lal.
Sant Singh, Sardar.
Santhanam, Mr. K.
Satyamurti, Mr. S.
Sham Lal, Mr.
Shaukat Ali, Maulana.
Sheodass Daga, Seth.
Singh, Mr. Rama Narayan.
Sinha, Mr. Arugrah Narayan.
Sinha, Mr. Satya Narayan.
Sinha, Mr. Shri Krishna.
Som, Mr. Suryya Kumar.
Sri Prakasa, Mr.
Umar Aly Shah, Mr.

The motion was negatived.

DEMAND NO. 6-C—WORKING EXPENSES—MAINTENANCE OF CARRIAGE AND WAGON STOCK.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 5,77,50,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of 'Working Expenses—Maintenance of Carriage and Wagon Stock'."

The Assembly divided:

AYES—37.

Abdul Hamid, Khan Bahadur Sir.
Ahmad Nawaz Khan, Major Nawab Sir.
Anderson, Mr. J. D.
Bajpai, Sir Girja Shankar.
Bansidhar, Rai Sahib.
Bhide, Mr. V. S.
Chanda, Mr. A. K.
Chapman-Mortimer, Mr. T.
Craik, The Honourable Sir Henry.
Dalal, Dr. R. D.
D'Souza, Mr. F.
Ghuznavi, Sir Abdul Halim.
Griffiths, Mr. P. J.
Hudson, Sir Leslie.
James, M. F. E.
Jawahar Singh, Sardar Bahadur Sardar Sir.
Joshi, Mr. N. M.
Lal Chand, Captain Rao Bahadur Chaudhri.
Lalit Chand, Thakur.

Mehta, Mr. S. L.
Menon, Mr. K. R.
Mudie, Mr. R. F.
Mukherjee, Rai Bahadur Sir Satya Charan.
Nagarkar, Mr. C. B.
Nauman, Mr. Muhammad.
Naydu, Diwan Bahadur B. V. Sri Hari Rao.
Noyce, The Honourable Sir Frank.
Rau, Sir Raghavendra.
Roy, Mr. S. N.
Sale, Mr. J. F.
Sher Muhammad Khan, Captain Sardar Sir.
Slade, Mr. M.
Thorne, Mr. J. A.
Verma, Rai Sahib Hira Lal.
Yakub, Sir Muhammad.
Zafrullah Khan, The Honourable Sir Muhammad.
Ziauddin Ahmad, Dr.

NOES—43.

Aaron, Mr. Samuel.
Aney, Mr. M. S.
Asaf Ali, Mr. M.
Ayyangar, Mr. M. Ananthasayanam.
Azhar Ali, Mr. Muhammad.
Banerjee, Dr. P. N.
Bhagavan Das, Dr.
Chaliha, Mr. Kuladhar.
Chattopadhyaya, Mr. Amarendra Nath.
Chettiar, Mr. T. S. Avinashilingam.
Chunder, Mr. N. C.
Das, Mr. B.
Das, Mr. Basanta Kumar.
Das, Pandit Nilakantha.
Datta, Mr. Akhil Chandra.
Gadgil, Mr. N. V.
Giri, Mr. V. V.
Hans Raj, Raizada.
Hosmani, Mr. S. K.
Jedhe, Mr. K. M.
Kailash Behari Lal, Baba.

Maitra, Pandit Lakshmi Kanta.
Mudaliar, Mr. C. N. Muthuranga.
Muhammad Ahmad Qasmi, Qazi.
Murtuza Sahib Bahadur, Maulvi Syed.
Paliwal, Pandit Sri Krishna Dutta.
Raghbir Narayan Singh, Choudhri.
Raju, Mr. P. S. Kumaraswami.
Ranga, Prof. N. G.
Saksena, Mr. Mohan Lal.
Sant Singh, Sardar.
Santhanam, Mr. K.
Satyamurti, Mr. S.
Sham Lal, Mr.
Shaukat Ali, Maulana.
Sheodass Daga, Seth.
Singh, Mr. Ram Narayan.
Sinha, Mr. Anugrah Narayan.
Sinha, Mr. Satya Narayan.
Sinha, Mr. Shri Krishna.
Som, Mr. Suryya Kumar.
Sri Prakasa, Mr.
Umar Aly Shah, Mr.

The motion was negatived.

DEMAND No. 6-D—WORKING EXPENSES—MAINTENANCE OF FERRY STEAMERS AND HARBOURS.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 27,85,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1933, in respect of 'Working Expenses—Maintenance of Ferry Steamers and Harbours'."

The Assembly divided:

AYES—37.

Abdul Hamid, Khan Bahadur Sir.
Ahmad Nawaz Khan, Major Nawab Sir.
Anderson, Mr. J. D.
Bajpai, Sir Girja Shankar.
Bansidhar, Rai Sahib.
Bhida, Mr. V. S.
Chanda, Mr. A. K.
Chapman-Mortimer, Mr. T.
Craik, The Honourable Sir Henry.
Dalal, Dr. R. D.
D'Souza, Mr. F.
Ghuznavi, Sir Abdul Halim.
Griffiths, Mr. P. J.
Hudson, Sir Leslie.
James, M. F. E.
Jawahar Singh, Sardar Bahadur Sardar Sir.
Joshi, Mr. N. M.
Lal Chand, Captain Rao Bahadur Chaudhri.
Lalit Chand, Thakur.

Mehta, Mr. S. L.
Menon, Mr. K. R.
Mudie, Mr. R. F.
Mukherjee, Rai Bahadur Sir, Satya Charan.
Nagarkar, Mr. C. B.
Nauman, Mr. Muhammad.
Naydu, Diwan Bahadur B. V. Sri Hari Rao.
Noyce, The Honourable Sir Frank.
Rau, Sir Raghavendra.
Roy, Mr. S. N.
Sale, Mr. J. F.
Sher Muhammad Khan, Captain Sardar Sir.
Slade, Mr. M.
Thorne, Mr. J. A.
Verma, Bai Sahib Hira Lal.
Yakub, Sir Muhammad.
Zafrullah Khan, The Honourable Sir Muhammad.
Ziauddin Ahmad, Dr.

NOES—43.

Aaron, Mr. Samuel.
Aney, Mr. M. S.
Asaf Ali, Mr. M.
Ayyangar, Mr. M. Ananthasayanam.
Azhar Ali, Mr. Muhammad.
Banerjee, Dr. P. N.
Bhagavan Das, Dr.
Chaliha, Mr. Kuladhar.
Chattopadhyaya, Mr. Amarendra Nath.
Chettiar, Mr. T. S. Avinashilingam.
Chunder, Mr. N. C.
Das, Mr. B.
Das, Mr. Basanta Kumar.
Das, Pandit Nilakantha.
Datta, Mr. Akhil Chandra.
Gadgil, Mr. N. V.
Giri, Mr. V. V.
Hans Raj, Raizada.
Hosmani, Mr. S. K.
Jedhe, Mr. K. M.
Kailash Behari Lal, Babu.

Maitra, Pandit Lakshmi Kanta.
Mudaliar, Mr. C. N. Muthuranga.
Muhammad Ahmad Kazmi, Qazi.
Murtuza Sahib Bahadur, Maulvi Syed.
Paliwal, Pandit Sri Krishna Dutta.
Raghuraj Narayan Singh, Choudhri.
Raju, Mr. P. S. Kumaraswami.
Ranga, Prof. N. G.
Saksena, Mr. Mohan Lal.
Sant Singh, Sardar.
Santhanam, Mr. K.
Satyamurti, Mr. S.
Sham Lal, Mr.
Shaukat Ali, Maulana.
Sheodass Daga, Seth.
Singh, Mr. Ram Narayan.
Sinha, Mr. Anugrah Narayan.
Sinha, Mr. Satya Narayan.
Sinha, Mr. Shri Krienna.
Som, Mr. Surya Kumar.
Sri Prakasa, Mr.
Umar Ali Shah, Mr.

The motion was **negatived**.

DEMAND No. 6-E—WORKING EXPENSES—EXPENSES OF TRAFFIC DEPARTMENT.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 10,47,00,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1933, in respect of 'Working Expenses—Expenses of Traffic Department'."

The motion was adopted.

DEMAND No. 6-F—WORKING EXPENSES—EXPENSES OF GENERAL DEPARTMENTS.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 4,68,75,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of 'Working Expenses—Expenses of General Departments'."

The motion was adopted.

DEMAND No. 6-G—WORKING EXPENSES—MISCELLANEOUS EXPENSES.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 4,13,75,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of 'Working Expenses—Miscellaneous Expenses'."

The motion was adopted.

DEMAND No. 6-H—WORKING EXPENSES—ELECTRIC SERVICE DEPARTMENT.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 1,17,00,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of 'Working Expenses—Electric Service Department'."

The motion was adopted.

DEMAND No. 7—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION FUND.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 12,59,00,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of 'Working Expenses—Appropriation to Depreciation Fund'."

The motion was adopted.

DEMAND No. 8—INTEREST CHARGES.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 2,63,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of 'Interest Charges'."

The motion was adopted.

DEMAND No. 11—NEW CONSTRUCTION.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

“That a sum not exceeding Rs. 30,00,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of ‘New Construction’.”

The motion was adopted.

DEMAND No. 12—OPEN LINE WORKS.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

“That a sum not exceeding Rs. 8,19,00,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1938, in respect of ‘Open Line Works’.”

The motion was adopted.

The Assembly then adjourned till Five of the Clock on Saturday, the 27th February, 1937.