

Monday, 14th February, 1938

# THE COUNCIL OF STATE DEBATES

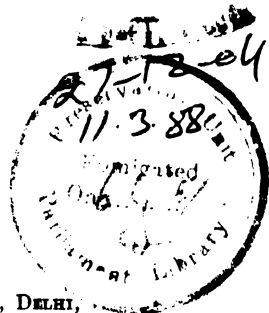
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*(14th February to 8th April, 1938).*

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## THIRD SESSION OF THE FOURTH COUNCIL OF STATE, 1938

*Number designated... 18/X/38*



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THE  
COUNCIL OF STATE DEBATES

(OFFICIAL REPORT OF THE THIRD SESSION OF THE FOURTH  
COUNCIL OF STATE.)

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VOLUME I—1938.

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COUNCIL OF STATE.

*Monday, 14th February, 1938.*

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The Council met in the Council Chamber of the Council House in New Delhi at Eleven of the Clock, being the first day of the Third Session of the Fourth Council of State, pursuant to section 63D (2) of the Government of India Act. The Honourable the President (the Honourable Sir Maneckji Dadabhoi, K.C.S.I., K.C.I.E., Kt., Bar.-at-Law) was in the Chair.

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MEMBERS SWORN :

The Honourable Sir Muhammad Yakub (Commerce and Labour Member).

The Honourable Mr. Reginald Maitland Maxwell (Home Secretary).

The Honourable Mr. Satyendra Nath Roy (Communications Secretary).

The Honourable Mr. Dharendra Nath Mitra (Government of India : Nominated Official).

The Honourable Khan Bahadur Shams-ud-Din Haider (Bihar : Nominated Non-Official).

The Honourable Mr. Maurice William Murray Yeatts (Government of India : Nominated Official).

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QUESTIONS AND ANSWERS.

MECHANIZATION OF THE ARMY.

1. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : With reference to the special grant of £600,000 which the British Government have made towards the costs of the mechanization of the army in India, will Government state what will be the total approximate capital expenditure involved in the entire measures, and what units of the army are to be mechanized, indicating separately the costs of mechanization of Indian and British units ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** (i) The total capital expenditure on the measure of mechanization concerned will be approximately Rs. 215 lakhs and will give rise to a recurring annual saving of approximately Rs. 16½ lakhs. His Majesty's Government agreed to contribute £600,000 to assist the Government of India to meet the heavy initial expenditure involved in what in the long run is a measure of economy.

(ii) It is proposed to mechanize four regiments of British cavalry and four battalions of British infantry.

(iii) The question of mechanizing certain Indian units is at present under consideration by the Government of India.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** Did the Government of India ask His Majesty's Government to bear the entire cost of the mechanization of British units ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** We did so originally, but subsequently we arrived at a compromise.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** On what basis has the present compromise been arrived at ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** I am afraid I cannot go into details, Sir.

**THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS :** May I ask whether the Government of India recommended to the Secretary of State to mechanize Indian units ? If not, why not ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** I am afraid I cannot give any further information on that point. It is under careful consideration at the present moment.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** The Government of India having asked the British Government to defray the full cost of the mechanization of the units, what led them subsequently to accept the smaller figure of Rs. 80 lakhs ?

**THE HONOURABLE THE PRESIDENT :** That is for the Government of India to decide. I disallow the question.

**THE HONOURABLE MR. HOSSAIN IMAM :** We want to know the reasons which actuated the Government of India. Are we not entitled to know what the reasons were which led the Government of India to change their former opinion ?

**THE HONOURABLE THE PRESIDENT :** I do not think Government is bound to explain to the Council their reasons for coming to a certain decision.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** Is it not for His Excellency the Commander-in-Chief to say whether he will give this information or not ? Will the Chair rule out the question ?

**THE HONOURABLE THE PRESIDENT :** I have got the power to rule out questions if I find they do not arise.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** In that case I must say, with all respect, that it is perfectly useless to ask questions.

**THE HONOURABLE THE PRESIDENT :** You will have my authoritative decision next week on the subject of supplementary questions. You will then see what the real grounds for my decision are.

**THE HONOURABLE MR. HOSSAIN IMAM :** The original question did indicate that we wanted to know the reasons. Therefore, His Excellency the Commander-in-Chief ought to have enlightened us why he cannot give the reasons.

**THE HONOURABLE THE PRESIDENT :** He has said before, twice, that he cannot add anything further. On that ground, it is not permissible. No Member of Government can be compelled to answer any particular question. That is Parliamentary practice.

**THE HONOURABLE MR. HOSSAIN IMAM :** We do not question your right or your decision. We want His Excellency the Commander-in-Chief to enlighten us. He has not said a word.

**THE HONOURABLE THE PRESIDENT :** Do you wish to say anything ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** Nothing further, thank you.

**THE HONOURABLE THE PRESIDENT :** That ends the matter.

**MASTER GENERAL OF THE ORDNANCE BRANCH, ARMY HEADQUARTERS.**

**2. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government state whether the Ordnance Department at Army Headquarters has submitted a proposal whereby 32 members of the civilian ministerial establishment will be retrenched with a view to producing the necessary funds to finance several officers' posts in the department which it is proposed to create ? If so, will Government state :

(a) The full details of the scheme ?

(b) How many of the 32 men will be—

(i) Indians,

(ii) Europeans ?

(c) Whether it is the intention that the work now done by clerks should be performed by officers when latter's posts are created ? If so, why ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** A scheme for the reorganization of the Master General of the Ordnance Branch of Army Headquarters is under consideration. It does not entail the retrenchment of the civilian ministerial establishments mentioned. The remainder of the question does not therefore arise.

**BUILDING OF MILITARY AERODROMES IN BIHAR.**

**3. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government state whether it is proposed to build aerodromes at strategic points in Bihar as a precaution against air attack on India from the north ? If so, what are the points fixed, and what will be the approximate cost of the undertaking ?



**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** It is not proposed to build military aerodromes in Bihar at present.

**THE HONOURABLE MR. HOSSAIN IMAM :** Are there any proposals for building aerodromes in other parts of Northern India ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** Not at present.

#### MECHANIZATION OF THE ARMY.

**4. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** What is the scheme of army mechanization in India recently introduced, whether it is confined to some of the British units in India ? If so, why, and what help, if any, is the Government of India getting from the British Government for it and what cost has the Government of India to incur for it from Indian revenues ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** I refer the Honourable Member to the reply I have just now given to the Honourable Raja Yuveraj Datta Singh's question No. 1 on the same subject.

**THE HONOURABLE MR. HOSSAIN IMAM :** His Excellency did not enlighten us on the cost of the mechanization of Indian units.

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** I cannot give that at present. The whole scheme is under consideration.

**THE HONOURABLE PANDIT HIRDAY NATH KUNZRU :** When may we expect a decision with regard to the mechanization of Indian units ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** I cannot tell you, Sir. I hope in the course of the next two or three months.

**THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS :** May I know whether the Government of India are keen in the matter, and whether they strongly recommended this to the Secretary of State ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** Am I to understand the Honourable Member to mean "Am I keen on the mechanization of Indian units ?"

**THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS :** Yes.

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF :** Very.

**THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS :** Thank you.

#### TRAINING OF THE INDIAN AIR FORCE.

**5. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** In order to train air units for active service, have long distance flights by the Royal Air Force been given as a part of normal training ? What facilities, if any, have been provided for Indians for such training in this branch of national service and with what result ?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF:** It is necessary to train only certain types of air units in long distance flying, and the Royal Air Force in India exercises its bomber squadrons in such flying. The Indian Air Force is an army co-operation unit. Long distance flights are not included in the war training of such units.

**CONSTRUCTION OF AN ORDNANCE FACTORY IN THE CENTRAL PROVINCES.**

**6. THE HONOURABLE RAJA YUVERAJ DATTA SINGH:** Have Government ordered a preliminary survey of land in certain villages of the Jubbulpur District (Central Provinces) with a view to the construction of an Ordnance Factory? If so, what are the main details of the scheme, and its financial implications?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF:** The reply to the first part is in the affirmative. I am not yet in a position to give the details of the scheme, or its financial implications.

**NUMBER OF HORSES RENDERED SURPLUS DUE TO MECHANIZATION OF THE ARMY.**

**7. THE HONOURABLE RAJA YUVERAJ DATTA SINGH:** Will Government state what approximately is the total number of horses which are likely to be rendered surplus as a result of the forthcoming mechanization of the British cavalry regiments in India; and what will become of these horses? Are there any rules in existence to ensure that such horses do not fall into unsuitable hands? If so, what are the rules?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF:** It is estimated that some 2,350 horses will be rendered surplus as a result of the mechanization programme for British cavalry regiments in India. No fit horses will be sold outside the army as it will be possible to re-absorb them into other units in the normal course of replacing wastage. In other words, these horses will be used in place of new horses that otherwise would have to be bought if no mechanization scheme had been introduced. A certain number will be disposed of for veterinary reasons or because they are over age. This would have taken place in any case whether mechanization had been introduced or not. The rules for the disposal of unfit horses are found in paragraph 609 of Regulations for the Army in India (Instructions), a copy of which is in the Library of the House.

**THE HONOURABLE RAI BAHADUR LALA RAM SARAN DAS:** I should like to know whether these horses can be absorbed in the Indian cavalry or not for their future requirements?

**HIS EXCELLENCY THE COMMANDER-IN-CHIEF:** Certainly, as I have already indicated.

**SARDAR AMAR SINGH BAMRAL.**

**8. THE HONOURABLE MR. HOSSAIN IMAM:** (a) Did Sardar Amar Singh Bamral lead the Pan-Asiatic movement for five years in Japan? If so, what was the nature of his activities?

(b) Were his activities based upon the programme of driving the British out of Asia or merely in the furtherance of the movement for the unity of the nine hundred million people of Asia?

(c) Has Sardar Amar Singh Bamral been delivering numerous speeches in several provinces of India from 1928 to 1937 ?

(d) Was he ever convicted of any offence involving moral turpitude ?

(e) How many times was Sardar Amar Singh Bamral arrested ?

(f) Has Sardar Amar Singh Bamral ever received any financial help from any foreign Government ?

THE HONOURABLE MR. R. M. MAXWELL : (a) and (b). The only information which the Government of India have is that he was once interested in the movement.

(c) Yes.

(d) He was once convicted for making a seditious speech.

(e) Three times so far as is known.

(f) Government has no information.

#### DEFENCE AGAINST AERIAL ATTACKS IN KARACHI AND OTHER AREAS.

9. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : Are schemes being drawn up at the instance of the Government of India to prepare an air defence for Karachi and other towns ? If so, what are the main features of the schemes and what will be their approximate cost ?

THE HONOURABLE MR. R. M. MAXWELL : The subject of passive air defence has recently been examined by a Committee of representatives of the Departments of the Government of India including the Defence Services. The Report of the Committee has been submitted but has not yet been considered by the Government and no decisions have yet been reached.

#### EXAMINATIONS IN INDIA FOR INDIANS HOLDING BRITISH PILOTS " B " LICENSES.

10. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : (a) Is an Indian, who obtains a commercial pilot's licence granted by the Air Ministry in England, required to appear again at an examination in India, held at the instance of the Civil Aviation Department with the result that a good many of those British qualified pilots and ground engineers fail to pass the examination, and are debarred from the air services in this country ?

(b) When Indian students have already passed the examinations in England why are they required to appear again at the examination ?

THE HONOURABLE MR. S. N. ROY : (a) Candidates who have not allowed their British pilots " B " licences to lapse for a period exceeding two years preceding the date of their application for the grant of an Indian " B " licence, are not required to take the Indian technical examination except the examination in Indian Aircraft Rules and Notices to Airmen, but they cannot apply for the Indian licence until they have completed the flying experience required under the Indian Aircraft Rules, 1937. There is no record of any such pilot failing to qualify for the Indian licence. As regards ground engineers, the possession of a current Air Ministry licence is accepted as proof of qualification for the issue of an Indian licence. There has, therefore, been no case of an engineer qualified in England failing to pass a corresponding examination in India, but a ground engineer only retains his licence (whether in England or India) subject to his remaining qualified and efficient.

(b) The examination in India is as I have stated confined to Indian Aircraft Regulations, knowledge of which is essential to applicants for an Indian "B" licence.

**CENTRALISING THE ADMINISTRATION OF CENTRAL EXCISES UNDER THE CENTRAL BOARD OF REVENUE.**

**11. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government make a statement regarding the details of the proposal of centralising the administration of Central Excise under the Central Board of Revenue ; and the prevention of smuggling of dutiable goods into British India by country craft from the Persian Gulf, Kalat and Las Bela States ?

**THE HONOURABLE MR. J. C. NIXON :** The scheme proposed by Mr. King who was placed on special duty to consider the feasibility of centralising the administration of Central Excises under the Central Board of Revenue has been accepted by the Government generally except that the question of the action to be taken in Bengal is still under consideration. In the first instance the administration of the Excises in the Provinces of Bombay and Madras will be entrusted to the respective Salt Departments while in the majority of the Northern Indian Provinces both Central Excises and Salt will be in the charge of a Commissioner of Central Excises and Salt, Northern India, in whose appointment will be merged that of the Commissioner, Northern India Salt Revenue. The Commissioner will be assisted by two Deputy Commissioners for the Eastern and Western parts of his charge. These three posts were called into existence from the 1st February, 1938 in order that preliminary steps might be taken in time for the actual transfer of authority from 1st April, 1938.

The Government are not in a position to make a statement in regard to the second part of the question.

**DISAPPEARANCE IN MALTA OF AN INDIAN NAMED BHAGWAN.**

**12. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Has Bhagwan, a Sindhi youth, who while serving in a firm in Valletta (Malta) suddenly disappeared on the 16th February, 1937, and has no trace of him yet been found ? Did Government make any enquiry, or do they propose to take any steps in the matter ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** The Governor of Malta has reported that exhaustive enquiries by the police to trace the youth have so far proved fruitless and that although there is no evidence of his having left Malta he may have done so secretly. The matter is under further investigation.

**CUSTOMS DUTY IMPOSED ON THE NECKLACE OF MARIE ANTOINETTE.**

**13. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government state the total amount of duty which has been imposed by the Customs authorities of Bombay on the historic necklace of Marie Antoinette which has been purchased by the Honourable Maharajadhiraj of Darbhanga for about Rs. 2,10,000 ?

**THE HONOURABLE MR. J. C. NIXON :** Duty at the rate of 50 per cent. *ad valorem* has been demanded.

### OPIMUM MANUFACTURE.

14. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : (a) Will Government state how many opium factories there are now in India, and what is the approximate quantity of opium annually manufactured in them ?

(b) Is opium now exported outside the country and, if so, is it proposed to restrict its export, and ultimately to suppress it ?

(c) Will Government state what approximate saving in expenditure has been effected by the withdrawal of the customs cordon from Chandernagar, which was imposed to prevent contraband opium from being smuggled into Calcutta and other areas in British India ?

THE HONOURABLE MR J. C. NIXON : (a) Opium is manufactured on behalf of the Government of India at two factories, viz., (1) Opium Factory, Ghazipur, and (2) Neemuch Opium Factory. A statement giving by years the quantities manufactured in each factory is laid on the table.

(b) The export of opium, except for medicinal or scientific purposes has been generally prohibited since 1st January, 1936. It is, however, still permitted to Burma and Aden which formed integral parts of India in 1926 when it was announced that the export trade would be abolished by stages within ten years, and also in small quantities to the foreign settlements in India and to Zanzibar and Pemba as the announcement in question was not intended to apply to those areas.

(c) The saving effected by the withdrawal of the customs cordon round Chandernagore is approximately Rs. 36,000. This cordon was imposed to prevent the smuggling of dutiable goods into British India and not opium, for controlling the traffic in which the Police and Excise Departments had already made arrangements.

*Statement showing the quantities of opium manufactured at the Opium Factory, Ghazipur, and the Neemuch Opium Factory.*

	Years. (Opium year 1st October to 30th September.)	Excise opium (in chests) (1 chest = 160 lbs.).	Medical opium (in lbs.).	
			Cakes.	Powder.
1. Opium Factory, Ghazipur.	1934-35	4,141	658	1,470
	1935-36	3,749	562	1,218
	1936-37	3,740	732	1,844
	Years (Financial).	Hard ball opium (in maunds).		
2. Neemuch Opium Factory (started manufacture from the financial year 1935-36).	1935-36	200		
	1936-37	400		
	1937-38	400 (Quantity sanctioned for manufacture during the year).		

**RUNNING OF MOTOR BUS SERVICES BY RAILWAYS.**

15. **THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government state whether it is proposed to run motor bus services through the agency of certain Railways, and to close down unremunerative branch lines? If so, what Railways are to open motor bus services, and where; and what branch lines are to be closed?

**THE HONOURABLE SIR GUTHRIE RUSSELL :** Railway Administrations have been advised to examine the possibility of running motor bus services where circumstances warrant the introduction of such services. They have also been asked to investigate the position of those lines which are being run at a net loss, with a view to considering whether there is justification for continuing to work them.

The N.-W.R. are arranging to run a motor bus service between Lyallpur and Jhang. No other Railway Administration has yet submitted proposals for running similar services.

No decision has yet been arrived at to close any branch line.

**EMIGRATION OF INDIAN LABOUR TO CEYLON.**

16. **THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Have the Ceylon Government asked the Government of India for the supply of Indian labour? If so, do Government propose to prohibit the further emigration of Indian labour to Ceylon, so long as the question of franchise of the Indians and their disabilities in Ceylon are not satisfactorily solved?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** The attention of the Honourable Member is invited to the answer given to the supplementary question of the Honourable Pandit Hirday Nath Kunzru in the Council of State on the 25th November, 1937.

**DISCOVERY OF AN ANCIENT MONUMENT IN BALIRAJPUR, DARBHANGA DISTRICT.**

17. **THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** (a) Has an ancient monument of some historical importance been discovered at a place called Balirajpur, about eight miles from Rajnagar railway station (B. and N.-W. R.) in Darbhanga district (Bihar), and did an officer of the Archaeological Department inspect it some months back?

(b) If so, will Government be pleased to give a short description of the find?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** (a) Yes.

(b) The site measures about 500 yards by 300 yards. Traces of the rampart walls of the Fort of Raja Bali are visible and the area is full of ancient pottery and other remains. Steps are being taken to protect it under the Ancient Monuments Preservation Act. No specific age can be assigned to the fort until trial diggings have been conducted.

**ADMINISTRATION OF SALT MANUFACTURE.**

18. **THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Is there any proposal to transfer the administration of salt manufacture from the Central to the Provincial authorities? If so, what will be the financial adjustments necessary?

**THE HONOURABLE MR. J. C. NIXON :** No such proposal is under consideration.

### KENYA TRANSPORT LICENSING ORDINANCE, 1937.

**19. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Has the Kenya Legislative Council passed the second reading of the Transport Control Bill in spite of the unanimous opposition of the Indian community ? What are the main aspects of the Bill which will adversely affect Indian interests in Kenya ; and what steps have Government taken in the matter ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** The Bill has been passed into law and a copy of the Ordinance is available in the Library of the House. The Indian members of the Kenya Legislative Council objected to the principle of the Bill as in the attempt to prevent wasteful competition between the Railways and other forms of transport in Kenya, namely, lorries and dhows, they felt that Indians, who have considerable interests in the latter business, would be affected adversely. Their other main objections were directed towards the composition of the Transport Licensing Board and the provisions relating to the grant of exclusive licences. From the Bill as passed it will be observed that Indians are not precluded from being appointed to the Board and as regards the grant of exclusive licences, time is given for objections to be lodged and provision for an appeal to the Supreme Court against the decision of the Licensing Board also exists. No representation from the local Indian community was received until after the Bill had passed its second reading and been referred to a Select Committee. This representation did not specify their objections to the Bill. An endeavour by the Government of India to secure postponement of consideration of the measure was unsuccessful but His Majesty's Government have stated that should specific objections to any provisions of the Bill arise when it has been enacted they will be examined and, if necessary, amendments will be considered. Certain representations have already been made by the Government of India and the matter is receiving further attention.

### SARDAR MUHAMMAD UMAR KHAN.

**20. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Has Sardar Muhammad Umar Khan, the Afghan Sardar, who disappeared from Naini (Allahabad) in October last been traced ? Has the allowance which was paid to his wife now been stopped ? Has his brother Sardar Sarwar Khan, as a protest, refused to accept his allowance ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** Sardar Muhammad Umar Khan has not yet been traced. His wife was not in receipt of an allowance and the question of the stoppage of her allowance does not therefore arise. The allowance which was sanctioned in the name of Sardar Muhammad Umar Khan has however been stopped.

As a protest against the stoppage of his brother's allowance Sardar Muhammad Sarwar Khan refused to accept his own allowance for some time, but he is reported to have started drawing it again.

**THE HONOURABLE MR. G. S. MOTILAL :** I did not hear the Honourable Member when he said something about his wife. Does he mind repeating it ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** I said that his wife was not in receipt of an allowance and the question of the stoppage of her allowance does not therefore arise.

**THE HONOURABLE MR. HOSSAIN IMAM :** Will the Government consider the advisability of giving an allowance to his wife ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** I do not think so.

#### ESTABLISHMENT OF SEISMOLOGICAL STATIONS.

**21. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Do Government propose to strengthen the seismological organisation in India in view of the recent earthquakes in several parts of upper India ? If so, what are the main outlines of the proposal, and its approximate cost ?

**THE HONOURABLE MR. S. N. ROY :** The question of strengthening the seismological organisation in India by establishing seismological stations at different centres is under the consideration of the Government of India. No decision has yet been taken and it is not possible to give any estimate of cost.

**THE HONOURABLE MR. HOSSAIN IMAM :** How long has it been under the consideration of the Government of India ?

**THE HONOURABLE MR. S. N. ROY :** As far as I can remember for about a year and a half.

**THE HONOURABLE MR. HOSSAIN IMAM :** Not from the time of the Quetta earthquake ?

**THE HONOURABLE MR. S. N. ROY :** Subsequent to the Quetta earthquake as the result of a report of a Committee which was appointed to go into this question.

#### RETURN TO INDIA OF MAULVI OBEIDULLA SINDHI.

**22. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Has the Sind Government recommended to the Government of India that the ban on Maulvi Obeidulla be removed, and that the Provincial Government has no objection to his residing in Sind ? What have Government decided in the matter ?

**THE HONOURABLE MR. R. M. MAXWELL :** The Government of India recently received some letters on the subject from the Government of Sind. The position is that no application has yet been received from Maulvi Obeidulla himself for facilities to return to India. The question of granting him such facilities does not therefore arise.



### ESTABLISHMENT OF A RADIO STATION AT PATNA.

23. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : Has any representation been received from the Government of Bihar for establishing a broadcasting station in Patna, with a view to facilitate the rural development scheme and to broadcast up-to-date market news relating to agricultural commodities ?

THE HONOURABLE MR. S. N. ROY : Yes, Sir.

THE HONOURABLE MR. HOSSAIN IMAM : What have the Government decided ?

THE HONOURABLE MR. S. N. ROY : Government have not yet been able to come to a decision.

### PASSAGE THROUGH INDIA, FREE OF DUTY, OF FOREIGN POSTAL PARCELS FOR AFGHANISTAN.

24. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : (a) Has Afghanistan a right under an International Convention to receive parcels from the world outside for internal consumption, through British India, free of customs duty ?

(b) Are goods thus imported into Afghanistan re-imported into India from Afghanistan duty free ?

(c) Will Government state the general outline of the fiscal arrangements relating to the imposition of the customs cordon to prevent smuggling ?

THE HONOURABLE MR. J. C. NIXON : (a) Yes. With effect from the 1st February, 1938, postal parcels from foreign countries for addressees in Afghanistan pass through India free of duty in accordance with the provisions of the Parcel Post Agreement of the Universal Postal Union to which both India and Afghanistan are parties.

(b) No. If goods imported into Afghanistan from foreign countries are re-transmitted to India by the parcel post, they will, if included in the list of articles in the Notification of the Government of India in the Commerce Department No. 24-T.(1)/37, dated the 29th January, 1938, be liable to customs duty. This order took effect from the same date as the measure referred to in the answer to part (a) of the question.

(c) The attention of the Honourable Member is invited to the "Press Note," dated the 29th January, 1938, a copy of which is laid on the table.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : With regard to part (b) of the question, is it a fact that goods imported duty free into Afghanistan have been re-imported, rather smuggled, into India in order to evade the payment of the duty ?

THE HONOURABLE MR. J. C. NIXON : I should like notice of that question, Sir.

CENTRAL BOARD OF REVENUE.

*New Delhi, the 29th January, 1938.*

PRESS NOTE.

*Imposition of a limited land customs regime on the external frontiers of India.*

Notifications have been published in the Gazette of India dated the 29th January, 1938, imposing a limited land customs regime on the external frontiers of India with effect from the 1st February, 1938.

2. Till recent years, it has been the policy of the Government of India, to refrain from any attempt to collect customs duties generally on goods imported into British India by land from countries beyond the external frontiers of India. Certain developments have, however, lately taken place in India and the neighbouring countries, which have inevitably led to a modification of this traditional policy of the Government. The great improvement in the means of communication with these countries and the imposition of a high tariff in India have caused a diversion to land routes of certain traffic which should normally have come by sea, with consequent loss of revenue to Government and unequal competition with legitimate trade. Originally, it was proposed to have a complete land customs line on all the external land frontiers but later on it was considered that a limited regime would sufficiently meet the present requirements. The scheme, which was to have come into effect from the 1st June, 1935, had to be deferred from time to time owing to certain unforeseen circumstances, notably, the earthquake at Quetta, and the consequent delay in putting through the necessary arrangements.

3. The meaning of the expression "limited land customs regime" is that only a few selected articles such as saccharine, tobacco manufactures, matches, cotton, silk and artificial silk fabrics, raw silk, silver, cut diamonds, sewing machines and mechanical lighters have been subjected to duty on import over the land frontiers. Any trade in these commodities is certain to consist, almost entirely, of goods that have reached the countries adjoining India from other parts of the world; and there will therefore be no hardship in restricting the traffic to a few specified routes, where regular customs stations can be conveniently set up. It is not at present the intention to interfere in this way with the more normal traffic across these frontiers, so that customs work at places where there are no regular customs stations will be confined to seeing that goods in the selected list are not being smuggled by unauthorised routes. Regular customs stations are being established in the first instance at Torkham, Thal and Chaman on the Afghanistan frontiers and at Nok Kundi on the Iranian frontier.

INDIAN HISTORICAL RECORDS COMMISSION.

25. THE HONOURABLE RAJA YUVERAJ DATTA SINGH: Was the Indian Historical Commission constituted in 1919? What are the objects of this Commission, and what has been the nature of its activities? What is the total amount of expenditure incurred since its establishment; and how long is it likely to remain in existence?

THE HONOURABLE KUNWAR SIR JAGDISH PRASAD: The answer to the first part is in the affirmative. As regards the second and third parts, I lay on the table a statement giving the information asked for.

The duties of the Indian Historical Records Commission are of a purely consultative character. Its principal function is to make enquiries and recommendations regarding:—

- (i) the treatment of archives for the purposes of historical study in all provinces of India and in such Indian States as might seek their advice;

- (ii) the scale and plan on which the cataloguing, calendaring and reprinting of each class of documents should be undertaken ;
- (iii) the sums required for encouraging research and publication in respect of unpublished documents ;
- (iv) the extent to which and the manner in which documents should be open to inspection by the public ; and
- (v) the training of Indian students from the Universities in methods of historical research and the selection of competent editors and assistants for the publication of documents.

Between 1919 and 1930 the Commission held thirteen annual sessions at different centres in India. The meetings of the Commission were held in abeyance on grounds of economy from 1931 to 1936, but the fourteenth session was held at Lahore in December, 1937. Information regarding the work done by the Commission during the first thirteen sessions is given in the proceedings of the meetings, which have been published from time to time. Copies of these proceedings are available in the Library of the House. Copies of the proceedings of the fourteenth session will be placed in the Library, when they are published. The total expenditure incurred in connection with the Commission since its establishment is about Rs. 55,000.

#### ADMISSION OF INDIAN STUDENTS TO BRITISH UNIVERSITIES.

26. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : (a) Has the attention of Government been drawn to a statement made by the Deputy High Commissioner for India (*vide Pioneer*, dated the 21st December, 1937) that "It was particularly difficult for Indian students to obtain admission in British Universities" and also "deprecated the colour bar prejudice of some middle class families" ?

(b) Do Government propose to enquire into this matter, by reference to the Deputy High Commissioner, or otherwise, and state the nature of the difficulties and colour bar prejudice, and the steps, if any, taken in the matter ?

THE HONOURABLE KUNWAR SIR JAGDISH PRASAD : (a) Yes.

(b) The report in the *Pioneer* newspaper of the 21st December, 1937, was referred to the High Commissioner for India. Sir Firoz Khan Noon has informed the Government of India that the Deputy High Commissioner has been suggesting that Indian students had any special difficulties in obtaining admission to educational institutions in the United Kingdom, emphasised the readiness of the authorities concerned to go as far as they could to meet Indian requirements. If some candidates from India for admission to British Universities could not be satisfied, this was due to (i) the increase, during the last 20 years, in the number of British students—the number had gone up from 27,000 to 50,000, (ii) the fact that Provincial Universities in Great Britain are largely dependent on grants from Local Authorities within the area they serve and in many cases, these grants were sanctioned on the condition that preference should be given as far as possible to students from within that area, and (iii) the fact that the Oxford and Cambridge Colleges gave preference to sons or near relations of their old students from India, to I.C.S. probationers and to research and post-graduate students.

As regards the colour bar, the Deputy High Commissioner brought out the fact that this does not operate in educational institutions at all, but is limited to the admission of Indians to the smaller hotels and perhaps to some boarding houses of the middle classes. The High Commissioner has assured me personally that the attitude of all the educational authorities with whom

he has had dealings is most sympathetic as regards the admission of Indian students and that, thanks to the services of the Accommodation Officer whom he appointed in 1936 with the approval of the Government of India, there is little practical inconvenience to Indian students as regards admission, except into a certain class of hotels and boarding houses to which I have already referred.

#### DEFENCE AGAINST AERIAL ATTACKS IN KARACHI AND OTHER AREAS.

**27. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government make a statement regarding the scheme, in so far as it may not be confidential from a military point of view, of affording defence against aerial attacks in Karachi or other areas in British India, for the civil population and the soldiers ? What is the approximate total cost of the scheme, recurring and non-recurring ; and what are the places that are likely to come under the operation of the scheme ?

**THE HONOURABLE MR. R. M. MAXWELL :** As regards passive air defence of the civil population I refer the Honourable Member to my reply to his question No. 9.

As regards defensive measures to be taken by the Defence Services it would not be in the public interest to disclose details.

#### EVICTON OF INDIANS FROM KANDAPOLA, CEYLON.

**28. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will about 33 Indian families in Kandopola, Ceylon, be evicted under the Ceylon Land Ordinance, because the Minister wants to give the land to the Sinhalese ? What are the facts of the case, and what steps have been taken by the Government of India in the matter ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** The attention of the Honourable Member is invited to the reply given to Mr. K. Santhanam's starred question No. 646 in the Legislative Assembly on the 20th September, 1937. Further representations have been made by the Agent of the Government of India in Ceylon and the matter is still under consideration.

#### APPOINTMENT OF AN AGENT OF THE GOVERNMENT OF INDIA IN BURMA.

**29. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government state whether the Government of Burma have objected to the appointment of an Agent for Indians in Burma ? If so, why ? Is there any proposal to appoint such an Agent and, if so, whether a non-official or an official ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** With the concurrence of the Government of Burma, the Government of India have decided to create the post of Agent in Burma and the question of selecting a suitable incumbent is under consideration.

**THE HONOURABLE MR. HOSSAIN IMAM :** Do the Government propose to appoint an official or a non-official ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** Sir, I cannot give any answer to that question. As I have said the question of selecting a suitable candidate is under consideration.

#### EDUCATED UNEMPLOYMENT AND RECRUITMENT TO THE PUBLIC SERVICES.

**30. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government state whether there has been recently any correspondence between them and the Provincial Governments on the subject of relieving to some extent the problem of educated unemployment by adjusting the methods of recruitment and retirement in the public services ? If so, what are the proposals in this respect ?

**THE HONOURABLE SIR MUHAMMAD YAKUB :** Provincial Governments have been requested to give their views on certain proposals relating to Government recruitment. These proposals are set out in a letter issued from the Department of Labour on the 20th January, of which particulars have appeared in the press.

**THE HONOURABLE MR. HOSSAIN IMAM :** Will the Honourable Member lay that letter on the table of the House ?

**THE HONOURABLE SIR MUHAMMAD YAKUB :** The letter has already been published and I can lay a copy of it on the table if the Honourable Member so desires.

#### APPOINTMENT OF AN AGENT OF THE GOVERNMENT OF INDIA IN BRITISH GUIANA.

**31. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Has there been any correspondence recently between the Government of India and the Colonial Office or any other authority with regard to the appointment of an Indian Agent in British Guiana ? If so, what is the decision ; and when is an Agent likely to be appointed ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** Yes. The question of appointing Agents of the Government of India in certain countries, including British Guiana, is still under correspondence with His Majesty's Government.

#### FINANCIAL ASSISTANCE GIVEN BY GOVERNMENT TO FLYING CLUBS, NUMBER OF PILOTS TRAINED AND FACILITIES FOR NIGHT FLYING.

**32. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government place on the table a statement showing the amount of financial assistance given to the Flying Clubs in India, year by year, since their formation, and the number of Indian pilots trained by each of them ? In which clubs are facilities for night flying available ?

**THE HONOURABLE MR. S. N. ROY :** A statement giving the information asked for by the Honourable Member is placed on the table.

Statement showing the amount of financial assistance given by the Government of India, year by year, to the Flying Clubs in India since their formation, the number of pilots trained and the facilities for night flying available.

Name of the Club.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	No. of pilots trained since 1929.			Whether facilities for night flying are available?	Remarks.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	A.	A1.	B.		
Kanashi Aero Club	10,000	20,000*	22,550	24,800	17,850	17,600	17,100	21,000	23,000	96	1	9	Yes.	The financial assistance given to Clubs on their formation for the construction of hangars has not been included in the tables.
Bombay Flying Club	10,000	20,000*	22,550	23,850	19,100	10,900	17,500	19,100	20,000	87	5	11	Yes.	
Madras Flying Club	...	...	20,450	22,100	18,350	16,900	17,000	19,500	20,000	39	9	2	No.	
Bengal Flying Club	5,000	20,000*	23,750	22,700	16,800	17,100	17,100	20,000	19,992	45	1	...	No.	
United Provinces Flying Club.	...	...	...	...	...	16,800	17,100	18,500	20,100	9	7	6	Yes.	
Delhi Flying Club	10,000	20,000*	22,800	22,700	18,600	16,800	17,000	19,600	20,000	76	7	10	Yes.	
Punjab Flying Club	...	...	21,800	21,500	...	...	...	...	...	11	...	...	No.	
Northern India Flying Club.	...	...	...	...	10,800	10,800	17,100	17,000	19,976	30	2	...	No.	
Jodhpur Flying Club	...	...	...	...	...	...	...	...	2,000	3	...	...	Yes.	
Total for each year	35,000	91,400	1,34,550	1,36,650	92,700	1,12,400	1,19,900	1,34,700	1,45,128	596	32	35	466	

\* An additional sum of Rs. 11,400 was divided among these four Flying Clubs as bonus. (Paid through the Aero Club of India and Burma, No record of distribution.)

**GRANT OF HOUSE ALLOWANCE AND ENTERTAINMENT ALLOWANCE TO THE  
HIGH COMMISSIONER FOR INDIA IN LONDON.**

**33. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government state whether any additional house and entertainment allowance has recently been sanctioned for the High Commissioner for India in London ? If so, how much per annum, and since when ?

**THE HONOURABLE SIR MUHAMMAD YAKUB :** Some correspondence as regards this matter is going on between the Government of India and the Secretary of State but no final decision has yet been arrived at. The second part of the question does not arise.

**WATER-SUPPLY ON THE LUCKNOW-SULTANPUR-JAUNPUR LINE, E.I.R.**

**34. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** (a) Has the attention of Government been drawn to " the long-standing grievance of the public regarding scarcity of water on the Lucknow-Sultanpur-Jaunpore line ", in the lavatories of third class carriages and also on platforms Nos. 6 and 7 on the Lucknow station, E.I.R. (*vide the Pioneer*, dated the 23rd December, 1937, page 8).

(b) Who is responsible for this state of things and what steps have been taken to ensure an adequate water-supply ?

**THE HONOURABLE SIR GUTHRIE RUSSELL :** (a) Government have seen in the *Pioneer* a letter to the editor drawing attention to the points referred to.

(b) The Agent, E.I.R., reports that the rakes constituting the trains serving the Lucknow-Sultanpur-Jaunpur line are watered at Lucknow, Fyzabad and Jaunpur, and that further special orders are being issued for watering at Jaunpur where there is no overhead watering arrangement.

Platforms Nos. 6 and 7 at Lucknow station are used for the reception and despatch of sectional trains and, being therefore a terminal point, no arrangement has been made for the supply of water.

**NON-ADMISSION OF INDIANS TO THE VENTERSDORP CHAMBER OF COMMERCE,  
JOHANNESBURGH.**

**35. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Have Indians been refused admission to the Ventersdorp Chamber of Commerce, Johannesburg, in spite of the representation of the Indian community that the interests of the Indian traders and the Europeans were the same ? What steps have been taken by Government in the matter ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** Government have seen a press report to that effect. They have received no report on it from the Agent General but have no doubt that if he is approached by responsible interests he will give all the assistance in his power.

**THE HONOURABLE MR. G. S. MOTILAL :** Are the Government making any enquiries about the correctness of this statement ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** I have said, Sir, that, as they have received no information from the Agent General, they conclude that the matter is really one of not very great importance. Because

if it had been, the Agent General would have reported the matter to us and it would have been considered. If for every little thing we suggest an enquiry, there will be no end to it.

**THE HONOURABLE MR. G. S. MOTILAL :** Do the Government consider that this matter is not of sufficient importance to make an enquiry about ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** If the Honourable Member has got any definite information, I will make an enquiry.

#### SIMLA EXODUS.

**36. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government state whether it is proposed to reduce the cost of the forthcoming Simla exodus by locating some of the offices and staff permanently in Delhi ? If so, what are the arrangements proposed ; and is the office and residential accommodation sufficient in Delhi for the purpose ?

**THE HONOURABLE MR. R. M. MAXWELL :** I would refer the Honourable Member to the Press Communique of the 19th January, 1938, a copy of which is in the Library of the House. There is adequate office and residential accommodation for those who are likely to be in Delhi during the hot weather.

#### DACCA-ARICHA RAILWAY PROJECT.

**37. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state when the Aricha-Dacca Railway project was first taken into consideration, through what successive stages it proceeded : and whether it has been abandoned finally and, if so, why ? If not, when will it be constructed ?

**THE HONOURABLE SIR GUTHRIE RUSSELL :** The Dacca-Aricha Railway project was first surveyed in 1877—1879. It was re-surveyed in 1915. At the instance of the Government of Bengal further surveys were made between 1924 and 1927 and its construction was sanctioned in 1929. In 1930 the Government of Bengal withdrew their previous support of the project, as a committee had been appointed to consider what measures would be necessary to safeguard public health and sanitation along the route of the proposed railway. In 1933 the Government of Bengal, supporting the report of the committee, objected to the construction of the railway on the grounds that it would be a serious menace to the public health and agricultural prosperity of a large area. The project was accordingly abandoned.

#### REASONS FOR ABANDONING THE PROJECTED RAILWAY FROM A PLACE OPPOSITE SERAJGANJ TO A STATION ON THE MYMENSINGH-DACCA ROUTE.

**38. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state when the railway project, if any, between some place opposite Seraiganj and some station on the Mymensingh-Dacca route was first taken into consideration, to what successive stages it proceeded, and whether it has been finally abandoned and, if so, why ? If not, when will it be constructed ?

**THE HONOURABLE SIR GUTHRIE RUSSELL :** Such a project as the Honourable Member has in view was first considered in 1913.



As the possibility of establishing a wagon ferry at Serajganj was a condition precedent to the construction of any project in this area several surveys were carried out between 1916 and 1921 to find a workable steamer ghat on the left bank of the Jamuna opposite Serajganj, but the investigations revealed that it was impossible to find such a ghat. The idea of a railway was accordingly abandoned in 1921.

Recently, however, a suggestion has been made for a project Pingna-Tangail-Tangi together with an extension of the railway line from Jagannathganj or Sarisabari to Pingna, with a wagon ferry service between Serajganj and Pingna. The project cannot, however, be further examined, until the views of the Government of Bengal, who have under consideration the general question of the effect of railways in this area on the drainage and health of the country, are known.

#### REASONS FOR ABANDONING THE PROJECTED RAILWAY FROM KHULNA TO BARISAL.

**39. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state whether and, if so, when was any railway project first taken into consideration between Barisal and any other place with railway communication, through what successive stages it proceeded and whether it has been abandoned finally and, if so, why? If not, when will it be constructed?

**THE HONOURABLE SIR GUTHRIE RUSSELL :** The first projected railway to Barisal was for a line from Khulna in 1889. This was reconsidered in 1894 and dropped. It was again considered in 1911, but the Bengal Government, who had at first supported the project, subsequently condemned it as they apprehended that the railway would be a standing menace to the general health of the population by interfering with the natural flow of the drainage of the country traversed. The project was accordingly abandoned in 1916. The Honourable Member is also referred to the reply given to his question No. 37 on the 4th of March, 1937.

#### CONSTRUCTION OF THE HARDINGE BRIDGE AT SARA AND ITS EFFECT ON THE GANGES.

**40. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state whether the construction of the bridge over the Ganges at Sara narrowed down the breadth of that river there? If so, whether and to what extent has water been diverted from it to flow through the branches of that river above that bridge and what effect has such diversion over those branches and the health of the locality drained by them?

**THE HONOURABLE SIR GUTHRIE RUSSELL :** The maximum width covered by water at high flood has been reduced. This, however, does not necessarily imply that there is any reduction in the volume of water discharged, and the Hardinge Bridge at Sara was designed to avoid any such reduction. Government have no reason to suppose that the discharges through the various off-takes from the Ganges above the bridge have been augmented as a result of its construction.

RATIFICATION OF THE INTERNATIONAL SUGAR AGREEMENT, 1937.

41. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY : Will Government state :

(a) Whether the Sugar Convention has been ratified by the Government of India and certain other countries and, if so, has the Government of India ratified it conditionally upon other countries also ratifying it and fulfilling its terms ?

(b) Whether China and Japan are parties to the said Convention and has the outbreak of war between them upset the Convention between them and consequently among other nations who are parties thereto ?

(c) When will the Tariff Board take up the question of the protection of the sugar industry in India ?

THE HONOURABLE SIR MUHAMMAD YAKUB : (a) Yes. The ratification on behalf of India is not subject to the condition suggested by the Honourable Member but I may draw his attention to article 51 of the Agreement.

(b) China is a party to the Agreement but not Japan. The latter part of the question does not, therefore, arise.

(c) The question was referred to the Tariff Board in the Commerce Department Resolution No. 127-T. (i)/37, dated the 27th March, 1937. The enquiry has been completed recently and the Report of the Board is receiving the consideration of the Government of India.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : May we expect it to be published before this session is over ?

THE HONOURABLE SIR MUHAMMAD YAKUB : Well, it will be difficult to say when it will be published. Of course, it will be published as soon as the consideration stage is over.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : When will the period for which the present duty was imposed expire ?

THE HONOURABLE SIR MUHAMMAD YAKUB : I could not give an answer offhand.

THE HONOURABLE MR. G. S. MOTILAL : Will it be published before the Government take their decision on it ?

THE HONOURABLE SIR MUHAMMAD YAKUB : I cannot give an undertaking in this behalf.

THE HONOURABLE MR. G. S. MOTILAL : Not an undertaking. What is the Government's intention—to publish it before they take their conclusions on it ?

THE HONOURABLE THE PRESIDENT : That is a matter of opinion. I disallow it.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : Sir, the Honourable Member wanted to know the Government's intention. That is not an opinion.

THE HONOURABLE THE PRESIDENT : That is an opinion but skilfully asked !

## CEYLON MINIMUM WAGE ORDINANCE, 1927.

42. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY : Will Government state whether the Minimum Wage Ordinance of 1927 of Ceylon reduced the wages of Indian labourers in Ceylon and whether it was passed with the consent of the Government of India and, if so, why was such consent given ?

THE HONOURABLE KUNWAR SIR JAGDISH PRASAD : The Indian Labour Ordinance, No. 27 of 1927, known as the Minimum Wage Ordinance regarding which the Government of India were consulted, merely prescribes the machinery and procedure to fix and secure payment of standard rates of wages to Indian labourers in Ceylon. It did not reduce their wages.

## GRANT OF RURAL FRANCHISE TO INDIANS IN CEYLON.

43. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY : Will Government state whether the Government of Ceylon has refused rural franchise to Indians in Ceylon ? If so, in what way and whether the Government of India are taking any steps in the matter and what are those steps ?

THE HONOURABLE KUNWAR SIR JAGDISH PRASAD : As regards the first part of the question, the attention of the Honourable Member is invited to the answer given to his own question No. 15 on the 15th September, 1937. The Ordinance, which has been passed with certain amendments, has been reserved for the signification of His Majesty's pleasure. The Government of India's position, as explained in answer to a supplementary question arising out of the short notice question asked in this House on the 25th November, 1937, by the Honourable Pandit Hirday Nath Kunzru, is that it is not their intention to agree to the re-opening of the emigration of Indian labour to Ceylon until the franchise question is settled to their satisfaction.

## APPOINTMENT OF EDUCATIONAL COMMISSIONER WITH THE GOVERNMENT OF INDIA.

44. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY : Will Government state whether one Mr. Sargeant has been appointed as Educational Commissioner with the Government of India ? If so, what are his qualifications and terms of service and was not any Indian available for the post with proper or better qualifications ?

THE HONOURABLE KUNWAR SIR JAGDISH PRASAD : Government are not prepared to make any statement at present.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : Are they considering the question of the appointment of a successor to the present Educational Commissioner ?

THE HONOURABLE KUNWAR SIR JAGDISH PRASAD : Yes, Sir, they are.

THE HONOURABLE PANDIT HIRDAY NATH KUNZRU : Has their attention been drawn to the statement published in some newspapers that Mr. Sargeant, a member of the Board of Education in England, was going to be appointed ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** Their attention has been drawn to it, Sir.

**ACTION TAKEN ON THE RECOMMENDATIONS OF THE COAL MINING COMMITTEE REPORT.**

**45. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state what effect, if any, are Government giving to the recommendations in the Coal Mining Committee's Report ?

**THE HONOURABLE SIR MUHAMMAD YAKUB :** I invite the attention of the Honourable Member to the reply given by the Honourable Sir Thomas Stewart in the Legislative Assembly on 30th August last to part (a) of Mr. Satyamurti's starred question No. 181. Since then the following further action has been taken. The Bill referred to in that reply has since been passed as Act XXIX of 1937. The draft amendments to the permanent Coal Mines Regulations, incorporating the temporary regulations and those dealing with the certification of shot-firers, were published for criticism, as required by section 31 of the Indian Mines Act, on the 16th December, 1937. The recommendations of the Committee relating to control of first workings and section-working were referred to the Mining Boards on 5th November, 1937 : their opinions have been received and are being considered. It has been decided to take no action on the recommendation of the Committee for the grant of a preference in respect of benzol manufactured from coal. The other recommendations made by the Committee are under consideration.

**HYDROGENATION OF COAL.**

**46. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state whether any investigation has been held in India for the hydrogenation of coal and production of bye-products from it ? If so, with what results ?

**THE HONOURABLE SIR MUHAMMAD YAKUB :** So far as Government are aware, no investigation regarding the hydrogenation of coal has hitherto been carried out in India.

**STOWING IN COAL MINES.**

**47. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state what quantity of coal dust is produced from the coal industry in India and how is it utilised, whether it can be utilised in stowing coal mines instead of sand ?

**THE HONOURABLE SIR MUHAMMAD YAKUB :** With your permission, Sir, I propose to answer questions Nos. 47 and 48 together.

Stowing in coal mines has to be done with incombustible material. Coal dust and dry leaves, being combustible, are not suitable for stowing.

Government have no information as to the quantity of coal dust produced but on the average it does not exceed 15 per cent. of the total output. It is utilised for—

- (a) the manufacture of metallurgical coke, if it is of good coking quality;
- (b) firing in steam boilers ; and
- (c) brick-making and lime and cement burning.

## STOWING IN COAL MINES.

**48. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY** Will Government state whether Government has considered the feasibility of stowing coal mines with dried leaves of trees instead of sand? If so, with what results?

(See reply to question No. 47.)

## REDUCTION IN THE NUMBER OF COTTON MILLS.

**49. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Has the number of cotton mills of late been reduced in India? If so, by how many and what is the cause?

**THE HONOURABLE SIR MUHAMMAD YAKUB :** Information as to the number of cotton mills at work in India for the period 1st April, 1937 to date is not yet available, but during 1936-37 there was no decline in the number of such mills.

## IMPORTS OF COTTON.

**50. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Is the import of cotton from outside gradually increasing? If so, what effect does it have on the cotton grown in India, and what steps are Government taking to reduce such imports?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** Yes. These imports being almost entirely of long staple cotton, which is not produced in India in sufficient quantities to meet the requirements of Indian mills, have no unfavourable effect on cotton growers in India. In these circumstances reduction of imports could only follow a satisfaction of the demand in India for long staple cotton and the encouragement of its production in India has already received attention.

**THE HONOURABLE MR. G. S. MOTILAL :** May I know whether the quantity of Indian cotton used in Indian mills has not gone up?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** I do not know how this supplementary question arises out of this question, but I understand that it has gone up.

## AVERAGE ENGINE MILES PER DAY PER PASSENGER ENGINE.

**51. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** What are the average passenger engine miles of the different railway lines in India during 1933—1936 and what is the cause of their difference, if any?

**THE HONOURABLE SIR GUTHRIE RUSSELL :** The Honourable Member refers, presumably, to the average engine miles per day per passenger engine. If so he is referred to column 17 of statement 22 on pages 137 and 139 of Volume II of the Reports by the Railway Board on Indian Railways for 1932-33 to 1935-36, copies of which are available in the Library of the House.

Variations in traffic density, proportion of suburban services to main line services, proportion of branch lines to main lines and locomotive utilisation are among the more important factors contributing to the different results attained by Railways.

#### SAFETY GLASS ON MOTOR VEHICLES.

52. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY : Is Government contemplating to make it compulsory to use safety glass on motor vehicles ?

THE HONOURABLE MR. S. N. ROY : No, Sir. Under the existing Act, the power to make rules to regulate the equipment of motor vehicles rests with the Provincial Governments and this power they will continue to have under the Bill now under contemplation. It will, therefore, be a matter for them to consider.

#### AERIAL TRAFFIC.

53. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY : Will Government state what Companies are in charge of the various aerial traffic over India and what part do Indians and the Government of India take in the matter ?

THE HONOURABLE MR. S. N. ROY : I would refer the Honourable Member to the Report on the Progress of Civil Aviation in India, 1936-37, copies of which will be found in the Library.

#### MODEL GLASS FURNACE AT FERIZABAD.

54. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY : Will Government state whether they are contemplating the opening of a model glass furnace at Ferizabad or any other place ? If so, at what cost and on what conditions ?

THE HONOURABLE SIR MUHAMMAD YAKUB : The attention of the Honourable Member is invited to the answers given to parts (a) and (c) of starred question No. 623 and to part (d) of starred question No. 1031 by Pandit Sri Krishna Dutta Paliwal in the Legislative Assembly on the 20th September and the 6th October, 1937, respectively. The erection of an experimental furnace at any place other than Ferizabad is not contemplated at present.

#### IMPORT DUTY ON SODA ASH.

55. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY : Will Government state whether they contemplate the reduction of the import duty on soda ash to facilitate the manufacture of glass in India ?

THE HONOURABLE SIR MUHAMMAD YAKUB : The Honourable Member's attention is invited to the Government of India, Department of Commerce, Resolution No. 458-T. (14), dated the 22nd June, 1935, which was published in the Gazette of India of the same date, from which it will be observed that in respect of soda ash used in the manufacture of glass refund of duty is already granted—namely, in the case of soda ash of British or Colonial origin, the entire duty, and in the case of other soda ash, the excess over 10 per cent. *ad valorem*.

**ACTION TAKEN ON THE RECOMMENDATIONS OF THE LONDON SHELLAC BUREAU REPORT.**

**56. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state whether their attention has been drawn to the Report of the London Shellac Bureau? If so, what are the recommendations contained therein and what advantage are they taking of these recommendations?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** Government have read the Report referred to, which is an account of work done by the London Shellac Research Bureau and are not aware of any specific recommendations on which action is required.

**ESTABLISHMENT OF MARKETING BOARDS.**

**57. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state what steps have they taken for the establishment of marketing boards throughout India for facilitating the sale of agricultural products of the country?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** The matter is primarily the concern of Provincial Governments.

**INCOME-TAX IN INDIA AND IN ENGLAND.**

**58. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state whether a man in India earning a salary of Rs. 6,000 a year has to pay an income-tax of about Rs. 305 whereas a man similarly circumstanced in England with a wife and two children pays only Rs. 67?

**THE HONOURABLE MR. J. C. NIXON :** Yes.

**RECOMMENDATIONS OF THE EXCISE CONFERENCE.**

**59. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state the main recommendations of the Excise Conference held recently in Delhi?

**THE HONOURABLE MR. J. C. NIXON :** A substantial degree of agreement was reached by the executive officials on the subjects discussed at the Excise Conference in question but, as the interests of the provinces are concerned the Government of India are not willing to make the recommendations public.

**APPOINTMENT OF INDIAN TRADE COMMISSIONERS AND BILATERAL TRADE PACTS WITH EUROPEAN COUNTRIES.**

**60. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY :** Will Government state whether Government contemplate appointing trade commissioners in other European countries where they do not exist at present and opening bilateral trade pacts with those countries directly?

**THE HONOURABLE SIR MUHAMMAD YAKUB :** The Indian Trade Commissioners at Hamburg and Milan include most of the European countries in their jurisdiction and it is not proposed to appoint a separate Trade Commissioner for each European country.

As regards the latter portion of the question, the answer is in the negative.

EXPORT OF FRUITS.

61. THE HONOURABLE MR. KUMARSANKAR RAY CHAUDHURY : Will Government state what arrangements, if any, have been made by Government to foster and improve the export of fruits from India and what is the total amount of such exports of different kinds of fruits during the last five years ?

THE HONOURABLE SIR MUHAMMAD YAKUB : The Imperial Council of Agricultural Research have been financing schemes for the improvement and standardisation of quality in fruit and increase of quantity which are essential for developing the export trade in fruits. The Agricultural Marketing Adviser is at present carrying on a fruit marketing survey and it is expected that his investigations will be found useful for the development of both the internal and external trade in fruit.

As regards the latter portion of the question, the information has been called for and will be furnished, as far as available, in due course.

RESULT OF ACTION TAKEN AGAINST SMUGGLING OF DUTIABLE GOODS INTO SIND.

62. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : As a result of smuggling of dutiable goods into Sind from neighbouring States, is there an approximate loss of about Rs. 3,00,000 annually to the customs revenue ? What steps have Government taken to minimise the chances of smuggling, and with what result ?

THE HONOURABLE MR. J. C. NIXON : The attention of the Honourable Member is invited to the reply to the second part of his question No. 11.

CONCLUSIONS OF GOVERNMENT ON THE RECOMMENDATIONS OF THE INCOME-TAX ENQUIRY COMMITTEE'S REPORT.

63. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : Will Government state whether they have received the opinions of the Provincial Governments on the recommendations of the Income-tax Enquiry Committee's Report ? If so, will Government make a statement regarding their conclusions in the matter ?

THE HONOURABLE MR. J. C. NIXON : Yes, except those of the Governments of the Punjab and the North-West Frontier Province. The conclusions of Government are being embodied in legislative proposals which it is hoped to introduce during the current session of the Legislature.

COMMUNAL REPRESENTATION IN THE PUBLIC SERVICES.

64. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : (a) Has the attention of Government been drawn to a public advertisement (*vide the Indian Nation* of Patna, dated the 28th December, 1937) of the Federal Public Service Commission, Delhi, inviting applications "from Muslims only for a permanent and pensionable post of Probationary Superintendent in the Northern India Salt Revenue Department ? Candidates must not belong to the Provinces of Bombay, Madras and Sind" ?



(b) Why has this restriction been imposed upon the candidates? Do Government recognise the principle of communal and territorial claims for appointment to the public services?

THE HONOURABLE MR. J. C. NIXON : (a) Yes.

(b) The reservation of this appointment for Muslims is in accordance with the Government of India, Home Department, Resolution No. F. 14/17-B./33-Ests., dated the 4th July, 1934, regarding communal representation in public services. Candidates belonging to the Provinces of Bombay, Madras and Sind have been excluded as these provinces are outside the jurisdiction of the Northern India Salt Revenue Department, and there are separate Salt Departments in those provinces. As regards the second part of this clause Government have recognised the principle of communal representation in the services, but not of territorial representation. In regard to locally recruited services or posts, however, admission is, as in the present case, restricted to persons domiciled in particular areas.

(1) ADVERTISEMENT FOR A VETERINARY BACTERIOLOGIST, IMPERIAL VETERINARY RESEARCH INSTITUTE AND (2) RECRUITMENT OF INDIANS FOR COMMISSIONS IN THE INDIAN ARMY VETERINARY CORPS.

65. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : (a) Did not the Federal Public Service Commission receive a single application in response to their advertisement for a Veterinary Bacteriologist?

(b) Is it a fact that suitable Indian candidates with necessary qualifications are not available for vacancies in the Army Veterinary Corps?

THE HONOURABLE KUNWAR SIR JAGDISH PRASAD : (a) No.

(b) At present the supply of suitable Indians with the necessary qualifications is inadequate to fill the Indian commissioned officers' establishment of the Indian Army Veterinary Corps.

#### SHORTAGE OF WAGONS ON THE E.I.R.

66. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : Has a general shortage of coal wagons been reported on the E.I.R. and have complaints from Cawnpore, Delhi, and other north India mills been made to the Railway authority in this connection? What steps have now been taken to cope with the situation?

THE HONOURABLE SIR GUTHRIE RUSSELL : Complaints have been received of demands for wagons for loading coal on the E.I.R. not being met in full. To ease the situation, additional wagons and locomotives have been obtained by the E.I.R. from other Railways, and wagons which would normally have been sent into workshops for periodical overhaul have continued to be kept in commission.

#### REPATRIATION OF INDIANS FROM BRITISH GUIANA.

67. THE HONOURABLE RAJA YUVERAJ DATTA SINGH : Have the Government of British Guiana decided to provide a ship for the repatriation of about 600 destitute Indians to this country? Do Government propose to enquire into this matter, and press upon the British Guiana authorities not to repatriate the Indians in view of the serious economic situation obtaining in this country?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** Government understand that the Government of British Guiana propose to charter a ship for the repatriation of Indian labourers. The whole question is being examined by the Government of India.

**NANGA PARBAT EXPEDITION.**

**68. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Is a new attempt by German mountaineers to ascend Nanga Parbat under contemplation ? If so, what facilities, if any, are proposed to be given to this expedition by Government ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** Yes. The usual facilities, *e.g.*, customs exemption on the expedition's equipment.

**COLOUR PREJUDICE SHOWN BY HOTELS AND BOARDING HOUSES IN ENGLAND TO INDIAN STUDENTS AND VISITORS.**

**69. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Have Government taken any action to protect Indian students or visitors proceeding abroad from the effect of colour prejudice in regard to their admission to hotels and boarding houses in England ? Is there any truth in the report that a person holding the highest judicial position in the United Provinces had experience of difficulties in the matter of admission to hotels in the United Kingdom ? What are the facts of the case ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** So far as the question relates to Indian students in England, the attention of the Honourable Member is invited to the reply given by me this session to his question No. 26. As regards Indian visitors, Government have not received any complaints. They have no doubt that the High Commissioner for India will attend to any remediable grievance of this kind that may be brought to his notice.

**DISCOURTESY SHOWN BY A LIFT BOY TO SIR RAZA AND LADY ALI IN JOHANNESBURGH.**

**70. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Has the attention of Government been drawn to the report of the speech made by Mr. C. F. Andrews in Calcutta about the 21st January, 1938 (published in the *Leader*, dated the 26th January, 1938) in which he called attention to the "very serious report of an insult to the Agent General of India in Johannesburg, which appears to have followed closely on a similar insult to Seth Govind Das, M.L.A." ? What are the facts ? Do Government propose to enquire into this matter and make a statement on the situation and the steps taken to prevent the recurrence of such events in future ?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** Government have seen the press report referred to by the Honourable Member. They understand that on the 18th January, 1938, Sir Raza and Lady Ali went to a business house in Johannesburg and a European lift boy refused to take them up on the ground that they were not Europeans. Another European liftman however took them up and within a few minutes after the incident the Secretary to the owner of the building apologised on behalf of the management for the discourtesy shown. The lift boy was also made to apologise, while the Manager of the building, after apologising both in person and in

writing, issued instructions to the liftmen that they are to admit all people with the exception of natives for whom a special lift is provided. As regards the incident which happened in December last to Seth Govind Das in the premises of the Standard Bank of South Africa in Pretoria, the Manager of the Bank offered a full apology both to Mr. Govind Das and to the Agent General and has taken steps to prevent similar incidents in future.

**LEGISLATION TO CLARIFY THE ISSUE WHETHER CERTAIN HEADS OF TAXES ARE IN THE PROVINCIAL OR FEDERAL SPHERE.**

**71. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Is there any proposal for amending legislation to clarify the issue whether certain heads of taxes are in the provincial or the federal sphere ? If so, will Government be pleased to make a statement giving the main details of the proposal ?

**THE HONOURABLE MR. J. C. NIXON :** No such legislation is at present contemplated.

**REMARKS MADE BY THE HONOURABLE SIR JOHN THOM IN CONNECTION WITH THE RAILWAY ACCIDENT AT BIHTA, E.I.R.**

**72. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** (a) Has the attention of Government been drawn to the following remarks made by the Honourable Sir John Thom, who is holding an enquiry at Allahabad into the Bihta Railway disaster, E.I.R. (*vide the Leader*, dated the 26th January, 1938) :

- (i) " My orders and directions are being trifled with both by counsel and by the officials of the Railway Company ? "
  - (ii) " I consider the explanation in regard to the non-production of these books as highly unsatisfactory ? "
  - (iii) " I resent the Court not being treated with courtesy or candour ? "
- (b) Do Government propose to take any steps in the matter ?

**THE HONOURABLE SIR GUTHRIE RUSSELL :** (a) Yes.

(b) The question of what action is called for will be considered when the report of the Honourable Sir John Thom has been received.

**RURAL BROADCASTING FOR DELHI PROVINCE.**

**73. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Do Government propose to give effect to a scheme of rural broadcasting in the Delhi Province ? If so, what are the main outlines of the scheme, its likely utility, and the approximate total cost involved ?

**THE HONOURABLE MR. S. N. ROY :** A scheme of rural broadcasting for the Delhi Province has been sanctioned at an approximate total cost of Rs. 1,00,000. For the main outlines of the scheme and its utility I would invite the Honourable Member's attention to the article " Radio for Delhi villagers ", published in the *Indian Listener* of the 22nd January, 1938, a copy of which is available in the Library.

**THE HONOURABLE MR. G. S. MOTILAL :** Is this cost of Rs. 1 lakh a recurring or non-recurring one ?

**THE HONOURABLE MR. S. N. ROY :** It is the total cost for an experiment spread over three years, including recurring and non-recurring cost.

**THE HONOURABLE MR. HOSSAIN IMAM :** Will it be charged to Broadcasting or is it a contribution from the Government of India ?

**THE HONOURABLE MR. S. N. ROY :** I do not know what the Honourable Member means by asking whether it will be charged to Broadcasting. It will be paid out of general revenues.

#### REPAIRS TO HARDINGE BRIDGE, E.B.R.

**74. THE HONOURABLE MR. HOSSAIN IMAM :** Will Government give the following information about the repairs of the Hardinge Bridge (E.B.R.) : (a) the total cost of work ; (b) the names of contractors with the money paid to each for works costing more than Rs. 5,000 and (c) the original estimates ?

**THE HONOURABLE SIR GUTHRIE RUSSELL :** Enquiries are being made from the Railway Administration and a reply will be laid on the table in due course.

#### RUPEE CIRCULATION.

**75. THE HONOURABLE MR. HOSSAIN IMAM :** Will Government state the amount of rupees withdrawn from circulation (net) from 1st April, 1919 to 31st March, 1935 each year ?

**THE HONOURABLE MR. J. C. NIXON :** I would refer the Honourable Member to Statement XXIV in the Reserve Bank's Report on Currency and Finance for the years 1935-36 and 1936-37. A copy of the Report is available in the Library of the House.

**THE HONOURABLE MR. HOSSAIN IMAM :** Will the Honourable Member have those copies circulated to the Members of the Legislature ?

**THE HONOURABLE MR. J. C. NIXON :** I think it is sufficient, Sir, for it to be in the Library of the House, but I am prepared to give the Honourable Member a copy for himself if he wishes one.

#### AREAS AND POPULATION OF EACH OF THE CENTRALLY ADMINISTERED UNITS IN BRITISH INDIA.

**76. THE HONOURABLE MR. HOSSAIN IMAM :** Will Government lay on the table a statement showing the area and population of each of the Centrally administered units in British India ?

**THE HONOURABLE MR. R. M. MAXWELL :** I lay on the table a statement containing the information asked for by the Honourable Member.

*Statement showing the areas and population according to the census of 1931 of each of the Centrally administered units in British India.*

Name of unit.	Area in square miles.	Population.
1. Delhi . . . . .	573	636,246
2. Ajmer-Merwara . . . . .	2,711	560,292
3. Coorg . . . . .	1,593	163,327
4. Andaman and Nicobar Islands . . . . .	3,143	29,463
5. Panth Piploda . . . . .	25.29	4,545
6. British Baluchistan . . . . .	9,084	136,793

**NOTICE OF TERMINATION OF CONTRACT ARISING DURING THE CURRENT YEAR  
IN RESPECT OF RAILWAYS, ETC.**

77. THE HONOURABLE MR. HOSSAIN IMAM : Will Government state whether notice of the termination of a contract with any railway or branch line or administration is due this year ? If so, the names and the action Government proposes to take thereon ?

THE HONOURABLE SIR GUTHRIE RUSSELL : The question of notice of termination of contract arises this year in regard to the Darjeeling Himalayan, South Bihar and Hardwar-Dehra branch lines and is under the consideration of Government.

**FOREIGN TRADE.**

78. THE HONOURABLE MR. HOSSAIN IMAM : Will Government lay on the table a statement showing the figures of foreign trade of the three quarters of the years 1936 and 1937, excluding and including the figures of trade with Burma in both the years ?

THE HONOURABLE SIR MUHAMMAD YAKUB : The information is being collected and will be laid on the table in due course.

**PRICE OF PADDY AND RICE.**

79. THE HONOURABLE MR. SUSIL KUMAR ROY CHOWDHURY : Will Government state :

(a) Whether the price of paddy and rice in India is low owing to large imports from Burma ?

(b) Whether Government proposes to take any steps to check the downward tendency of the price of paddy and rice ? If so, what ?

THE HONOURABLE KUNWAR SIR JAGDISH PRASAD : (a) Prices on the whole have been moving upward during the past year. There has been no increase in imports from Burma.

(b) Does not arise.

**TRAINING OF CANDIDATES IN HIGHER FORESTRY.**

**80. THE HONOURABLE RAJA YUVERAJ DATTA SINGH :** Will Government state whether there is any scheme for reviving the college for higher forestry training at Dehra Dun? If so, is it intended to reserve a specified number of seats for students from different provinces, and will the Provincial Governments be required to contribute towards the financial support of the institution?

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD :** Yes. A higher forestry course at Dehra Dun will start on the 21st of April, 1938. Arrangements for the recruitment of staff, provision of laboratories, hostel accommodation, etc., are in progress.

No specific number of seats will be reserved for the different provinces but arrangements will be made, as far as accommodation permits, to admit all the candidates deputed by Provincial Governments.

The recurring charges will be met by the levy of fees from the students or from the Governments which depute them. A copy of the rules has been placed in the Library of the House.

**THE HONOURABLE THE PRESIDENT :** It is now 12 Noon. The other 12 Noon. questions will be taken up at the next meeting.

May I point out to Honourable Members that on today's list of business there have been 90 questions altogether, of which 57 stand in the name of the Honourable Raja Yuveraj Datta Singh and 26 in the name of the Honourable Kumarsankar Ray Chaudhury. In the House of Commons a Member is only allowed to put three questions on a single day and lately on account of this practice growing in the Central Legislative Assembly, by a modification of the Standing Orders, it has been ruled there that only five questions will be allowed to a Member on a single day. The putting of an enormous number of questions means both an expenditure of time and money and of work in the various Departments of Government. I am giving a timely warning to Honourable Members to exercise some restraint in the matter of putting questions. I do not wish to introduce the rule obtaining in the Central Assembly, but if this practice is persisted in, I may be compelled most reluctantly to go in for the modification of the Standing Order and adopt the wise practice now established in the Central Legislative Assembly.

**THE HONOURABLE MR. HOSSAIN IMAM :** Questions are crowded only on the opening day. On other days you will find scarcely any questions at all.

**THE HONOURABLE THE PRESIDENT :** I am referring to the number of questions on a single day.

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**INFORMATION PROMISED IN REPLY TO QUESTIONS LAID ON THE TABLE.**

**KHALASIS EMPLOYED BY THE KARACHI PORT TRUST.**

**THE HONOURABLE MR. S. N. ROY (Communications Secretary) :** Sir, I lay on the table the information promised in reply to question No. 155 asked by the Honourable Mr. P. N. Saprú on the 22nd September, 1937.

(a) The duty hours of the khalasis in the Deputy Conservator's Department of the Karachi Port Trust are as under :

7 A.M. to 9 A.M.	.	Work.
9 A.M. to 10 A.M.	.	Breakfast.
10 A.M. to 1 P.M.	.	Work.
1 P.M. to 2 P.M.	.	Tiffin or lunch.
2 P.M. to 5 P.M.	.	Work.

At 5 P.M. men are mustered and cutter crews appointed 1st, 2nd or 3rd on turn if required overnight.

On Saturdays they work up to 4 P.M. and on Sundays no work except of shipping.

When they attend shipping at night they get time off the following day, besides overtime fees.

(b) The khalasis are allowed one day off in a month in addition to 20 days casual leave in a year,

General holidays and sectional holidays,

Other earned leave on average or half average pay.

(c) Seven Europeans and one Indian.

(d) No. The standing orders are that launches shall not wait for anybody for more than 30 minutes.

(e) No.

(f) Yes, irrespective of time limit. There are 240 khalasis including petty officers. One hundred and twenty-four houses are provided for married men and 11 barracks for single men. Additional quarters are being constructed to allow each man a house.

(g) No.

(h) Yes, with effect from the 1st August, 1932.

Previous to 1923-24, rations were given in kind. It was however found that this system was open to abuse and the employees concerned were given money allowances instead of rations in kind.

At the time of making the change, the cost of the rations in kind was worked out and the rates of payment fixed accordingly.

These allowances are purely compensatory and in no sense an addition to pay.

In 1932, therefore, the cost of the component parts of rations allowed in kind previously, was recalculated and the new rates of payment were reduced as under for this class of employees :

2nd class from Rs. 15-5-0 to Rs. 13-12-0 per mensem.

3rd class from Rs. 11-2-0 to Rs. 10 per mensem.

Khalasi boys Rs. 5 (No change).

The Government have not so far considered the question of restoring the allowance.

#### NUMBER OF PERSONS ABDUCTED OR OTHERWISE MOLESTED ON THE NORTH-WEST FRONTIER DURING THE LAST TWO YEARS.

THE HONOURABLE KUNWAR SIR JAGDISH PRASAD (Leader of the House) : Sir, I lay on the table the information promised in reply to part (b) of question No. 300 asked by the Honourable Raja Yuveraj Datta Singh on the 15th November, 1937.

STATEMENT I.

Statement showing number of Hindus and Mohammadans kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1936.

Serial No.	Mohammadans.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
1		1					Must. Khanam Jan, wife of Azad, Gujar, of village Ichhri, Police Station Shinkhari, was kidnapped by 8 dacoits of tribal territory on the night between 20/21st September 1936. The dacoits looted the house and before leaving they tied Azad to a Pillar and kidnapped his wife. Later the kidnapped woman, finding a chance to escape, returned to her husband from tribal territory.	A case under Section 366/363, I. P. C., was registered and action under section 512, Cr. P. C., was taken against the offenders.
2		2					Must. Bakhat Bibi of village Siri, Tehsil Charsadda, and Must. Dalfaroza of Janakar, when collecting fuel outside village Siri, were abducted by Badshah Gul, Afridi, and three Khoetwal companions.	The women were recovered by the Political Agent, Khyber, and returned to British Territory.



## STATEMENT I—contd.

Statement showing number of Hindus and Mohammedans kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1936—contd.

Serial No.	Mohammedans.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
3	..		1	<i>Peshawar District—contd.</i>			Must. Niaz Paro, a minor girl 8/7 years, daughter of Taj Mohd., of village Deh Bahadur, while playing on the road, was abducted by Taza Gul and Must. Kakai, Kuchis of Afghanistan, from village Deh Bahadur on 26th April 1936.	The accused were arrested by the Political authorities at Landi Kotal and handed over to the Police. On being sent up for trial they were convicted.
4	..	1	..	..	..	..	Must. Basri was decoyed from village Kullagai Swat, Police Station Khan Mahi, by accused Jons and sold to an Afridi in tribal territory for Rs. 500. Finding an opportunity she came back to British territory and lodged a report.	The accused was arrested and suitable legal action was taken against him.
5	..	..	..	..	..	1	A Hindu girl named Chambeli was abducted by a Mohammedan, Abdul Akbar, of village Babini, Police Station Swabi, and taken to Besak tribal territory where she was converted to Islam and married to the accused.	Political pressure was brought to bear on the tribe concerned but the girl stated that she had eloped with the accused of her own accord and married him.

A case has been registered and action under sections 363/512 C. P. C. has been taken against the accused.

Jafar Shah, a minor boy, aged 6/7 years, was kidnapped by one Lal Khan of Kunar, Bajaur, tribal territory from Primary School at Kasi Khel near Charsadda. The accused took the boy from school on the plea that his father was ill, and led him to Gandab tribal territory. The boy was subsequently brought back from tribal territory by two men sent by the father of the boy. The motive was a dispute over payment of some dues.

The accused were convicted and the girl was returned to her mother.

On 6th March, 1936 Must. Ram Kaur, aged 16, was abducted by Amir Nur of village Jhandu Khel, from Bannu City and concealed somewhere. This case excited considerable odium between the Muslim and Hindu communities. On 24th March, 1936 the accused were taking the girl to Tank in a car when they were arrested and the girl was recovered.

The Police investigated the case. The accused himself brought back the boy. He was convicted and awarded 12 stripes.

A boy named Roghan Din, aged 11/12 years, of village Torwari was kidnapped to tribal territory while he was grazing cattle at "Mir Gul Talab" within the limits of Torwari village. The motive was an old blood feud.

6	..	1	..	..	..
<i>Bannu District.</i>					
7	..	..	1	..	..
<i>Kohat District.</i>					
8	..	1	..	..	..

**STATEMENT I--concl.**

*Statement showing number of Hindus and Mohammedans kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1936—continued.*

Serial No.	Mohammadans.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
9					Kohat District—contd.		One Ishar Dass, a Hindu boy aged 16/17 years of village Shahu Khel, Police Station Hadru, was kidnapped to tribal territory by one Khyial, son of Mohd. Shah, Masha of Tirah. The accused took Ishar Dass out to the fields to cut grass and on that pretext kidnapped him to tribal territory on 11th April 1936. The motive was a dispute over some dues.	The police investigated case. The accused together with the kidnapped boy was brought back from tribal territory. The accused was arrested and sentenced to 5 years rigorous imprisonment.
10	1				Dera Ismail Khan.		One Ahmad Yar of Luni was grazing cattle in the Luni Jungle in the jurisdiction of Police Station Kullechi, District Dera Ismail Khan, when four armed Wazirs drove off 10 bullocks along with the grazer. The raiders subsequently released the grazer while on their way to tribal territory. The identity of the accused could not be established	A case was registered but as the description of the accused was not given nothing could be done to bring the culprits to book
Total No.		1	4	3	1	2		
for 1936								

STATEMENT II.

Statement showing number of Hindus and Mohammedans Kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1937.

Serial No.	Mohammedans.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
1			1				A boy named Gulla, son of Shah Wali, Gujjar, of Mang area, village Balakot, while he was grazing goats at Dhela on 23rd July 1937, was kidnapped by a gang of 6 Kohistanis, who were armed with rifles and daggers.	A case under sections 395/363, I. P. C., was registered in Police Station Balakot, but was filed as untraced.
2		1					Some Afridis of tribal territory kidnapped Must. Reshmina, aged 18 years while she was grazing cattle in the hills in the limits of Qamar Mela, Police Station Nizampur. The Station House Officer who was out in the vicinity at once reached the spot. The motive alleged was the existence of previous enmity between the parties.	A chigha party pursued the offenders and rescued the girl, but the accused escaped across the border.

## STATEMENT II—contd.

*Statement showing number of Hindus and Mohammadians kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1937—contd.*

Serial No.	Mohammadians.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
3				2			On the night of 18th February 1937, a gang of 8/10 armed transborder Wazirs raided the house of a Hindu in village Mobati Barak-zai, Police Station Mirian, and kidnapped 2 Hindus. During the encounter one other Hindu struck a decoit with an axe and was fired at and wounded by the raiders. This raid is a repercussion of the disturbed conditions in Waziristan. The Hindus have since returned from tribal territory.	Extra Police, Frontier Constabulary and Military detachments have been posted in the affected area, village defence rifles have also been issued.
4				1			At 20-30 hours on 17th March 1937, a gang of 40/50 armed Wazirs from tribal territory held up a lorry on the Bannu-Kohat Road, 7/8 miles west of Police Station Dornel, and kidnapped 3 Mussalmans and one Boga Ram, a Hindu of Bannu. On reaching the border the raiders released the three Mussalmans, but took	This road has been closed for traffic after prohibited hours in order to avoid a recurrence of this nature. Extra police have also been posted to the police station.

21-2-38, 1938.

the Hindu to tribal territory who up to this time remains untraced. The raiders had cut the telephone wire before the occurrence. This case is a repercussion of the disturbances in Waziristan.

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At 20.45 hours on 19th March 1937 an armed gang of transborder Wazirs, believed to be 18/20 in number came to village Lakki in the Bannu district and kidnapped five Hindus to tribal territory. A section of District Armed Reserve and chughta parties turned out in pursuit of the raiders and Frontier Constabulary were immediately warned to hold up all likely routes, but the raiders managed to cross the border. The five Hindus subsequently returned to British territory after paying ransom.

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At 23.30 hours on 13th March 1937 a gang of 30/40 strong armed with rifles raided the shop of a Hindu in village Haved and attempted to kidnap Hindus. Their efforts were, however, frustrated by the police who opened fire from the neighbouring Police Post. The dacoits left the village with booty valued at Rs. 36-6-0. This case is a repercussion of the disturbed conditions in Waziristan.

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This raid is a repercussion of the disturbances in Waziristan. Extra Police, Frontier Constabulary and Military detachments have been posted in the affected area.

Extra police, Frontier Constabulary and detachments of Military have been posted at Haved. Village Defence rifles and licenses for firearms have been issued on a liberal scale to enable the villagers to defend themselves.

STATEMENT II—contd.

Statement showing number of Hindus and Mohammedans kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1937—contd.

Serial No.	Mohammedans.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
7				1			A gang of 30/35 armed Wazirs from tribal territory raided the house of a Hindu in village Kotka Matam Khel, Police Station Sader, Bannu and kidnapped two Hindus named Guli Chand and Gopi Chand. The villagers raised an alarm whereupon the raiders left Guli Chand but escaped with the other across the border. Gopi Chand returned to British territory some days later but did not disclose the identity of the offenders, or the manner in which he had secured his release. This case is also a repercussion of the disturbances in Waziristan.	Extra police, Frontier Constabulary and detachments of Military have been posted at Haved. Village Defence rifles and licences for firearms have been issued on a liberal scale to enable the villagers to defend themselves.
8				1			On the night of 19/20th March 1937, a party of 80/90 strong raided village Bharat Kalan and kidnapped Parma Nand, Hindu, and looted some shops belonging to	Tochi Scouts who were warned to hold up all routes in tribal territory were successful in engaging the gang in tribal

territory and recovered the kidnapped Hindu.

Political pressure was brought to bear on the Jani Khel Malik who secured the release.

Political pressure was brought to bear on the Bhittani Khassadars and the kidnapped Hindu was recovered through one Juma Khan, Jemadar of the Khassadars. Extra Police Frontier Constabulary and detachments of Military have been posted in this area. A liberal issue of village defence rifles and licences for firearms has been sanctioned to enable the villagers to defend themselves.

Hindus. A chigha party engaged the raiders, who, however, managed to escape across the border. This case is a repercussion of the disturbances in Waziristan. The Frontier Constabulary and Tochi Scouts, who were warned about the occurrence turned out and held all likely routes.

On the evening of a gang of 72 transborder raiders kidnapped Abdullah Khan, Overseer, and one Uttam Chand, an agent of a contractor, when they were out in the jurisdiction of Mirian Police Station in the Barnu District in connection with the District Board work. Both the kidnapped persons were released on payment of ransom of Rs. 1,600 by the Jani Khel Malik. This case is an offshoot of the disturbed conditions in Waziristan.

On the night of 16/17th April 1937 a party of 30/35 strong raided the house of Nirmal Dass in village Behram Khel, Police Station Tajori, District Bannu, and carried him off to tribal territory. The raiders were transborder Bhittanis. A village chigha engaged the raiders and followed them for some miles, but the raiders managed to escape across the border. This case is a repercussion from the disturbances in Waziristan.

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## STATEMENT II—contd.

*Statements showing number of Hindus and Mohammedans kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1937—contd.*

Serial No.	Mohammedans.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
11	6		..	..			On the night of 20/21st April 1937 a gang of 40/50 transborder Wazirs raided village Bizan Khel and drove away with six shepherds and 900 goats. The raiders released the shepherds when they reached tribal territory. This case is also an offshoot of the Wazirs-tan operations.	Political action was taken against the Bizan Khel and Sperka Wazirs of British territory.
12			1				On 18th June, 1937 two Bhittanis of tribal territory kidnapped Mir Afzal, a minor boy aged 6 years from the fields within the limits of village Bhangi Khan Killi. The kidnapped boy was brought back to British territory by his father some days later. The parties were interrelated and the motive for the offence was a dispute over women. One of the accused has since been arrested.	A case has been registered and is under investigation.

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On 19th May, 1937 a gang led by Shahzada Mahsud of tribal territory kidnapped 8 Mohammedan children when they were grazing cattle in the fields of village Baragi close to the border. The motive for the offence was that some time ago the people of Baragi had arrested an outlaw who was being harboured by Shahzada Mahsud. The villagers had also recovered a revolver from the outlaw which Shahzada claimed as belonging to him but the villagers refused to return him the weapon. The villagers paid a ransom of Rs. 2,100, secured the release of the children and also returned the revolver which was the cause of this outrage.

A case has been registered and is under investigation.

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On the night of 3rd July, 1937 a mixed gang of Wazirs and Mahsuds of tribal territory raided the house of Gela Ram, Hindu, of village Passani, in the Bannu District and kidnapped his son and daughter aged 12/13 and 15/16 years, respectively. The villagers put up a fight by taking up positions on their houses as a result of which the raiders left the girl, but carried off the boy to tribal territory. The kidnapped boy returned to British territory on 7th September, 1937 but he has not disclosed as to how he obtained his release.

Village Defence rifles have been issued on a liberal scale in order to enable the villagers to defend themselves. Extra Police, Frontier Constabulary and detachments of Military have been posted to the affected area. This case is still under investigation.

## STATEMENT II—contd.

Statement showing number of Hindus and Mohammedans kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1937—contd.

Serial No.	Mohammedans.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
15	..	..	2				On the night of 10/11th August, 1937 a gang of 10/12 transborder raiders, including two absonders of British territory raided the house of one Sherbaz of village Khan Suba in the Bannu district and kidnapped his minor son and a daughter. Elaborate arrangements were made to intercept the gang and a village Chughta pursued the raiders but they escaped across the border. The motive was a quarrel over a girl, who had eloped with one of the accused. The children were subsequently released by the parents on payment of ransom of Rs. 100.	Village Defence rifles have been issued on a liberal scale in order to enable the villagers to defend themselves. Extra police, Frontier Constabulary and detachments of Military have been posted to the affected area. This case is still under investigation.
16				1			At mid-day on 15th August 1937, a party of 7/9 offenders kidnapped Ditta Ram, a Hindu from the limits of village Saragrah Mohd. Khan in the Bannu District. Sub-Inspector Sadullah Khan, with two foot constables and a Khassadar, who happened to be	A case has been registered and is still under investigation.

in the village chased the offenders, engaged them and compelled them to leave the Hindu. The Sub-Inspector continued his pursuit, but the raiders disappeared in a nullah and made good their escape.

On 17th September, 1937 a gang of outlaws and Ali Khel Wazirs kidnapped Rahman Din, a minor boy, from the fields of village Shigi, in the Bannu District and took him to tribal territory. The motive was a dispute over the grazing of cattle. The kidnapped boy was subsequently released.

At 22-30 hours on 19th May 1937 a gang of 60 armed Bhittanis raided the house of one Nirmal Dass in village Titar Khel in the Bannu District, and kidnapped his four daughters. Chigha parties turned out and the Frontier Constabulary held up all the likely routes but the raiders managed to cross the border without an encounter. The girls were subsequently brought back from tribal territory through the Political authorities. Some local villagers were suspected of being in league with the raiders and were challaned to court but as the complainants did not charge anybody they were discharged by the court. This is a repercussion from the disturbances in Waziristan.

Political pressure was brought to bear on the Maliks concerned as the result of which the boy was released.

Chigha parties and Frontier Constabulary went in pursuit of the raiders. Political pressure was brought to bear and the release of the kidnapped girls obtained. Extra police, Frontier Constabulary and Military have been posted in this area. Village Defence rifles have been issued on a large scale to the villagers.

## STATEMENT II—contd.

Statement showing number of Hindus and Mohammedans kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1937—contd.

Serial No.	Mohammedans.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
19				1			One Remal Dass was kidnapped from Daraka Aziz Khan in the Bannu district on the night of 14th July, 1937 by some unknown persons. He has since returned to his village.	A case was registered against the accused.
20	1						On 22nd January, 1937 one Ali Mohammed, with some cattle was kidnapped by 3 persons, while he was grazing cattle near Mira Khan Talab, situated within the limits of Torwari village in the illaqa of Police Station Doaba. The motive is said to be that about three years ago, on the information of the owner of the cattle, a dagger was recovered from the house of Udin, one of the accused, who was convicted.	The Police investigated the case. Ali Mohd. was recalled from tribal territory. Action under section 512, Cr. P. C., was taken against the accused, who subsequently surrendered themselves and were sentenced to three years' rigorous imprisonment each.

Kohat District.

The Police investigated the case and Political Agent concerned was requested to take necessary action. The accused along with the kidnapped girl surrendered himself to the police. On being sent up for trial the accused was sentenced to two years rigorous imprisonment.

A case was registered and investigation made.

The accused was arrested after some days and was sentenced to 7 years' rigorous imprisonment.

On 9th February, 1937, Must. Zulekha, aged 16/17 years, daughter of Lal Gul of Bazid Khel, when collecting wood from Shina-Chana mountain (Bazid Khel Boundary), was abducted by two persons. The father of the girl had refused to give in marriage his second daughter to one of the accused.

On the evening of 6th April, 1937, two Mahsud Khassadars, having purchased some sugar, etc., were returning to Murtaza from Gornel in British territory when 17 Wazirs from tribal territory confronted them and took one of them to tribal territory. The motive was that some time ago the complainants had driven off a flock of sheep belonging to the accused.

On 28th March 1937, Mohd. Jan, Proclaimed Offender, abducted a woman from village Tator in the Dera Ismail Khan district. Inspector Dhani Ram who was in the vicinity at once organised a combined police and chigha party, on the arrival of which the Proclaimed Offender left the woman and took to his heels.

*Dera Ismail Khan.*

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STATEMENT II—*contd.*

*Statement showing number of Hindus and Mohammedans kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1937—contd.*

Serial No.	Mohammedans.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
24	..	..		2			<p>In the small hours of the morning of 2nd May, 1937, a gang estimated to be 70 strong raided village Paharpur in the Dera Ismail Khan district, looted the shops and houses of Hindus. Two Hindus were killed and two wounded. The raiders also kidnapped one Sikh and one Hindu. The Station House Officer with a Police party of 12 men at once reached the spot and engaged the dacoits, who left the village after setting fire to 10 houses. District Armed Reserve and Scinde Horse reached the spot soon after the raiders had left and arrangements were made to picket all the likely routes. Scinde Horse intercepted the gang, killing four of the raiders. The raiders however took to their heels and escaped across the border with the kidnapped persons.</p>	<p>Political pressure was brought to bear on the Maliks concerned and release obtained. Extra Police, Frontier Constabulary and detachments of Military have been posted in the area.</p>

25	..	1	1	<p>On the night of 27th September, 1937, a gang of 35/40 Bhittanis of tribal territory raided the house of one Mul Chand of village Mul-lazai in the Dera Ismail Khan district and kidnapped his wife and daughter. Mullazai Levies exchanged shots with the dacoits to no effect. Detachments of Frontier Constabulary and Military went after the raiders but failed to locate them. The kidnapped women were released by the Political authorities.</p>	<p>Political pressure was brought to bear on the Malik concerned and release obtained. Extra Police, Frontier Constabulary and detachments of Military have been posted in the area.</p>
26	..	2		<p>On the night of 24th April, 1937, a party of 300 armed raiders from tribal territory raided village Gul Imam in the Dera Ismail Khan District. 35 shops and 10 houses were looted and 4 houses were burnt, and 2 Hindus were kidnapped. The villagers returned the fire inflicting some casualties on the raiders. The raiders who had cut the telephone wire, escaped across the border. Action under Section 86, Cr. P. C., has been taken against certain suspects for being "Rasdars".</p>	<p>Ditto.</p>
27	..	1	1	<p>On the night of 1/2nd August, 1937 a gang of 8 transborder offenders raided the house of one Tala Ram of village Rai in the D. I. Khan district and kidnapped his daughter. A chigha party was turned out but the raiders escaped.</p>	<p>A chigha party pursued the raiders. Extra Police and Military detachments have been posted in this area and Village Defence rifles and liberal number of licenses for fire-arms have been sanctioned to enable the villagers to defend themselves.</p>



## STATEMENT II—contd.

*Statement showing number of Hindus and Mohammadans kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1937—contd.*

Serial No.	Mohammadans.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
28	..	..	..	1	1	1	On the night of 14th August, 1937 a gang of about 50 armed trans-border Bhattanis raided the house of one Asa Ram of village Umar Khel in the Dera Ismail Khan district and kidnapped Asa Ram, his son and one Must. Jamma Bai. The villagers offered resistance and followed the raiders up to the border. In the fight the leader of the gang and one villager were killed. The kidnapped persons were subsequently released through the efforts of the Political authorities.	Political pressure was brought to bear on the tribe concerned as a result of which the kidnapped persons were released. Action under sections 512/87/88, Cr. P. C. has been taken against the offenders. Extra Police and Military have been posted in this area and Village Defence rifles have been issued to enable the villagers to defend themselves.
29	..	..	..	1	..	4	On the night of 15th August, 1937 a party of 60/70 transborder Bhattanis raided village Sheikh Auler. The raiders looted 8 houses, 11 shops, burnt one house and one shop and while retreating took away one Hindu, two boys and two girls with them to tribal territory. In tribal territory one Bhattani succeeded in	Ditto.

getting hold of the children with a view to their surrender to the Political authorities. A scuffle ensued in which the girls were thrown down a cliff and killed. The remaining kidnapped persons have since been released.

Ditto.

On the evening of 10th September, 1937 a gang of six armed dacoits, held up a lorry between Tank and Kullachi in the D. I. Khan District and kidnapped three Hindus and one Sikh. The Police, Frontier Constabulary and a detachment of Military pursued the raiders and held the likely routes in order to intercept the raiders, but to no effect. The kidnapped persons were subsequently released through the Political authorities.

A case was registered against the accused.

On the morning of 11th August 1937 one Adam Khan, who was employed to search for the tracks of raiders was kidnapped by four Bhattanis. He however managed to escape from the house of the accused and returned to British territory.

The case is still under investigation.

Must. Narai, wife of Lali Jan, caste Malizai of Sikandri Karuna, while she was working in the fields in the illaqua of Police Station Hoti, was kidnapped by Zewar Shah of the village aided by two other men. She

Mardan District.

STATEMENT II—concd.

Statements showing number of Hindus and Mohammedans kidnapped from the North-West Frontier Province to Tribal Territory, during the year 1937—concd.

Serial No.	Mohammedans.			Hindus.			Circumstances under which the outrage took place.	Steps taken.
	Men.	Women.	Children.	Men.	Women.	Children.		
1	2	3	4	5	6	7	8	9
33			1				<p>was sold for Rs. 200 to Harif, an Afridi, who helped Zewar Shah in the abduction. One day when she went to a well in village Aas Khel, Police Station Mattani, to fetch water, she met a Constable to whom she narrated her story. The Constable brought her to Police Station Mattani.</p> <p>A young girl Must. Badahagai, aged 16 years, was kidnapped to tribal territory by Ghulam Haider of Maneri Payan in the illaqua of Police Station Swabi, District Mardan, in March 1937. Ghulam Haider after sometime took her to Landi Kotal, where the information was passed to the Political authorities, who sent the girl back to Mardan.</p>	<p>The Police are investigating the case and the accused has been arrested.</p>
Total No. for 1937.	10	3	15	24	6	9		

**INDIAN DETENUS AND POLITICAL PRISONERS IN BURMA ON THE 31st MARCH, 1937.**

**THE HONOURABLE MR. R. M. MAXWELL** (Home Secretary): Sir, I lay on the table the information promised in reply to question No. 223 asked by the Honourable Mr. Hossain Imam on the 2nd October, 1937.

**A.—List of Indian detenues in Burma as they stood on the 31st March, 1937.**

No.	Name.	Home province.	Period of imprisonment.	Remarks.
1	K. Bhattacharjee	Chittagong, Bengal.	Arrested on 2-2-1931.	Committed to custody in jail under the Burma Criminal Law Amendment Act, 1931.
2	K. L. Mukherjee.	Dacca, Bengal]	Arrested on 2-2-1931.	Do.
3	S. K. Sen Gupta .	Chittagong, Bengal.	Arrested on 2-2-1931 and restricted to Bhamo. Put back to jail on 22-1-1932.	Do.
4	P. C. Barua .	Chittagong, Bengal.	Arrested on 2-3-1931.	Do.
5	N. B. Bairagi .	Do.	Arrested on 19-12-1933.	Do.
6	P. K. Mukherjee .	Faridpur, Bengal .	Arrested on 2-2-1931 and restricted to Bhamo. Put into prison on 20-11-1931.	Do.
7	A. N. De . .	Chittagong, Bengal (Domiciled in Burma).	Arrested on 8-10-1935.	Do.
8	H. Bhattacharjee	Chittagong, Bengal.	Arrested on 24-8-1934.	Do.
9	H. N. Chatterjee.	Howrah, Bengal .	Arrested on 1-11-1935.	Do.
10	D. C. Baul .	Noakhali, Bengal .	Arrested on 9-10-1935.	Do.

**N. B.**—There were no Indian prisoners convicted for political offences and confined in jails in Burma on the 31-3-1937.

**NUMBER OF WAGONS AND LOCOMOTIVES PURCHASED BY STATE-MANAGED RAILWAYS.**

**THE HONOURABLE SIR GUTHRIE RUSSELL** (Chief Commissioner for Railways): Sir, I lay on the table the information promised in reply to question No. 147 asked by the Honourable Mr. Hossain Imam on the 20th September, 1937.



Years.

Railway.	1924- 25.	1925. 26.	1926- 27.	1927- 28.	1928- 29.	1929- 30.	1930- 31.	1931- 32.	1932- 33.	1933- 34.	1934- 35.	1935- 36.	1936- 37.	Remarks.
Bengal Nagpur . . . . .	30	47	36	2	..	12	22	10	..	..	..	..	..	
Bombay, Baroda and Central India	14	..	..	..	28	8	14	8	..	..	..	..	..	
Eastern Bengal . . . . .	10	46	13	5	36	24	6	..	..	4	..	20	10	* Electric loco.
East Indian . . . . .	84	62	28	4	36	36	30	24	..	4	..	..	..	
Great Indian Peninsula . . . . .	..	..	..	6	*16	22	*21	10	..	..	..	..	..	
Madras and Southern Mahratta . . . . .	4	9	8	14	3	11	14	6	..	5	..	..	2	
North Western . . . . .	38	1	..	1	21	19	54	37	36	26	..	44	8	
South Indian . . . . .	..	..	..	8	3	10	..	3	6	..	3	..	7	
Assam Bengal . . . . .	..	..	..	17	3	14	4	..	2	..	3	..	11	
Bengal and North Western . . . . .	..	..	..	4	6	8	22	23	..	..	..	8	4	
Bombay, Baroda and Central India	12	17	13	14	17	18	24	13	15	13	10	7	6	
Eastern Bengal . . . . .	..	..	3	..	21	25	..	1	..	..	..	..	..	
Madras and Southern Mahratta . . . . .	..	14	9	..	22	23	5	11	19	6	..	..	..	
Rohilkund and Kumaon . . . . .	..	..	..	..	1	2	3	3	..	..	..	4	4	
South Indian . . . . .	..	2	..	16	20	5	20	6	..	..	..	5	..	
Bengal Nagpur . . . . .	4	..	1	..	..	..	4	..	..	..	..	..	..	
Bombay, Baroda and Central India	..	..	..	..	..	5	..	1	..	1	..	..	..	
Eastern Bengal . . . . .	..	..	..	1	..	..	..	..	3	..	..	2	..	
Great Indian Peninsula . . . . .	..	..	4	1	..	..	..	3	..	..	..	..	..	
North Western . . . . .	8	..	..	..	6	..	13	7	..	2	..	5	..	

# **RULES AND REGULATIONS REGULATING THE GRANT OF ALLOWANCES TO LITERATE FIREMEN EMPLOYED ON STATE-MANAGED RAILWAYS.**

**THE HONOURABLE SIR GUTHRIE RUSSELL** (Chief Commissioner for Railways): Sir, I lay on the table the information promised in reply to question No. 267 asked by the Honourable Rai Bahadur Lala Ram Saran Das on the 5th October, 1937.

*Extract from Rules regulating the grant of allowances to firemen on the E. I. R. (Applicable to staff appointed on or after the 18th September, 1930).*

9. *Mileage Allowance.*—An allowance of one day's pay will be made to all drivers and their firemen for each 100 miles run and to shunters and their firemen for eight hours' duty. This is over and above the substantive monthly pay, and covers all detentions under rests, etc., and night and day allowances.

9. (a) Drivers and firemen and others acting as running staff will be paid one-eighth of a day's pay for every extra hour they may be on duty with their engines after they have been continuously on duty for eight hours provided the delay to their engines is not due to any fault of the engine crews.

10. *Allowances for doing shed.*—Four hours or 50 miles are allowed for doing shed when engine crews perform this duty themselves. The allowance is payable to the whole of engine crews. But engine crews must only wash-out their engines when a special wash-out gang is not available.

11. *Duty in shed other than washing out.*—When an engine is laid up for repairs or from other reasons a man is "spare", he will be paid 50 miles in addition to his substantive pay, always provided he is booked to and attends at the shed daily for eight hours, so as to be available for any duty that may be required of him. When not required to attend the shed he shall receive only his substantive pay. It should be shewn in engine tickets whether crews booked spare, attended shed or not.

12. *Making over and taking over engines.*—Engine crews booked for shed to make over or to take over engines will be paid 50 miles overtime, provided they are on duty for not less than four hour.

13. *Attending joint enquiries, A. F. I. parades, A. F. I. camps, ambulance classes or law courts.*—When attending joint enquiries, except those held in connection with accidents for which they themselves are responsible, A. F. I. parades, A. F. I. camps, ambulance classes or law courts on railway business, drivers, shunters and firemen shall, for each day on which they may attend such duties, draw, in addition to their substantive pay, either the actual mileage, if any, which they would otherwise have earned or the average mileage of the link on which they were employed during the previous 30 days whichever is greater.

14. *Light or attached engines.*—Drivers and firemen of light or attached engines will be paid as if working trains.

15. *Travelling as passenger.*—When travelling as passenger on transfer except at their own request or on duties other than those enumerated in clause 12 above, drivers, shunters and firemen shall receive their substantive pay and an allowance of half the mileage travelled.

17. *Work on branch line or short run.*—Drivers and firemen working continuously for three days or over on branch lines or on short runs will be granted an allowance of 100 miles per diem plus actual mileage run, but the total of the miles run and the allowance must not exceed 120 miles per diem.

This rule does not apply when the actual mileage worked exceeds 120 miles per diem.

18. *Royal and Viceregal special trains.*—Drivers and firemen working Royal and Viceregal special trains or running as pilots in advance, will be allowed one day's pay extra.

23. *Drivers, shunters or firemen working as shed assistants.*—Drivers, shunters or firemen deputed to work in sheds for a period of eight hours or over will earn a day's pay as overtime.

*Note.*—Firemen when put to work as night assistant will be paid the minimum pay of a shunter, grade I or II as the case may be plus overtime as mentioned above.

24. *Ballast, relief or other engineering trains.*—The allowance for drivers and firemen working ballast or relief trains will be eight miles per hour from start to finish. Cleaners and lighters up will receive a daily allowance of Rs. 0-6-0 in addition to their substantive pay.

The above allowance will be paid only for days on which the train actually works for the Engineering Department. In regard to the above allowance, it will be open to the Divisional Superintendent to withhold them, either in whole or in part in the event of the staff referred to being reported for unsatisfactory working.

25. *Temporary transfer.*—Twenty per cent. increase of pay will be allowed to drivers, shunters and firemen when away from their homes on temporary transfer to other stations and this temporary increase will count for the calculation of mileage allowance.

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*Extract from Rules regulating the grant of allowances to literate firemen on the G. I. P. R.*

*Overtime allowance.*—When working on specified short trips, on ballast trains, and as engine turners, etc., firemen are paid for overtime worked on an hourly basis. Eight hours is treated as a working day, and all time worked in excess of eight hours per day is added together for the month, the overtime hours being converted into equivalent days and paid for at the substantive rate of pay per day calculated on their monthly rates of pay.

*Mileage allowance.*—This is paid on the actual miles worked in a month less the "exaction" miles as explained below. To cover substantive pay, a fixed number of miles per working day are deducted from the total actual miles worked in a month. The deduction is known as "exaction" and varies from 110 miles per working day to 25 miles per working day, with the further restriction that, in the case of firemen of mail and passenger trains, the "exaction" miles are reckoned only for 24 working days, and, in the case of goods train firemen for 26 working days in a month. The mileage is paid at rates varying from 7·3 pies per mile to 3·9 pies per mile according to the substantive pay of the fireman concerned. When a fireman's services are utilised on shunting duty, the hours worked are converted into miles at the rate of 8 miles per hour and paid for without deducting "exaction."

When detailed for duty not falling under the head "running duty", firemen are paid mileage allowance (in addition to their substantive pay) based on the average rate of mileage earned in a month by all running staff of their grades who are fixed on a particular link. A link comprises a regular number of running staff deputed to work particular services from one depot to another, such as a mail link, mail and passenger link, mixed train link, goods link, etc.

*Bhatta allowance.*—Firemen, when temporarily stationed to work at a depot away from their headquarters, are paid bhatta for the period they are retained at the outstation. Bhatta is paid at rates varying from six annas to 12 annas according to pay, and is in addition to overtime and mileage allowances. Bhatta is paid under the G. I. P. R. company's Rules for each night spent on duty away from home station, and under the State Railway Rules for absence (on duty) from home station for each period exceeding eight hours per day.

*Special daily allowance.*—In addition to overtime, mileage and bhatta allowances firemen are paid a special daily allowance at rates varying from 12 annas to Rs. 2 per day according to pay. This allowance is paid only when the men are sent away from their headquarters to work for over three days at other stations in case of emergency.

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*Extract from rules Regulating the grant of allowances to literate firemen on the N. W. R.*

Literate firemen on this Railway are in the normal course of duties granted, like all other members of the Loco. running staff, an allowance of one day's pay for each 100 miles run or eight hours duty shunting over and above their substantive pay, and, in addition, draw special overtime allowances applicable to certain localities as detailed below :—

*Delhi Division.*—When working on the K. S. R.—

Sixty-five per cent. increase of mileage actually run in the case of staff working passenger trains.

Seventy per cent. increase of mileage actually run in the case of staff working goods trains.

*Quetta Division.*—One-third increase in the mileage actually run.



**Rawalpindi Division.**—(a) Staff working on the Khyber Railway draw four times the normal mileage run beyond Jamrud, in addition to the actual mileage run.

(b) Staff headquartered at Rawalpindi working trains to and from Peshawar and Kohat Cantonment, draw 50 per cent. over and above the mileage actually run on Trans-Indus sections.

**Lahore Division.**—Staff working between Baijnath-Paprola and Joginder Nagar and between Baijnath-Paprola and Pathankot draw a 75 per cent. and 25 per cent. increase respectively on the actual mileage run.

*Extract from Rules regulating the grant of allowance to firemen appointed on or after 21st December, 1934, on the E. B. R.*

15. **Overtime.**—An allowance of one day's pay will be made to drivers and firemen for each 100 miles run with traffic trains, light engines or when acting as pilot to another driver or working on attached engines, but not with ballast engines. This allowance is in addition to substantive pay and covers all detentions, shunting at road-side stations and running time up to a total of 12 hours. For any time on duty over 12 hours 12½ miles will be allowed for every hour worked. This allowance will be in addition to the mileage run, but will not be paid when time is lost due to negligence on the part of the engine crew. Rest taken on the road should be deducted from the hours on duty.

18. **Mileage for shunters and firemen.**—The mileage for shunters and their firemen will be calculated at 12½ miles for each hour's work. This applies to all shunting and includes workshop pilots.

19. **Drivers and firemen working local trains.**—Drivers and firemen appointed before 21st December 1934, while working local trains other than trains on southern section, also drivers and firemen appointed after 21st December, 1934, while working all local trains as well as goods trains on the southern section only, will be given a mileage of 30 miles per day in addition to the actual mileage run. The Chief Mechanical Engineer will decide which trains are to be classed as locals for the purpose of this rule.

21. (a) **Ballast train working.**—The overtime allowance for stone ballast and material trains or light engines in connection with these will be calculated at the rate of ten miles for each hour's work covered by ballasting orders or in the case of light engines, for each hour's absence from the time of departure from shed to arrival at scene of work and *vice versa*. One hundred miles so earned will be reckoned as equal to one day's work, and this will be paid for as overtime in addition to substantive pay.

(b) **Lighting up.**—An overtime allowance of 12½ miles will be granted to drivers and firemen of ballast trains for lighting and banking fires when no steam-man is provided. In calculating time on duty as per rule 21 (a) the lighting up time should be excluded.

Firemen in class I booked to accompany ballast trains to light up and drop fire, etc., will be paid 75 miles overtime every day they are required to work as such.

**Note.**—Those men should, however, be booked for this work only in very exceptional circumstances and a remark explaining the necessity for such a booking should be made on the journal.

The engine crew of a ballast train will be paid for such work as per rule 21 (b).

Engine crews working stone trains on which two sets of crews are provided to work the trains by turn, one set of crews which remain spare on the train will be paid overtime at the rate of 50 miles for every eight hours as per rule 26.

22. **Continuous duty between trips.**—The time occupied in making two or more trips is counted as continuous duty for the purpose of calculating overtime as per rule 15 provided the fire is not dropped and the engine crew remain on duty during the interval between trips. Any shunting done during these intervals will not be paid for but must be covered by a shunting order.

23. **Shunting.**—The Traffic Department can claim the use of train engines 15 minutes before departure time and 15 minutes after arrival of trains, and drivers must be at the stations if required during these periods. For shunting done, an allowance of 12½ miles will be given for each hour or portion of an hour calculated as follows:—

Over 15 and under 30 minutes for 15 minutes,

Over 30 and under 45 minutes for 30 minutes,

Over 45 and under 60 minutes for 45 minutes, and so on.

Payment will be made only on the authority of a shunting order granted by the Traffic Department.

This allowance is not granted for shunting at way-side stations, this being covered by the mileage allowance as per rule 15. But shunting orders must be obtained in all such cases to allow of credit being given for the fuel consumption for any extra mileage.

For detentions in traffic goods yards, e.g., Sealdah, Naihati, etc., "Detention Memos" and not "Shunting Orders" should be issued.

24. *Coming on and off duty.*—Engine crews must come on duty 45 minutes before their engines are due to leave shed and must not book off duty till 15 minutes after arrival in shed. These periods are covered by their substantive pay.

26. *Drivers, spare.*—When drivers or firemen are spare and booked for shed duty due to their engines being under repairs or to any other cause they will be paid overtime at the rate of 50 miles for every eight hours they are booked to attend shed, provided they actually attend and are available for any duty required of them. When not so booked, they will be paid their substantive pay only.

28. (a) *Short branch or shuttle trains and trial engines.*—Engine crews working trial engines and relief trains and short branch or shuttle trains having a run of 60 miles or under but not local trains, will be paid at the rate of 12½ miles for each hour on duty while the engine is in steam under their charge or the actual mileage run, whichever is greater. The Locomotive, Carriage, and Wagon Superintendent will decide which trains are to be classed as short branch or shuttle trains for the purpose of this rule.

(b) Engine crews taking light engines from sheds to neighbouring stations for shunting purposes, or for working branch trains, shuttle trains, etc., should be paid as per rules 18 and 28 (a) according to the work on which they are employed.

30. *Trains working on two sections.*—When a train is worked from one section to another, overtime will be granted in accordance with the rules applying to the section on which the longer journey is made.

31. *Cancellation of trains.*—When a train is ordered and subsequently cancelled, after the engine crew have come on duty, three hours' overtime at the rate of 12½ miles per hour will be granted to the crew.

32. (a) *Detention to engines.*—In the event of a late start of over 15 minutes due to a load not being ready or to any other cause not attributable to neglect of duty on the part of the engine crews, the hours on duty will count for the purposes of calculating continuous duty towards overtime as from 15 minutes after the time the engine is booked to leave the shed. The detention must be covered by a detention memo granted by the Traffic Department.

(b) When an engine leaves with a different train to that for which it was originally booked the crew's hours of duty for the purposes of reckoning continuous duty for overtime shall be calculated as laid down in rule 32 (a) above.

33. *Turning and marshalling engines.*—Drivers, shunters, or firemen employed in locomotive yards turning and marshalling engines, shall be paid at the rate of 12½ miles per hour. Foremen should see that such duties are changed weekly or monthly.

34. (a) *Payment of Court attendance, etc.*—When attending joint enquiries, Law Courts on railway business, Auxiliary Force duty or military duty, etc., the running staff will be paid either actual mileage earned, if any, or average daily mileage earned calculated on the mileage of the previous month, whichever is greater, for each day they attend.

(b) *Attendance at ambulance classes.*—When attending ambulance lectures, the running staff will be allowed mileage for 50 miles in addition to the actual mileage earned, or average daily mileage calculated on the mileage of the previous month, whichever is greater, up to a maximum of five lectures in each course. In the event of any man being unfavourably reported on by the lecturer, he will forfeit his right to these allowances,

(c) *Attendance when travelling on duty as passenger.*—When travelling as a passenger to attend joint enquiries, Law Courts, etc., vide rule 34 (a) and (b), or on transfer, the running staff will be paid mileage as for the half mileage travelled, provided the mileage allowance mentioned in rule 34 (a) is not drawn for the same day.

35. *Royal, Viceregal, Governor of Provinces and Agent's Inspection Specials.*—Engine crews working such trains will be allowed 100 miles extra for each day in addition to the mileage earned as also the extra allowance admissible for working on Sundays, or on a holiday.

36. *Allowance to engine crews lent to other departments.*—Ballast train mileage at ten miles per hour will be allowed to engine crews when their services are lent to other departments.

44. *Temporary transfer*.—Twenty per cent. increase of pay will be allowed to drivers, shunters and firemen when away from their home stations on temporary transfer to any other station and they will receive overtime on the 20 per cent. increase of pay. Temporary transfer allowance will not be given for periods of transfer in excess of three months. Men whose transfer is made permanent within three months may draw this allowance up to the date their transfer is made permanent. Those who remain on temporary transfer for more than three months will draw the allowance for three months only.

*Note*.—Drivers, shunters and firemen sent to outstations to work a short branch and shuttle trains in the ordinary turn of duty will not be entitled to his allowance.

## MESSAGES FROM HIS EXCELLENCY THE GOVERNOR GENERAL.

THE HONOURABLE THE PRESIDENT: Honourable Members, I have four Messages to deliver to you from His Excellency the Governor General. They are as follows :

### RAILWAY BUDGET.

*"For the purposes of sub-section (1) of section 67A of the Government of India Act as set out in the Ninth Schedule to the Government of India Act, 1935, and in pursuance of rule 43 of the Indian Legislative Rules and of Standing Order 70 of the Council of State Standing Orders, I, Victor Alexander John, Marquess of Linlithgow, hereby appoint Monday, the 14th February, 1938, for the presentation to the Council of State, and Friday, the 18th February, 1938, for the General Discussion in the Council of State, of the statement of the estimated annual expenditure and revenue of the Governor General in Council in respect of Railways.*

(Sd.) LINLITHGOW,

New Delhi;

Viceroy and Governor General".

The 26th January, 1938.

### GENERAL BUDGET.

*"For the purposes of sub-section (1) of section 67A of the Government of India Act, as set out in the Ninth Schedule to the Government of India Act, 1935, and in pursuance of rule 43 of the Indian Legislative Rules and of Standing Order 70 of the Council of State Standing Orders, I, Victor Alexander John, Marquess of Linlithgow, hereby appoint Saturday, the 26th February, 1938, at 5-30 p.m., for the presentation to the Council of State, and Friday, the 4th March, 1938, for the General Discussion in the Council of State, of the statement of the estimated annual expenditure and revenue of the Governor General in Council in respect of subjects other than Railways.*

(Sd.) LINLITHGOW,

New Delhi;

Viceroy and Governor General".

The 26th January, 1938.

*"In pursuance of the provisions of sub-section (3) of section 67A of the Government of India Act, as set out in the Ninth Schedule to the Government of India Act, 1935, I hereby direct that the heads of expenditure specified in that sub-section, other than those specified in clause (v) thereof, shall be open to discussion by the Council of State when the budget for the year 1938-39 is under consideration.*

New Delhi;

(Sd.) LINLITHGOW,

Viceroy and Governor General".

The 2nd February, 1938.

## PANEL OF CHAIRMEN.

*"In pursuance of the provisions of sub-section (2) of section 63A of the Government of India Act, as set out in the Ninth Schedule to the Government of India Act, 1935, I, Victor Alexander John, Marquess of Linlithgow, hereby nominate the following Members of the Council of State to be on the Panel of Chairmen of the said Council of State :*

*In the first place, the Honourable Sir Phiroze Sethna ; in the second place, the Honourable Sir David Devadoss ; in the third place, the Honourable Sir Ramunni Menon ; and lastly, the Honourable Mr. Hossain Imam.*

(Sd.) LINLITHGOW,

Viceroy and Governor General".

New Delhi ;

The 11th February, 1938.

(The Messages were received by the Council, standing.)

## COMMITTEE ON PETITIONS.

THE HONOURABLE THE PRESIDENT : Under Standing Order 76 of the Council of State Standing Orders, I am required at the commencement of each session to constitute a Committee on Petitions consisting of a Chairman and four members. The following Members have at my request kindly consented to preside over and serve on the Committee. I accordingly have much pleasure in nominating as Chairman of the Committee the Honourable Raja Charanjit Singh and as members, the Honourable Sir A. P. Patro, the Honourable Sir Ramunni Menon, the Honourable Mr. P. N. Saprú and the Honourable Mr. R. H. Parker.

## CONGRATULATIONS TO RECIPIENTS OF HONOURS.

THE HONOURABLE THE PRESIDENT : It is now my pleasant privilege to offer congratulations of the Council and my own congratulations to Honourable Members of the Council of State who have been the recipients of Honours in the last New Year's Day Gazette. I have much pleasure in congratulating on your behalf our esteemed friend the Honourable Mr. J. A. Thorne who after many years of active and illustrious service in the Madras Presidency came to the Government of India and has risen by sheer hard work to a very high position in the Government of India. In the Council of State we have had the honour and privilege of having many non-official Members of very high attainments for several years and I may also remark that during the last few years we find also officials who have done distinguished service in the Madras Presidency translated to this Council. I think it is a great honour to this Council to have so many distinguished members from Madras coming up here, officials and non-officials.

The next case is the conferment of C.S.I. on our old friend Mr. A. J. Raisman. Mr. Raisman is not in this Council at present but we all know the excellent work he has done here several times. He has been a Member of this Council on more than one occasion and he acted at one time also as Secretary in the Finance Department and we all realise his merit and ability and we are all extremely pleased on the conferment of this high Honour on him.

[Mr. President.]

The next gentleman is Mr. M. W. Yeatts who also hails from the Madras Presidency and who is honoured with the distinguished title of C.I.E. He is also one of the hard-working civilians of the Madras Presidency and he has a great future before him.

As regards non-officials, we find the Honourable Sardar Buta Singh has been awarded the C.B.E., which he richly deserves. He has been for some time in this Council and has done his work very quietly and unostentatiously, yet he has done good work. I am also glad that the Honourable Nawabzada Khurshid Ali Khan, perhaps the youngest Member of this Council, has been awarded the distinction of M.B.E. His father was for many years a distinguished Member of the old Imperial Council as well as the first Council of State and I hope he will follow in the footsteps of his late worthy father.

THE HONOURABLE SARDAR BUTA SINGH: I am very grateful to you, Sir, and to the Members of the House for the very kind reference you have made about me.

THE HONOURABLE NAWABZADA KHURSHID ALI KHAN: Sir, I am extremely grateful to you for the very kind remarks you have made about me, which I most heartily reciprocate.

#### GOVERNOR GENERAL'S ASSENT TO BILLS.

SECRETARY OF THE COUNCIL: Sir, information has been received that His Excellency the Governor General has been pleased to grant his assent to the following Bills which were passed by the two Chambers of the Indian Legislature during the last session, namely:

The Petroleum (Berar Extension) Act, 1937.

The Rules and Regulations Continuance Act, 1937.

The Federal Court Act, 1937.

The Muslim Personal Law (Shariat) Application Act, 1937.

The Indian Tariff (Second Amendment) Act, 1937.

The Indian Securities (Amendment) Act, 1937.

The Indian Mines (Amendment) Act, 1937.

#### BILLS PASSED BY THE LEGISLATIVE ASSEMBLY LAID ON THE TABLE.

SECRETARY OF THE COUNCIL: Sir, in pursuance of rule 25 of the Indian Legislative Rules, I lay on the table copies of the following Bills which were passed by the Legislative Assembly at its meetings held on the 31st January, 1st, 3rd and the 7th February, 1938, namely:—

A Bill to repeal certain enactments.

A Bill further to amend the Indian Companies Act, 1913, for certain purposes.

A Bill to provide facilities for military manoeuvres and for field firing and artillery practice.

A Bill to amend the Child Marriage Restraint Act, 1929.

A Bill to amend the Durgah Khawaja Saheb Act, 1936.

A Bill further to amend the Destructive Insects and Pests Act, 1914, for certain purposes.

A Bill further to amend the Dangerous Drugs Act, 1930, for a certain purpose.

### MESSAGE FROM THE LEGISLATIVE ASSEMBLY.

**SECRETARY OF THE COUNCIL :** Sir, a message has been received from the Legislative Assembly. The message runs as follows :

"In accordance with the provisions of rule 36 (3) of the Indian Legislative Rules, I am directed to inform you that the amendments made by the Council of State in the Bill to consolidate and amend the law relating to the business of insurance were taken into consideration and agreed to by the Legislative Assembly at its meeting held on Tuesday, the 8th February, 1938, subject to further amendments as shown in the enclosed statement. A copy of the Bill as further amended by the Legislative Assembly is also enclosed herewith."

### DEATH OF SHEIKH MUSHIR HOSAIN KIDWAI.

**THE HONOURABLE THE PRESIDENT :** Honourable Members, it is with much sorrow that I inform the Council of the loss the Council has sustained by the death of one of their Honourable Members since we last met in Delhi. The Member who has now passed away is the Honourable Sheikh Mushir Hosain Kidwai, who was for many years a Member of this Council. He first joined the Council in 1931 and since then he has been on this Council for several years till he died on the 23rd December, 1937. Unfortunately, he could not attend the meetings of this Council as he was suffering from heart disease, and therefore we did not see much of him or much of his work in the Council. All the same we all regret his loss.

### PRESENTATION OF THE RAILWAY BUDGET FOR 1938-39.

**THE HONOURABLE SIR GUTHRIE RUSSELL** (Chief Commissioner for Railways) : Sir, I have the honour to present the statement of revenue and expenditure of the Governor General in Council in respect of Railways for the coming financial year. This is the ninth statement I have had the honour of presenting to this House and during this period of nine years Railways have met with varying fortunes. I am afraid that many of these statements have made depressing reading. This year, however, I think the Council, from the figures which I shall shortly place before them, will agree with me that we have more grounds for restrained optimism than we have had since the depression which started in the year 1930-31. Last year I estimated we would finish the year 1936-37 with a surplus of Rs. 15 lakhs. This turned out to be an underestimate and the final result was a surplus of Rs. 121 lakhs, which under the Convention then in force went towards the repayment of part of our debt to the Depreciation Fund. A pleasing feature of this surplus was that, while our gross earnings increased by 4½ crores, our working expenses actually fell by Rs. ½ crore, which I think Honourable Members will agree was a very creditable performance on the part of Railway Administrations.

[Sir Guthrie Russell.]

2. For the year 1937-38 I again budgeted for a surplus of Rs. 15 lakhs. We now anticipate that our surplus will be Rs. 283 lakhs, this after paying increased working expenses mainly due to the increase in the cost of coal and other stores, our full contribution to the Depreciation Fund and full interest charges. At one time there appeared to be prospects of a still greater surplus, but during the past two months our earnings have fallen considerably short of those of the previous year. These have, however, been consistently ahead of the year 1935-36. Honourable Members will expect me to give some details of how this estimated surplus of Rs. 283 lakhs has been arrived at. If our anticipations are fulfilled, our traffic receipts will be Rs. 94.25 crores, about Rs. 2½ crores better than for the year 1936-37 and Rs. 3½ crores better than our original budget estimate. Naturally, with an increase in traffic our working expenses have gone up both against the actuals for last year and also against our budget estimate. The increase against the former figure is estimated at Rs. 1.38 crores and against the latter at Rs. 79 lakhs. The result is that after meeting working expenses our net receipts are expected to be Rs. 1.08 crores better than last year. Our miscellaneous transactions should show a betterment of Rs. 15 lakhs with the result that we place our total net revenues for all State-owned Railways at Rs. 32.07 crores during the current year. Our interest charges will be Rs. 29.24 crores, 15 lakhs less than last year, leaving, as I have stated before, an anticipated surplus of Rs. 2.83 crores. This surplus will be credited to general revenues, as with the approval of the Legislature it has been decided that railway revenues should not be called upon to meet their liabilities as regards repayments to the Depreciation Fund or their arrears of contribution to general revenues for a period of 3 years. One noticeable feature of this year's working has been the steady increase in passenger earnings. During the first seven months of the year passenger miles increased by 10 per cent., thus fulfilling the prophecy that we made last year that the rise in goods earnings would be followed by a rise in passenger earnings. So far as goods traffic is concerned, for the first seven months there has been an increase of 9 per cent. in tonnage carried and 14 per cent. in ton miles.

3. The net expenditure on renewals and replacements chargeable to the Depreciation Fund is now expected to be Rs. 8.20 crores against a contribution to the Fund of Rs. 12.57 crores. This should make the actual balance at the end of the year Rs. 18.91 crores. The balance in the Depreciation Fund has been reduced to the extent of Rs. 1.48 crores which represents the balance in the Depreciation Reserve in respect of the Burma Railways, which was credited to the Burma Government on 1st April, 1937. It may be noted that at the end of 1937-38 the liabilities of railways to be met in subsequent years will amount to about Rs. 62½ crores of which about half represents the amount borrowed from the Depreciation Fund to meet deficits, and about half represents the contribution due to general revenues but unpaid from 1931-32 to 1937-38.

4. We now come to our budget estimate for the year 1938-39. As I think I have said on a previous occasion, this is the most difficult part of our task. It is extremely difficult to form an accurate estimate of what is going to happen this year which has under two months to run. It can, therefore, be imagined that it is still more difficult to make an estimate of what our earnings and working expenses are likely to be more than a year ahead. Though we do not take a pessimistic view of the future, we do not think we are justified in being too optimistic. To one who reads the daily newspapers it must be quite self-evident that some international complication, with which India has no connection whatsoever, may entirely upset any estimates we can make. In these

circumstances we have decided that it is not safe to place our budget at more than Rs. 94½ crores, our revised estimate for the current year. We anticipate that, owing to the increased price of stores, and more especially coal, our working expenses will increase to the extent of about Rs. ½ crore. Interest charges should be practically the same as in the current year. Our estimate, therefore, is that the net result of the year's working will be a surplus of Rs. 2.56 crores against a surplus of Rs. 2.83 crores in the current year. This surplus will be again paid to Central revenues as a contribution under the existing Convention. The appropriation to the Depreciation Fund during 1938-39 will be Rs. 12.57 crores and the withdrawals should be about Rs. 6.65 crores. The net accretion to the Fund during the year should, therefore, be about Rs. 6 crores and the balance at the end of the year over Rs. 24½ crores, a much more satisfactory position than during the years of deficit.

5. In previous years I have given figures to the House showing what dividends Railways would have paid on the assumption that they had been a private company. For the year 1932-33 the dividend payable would have been 2.8 per cent. This dividend has risen by progressive stages and for the year 1937-38 we estimate that we should have been in a position to declare a dividend of 4.3 per cent. and for the year 1938-39 we shall be in a position to declare a dividend of 4.2 per cent. This improved position is undoubtedly mainly due to the increased prosperity of the country. But the contribution of railways by a reduction of working expenses should not be lost sight of. The operating ratio including the contribution to the depreciation fund, operating ratio being the percentage of working expenses to gross receipts, will fall from 74.1 per cent. in 1932-33 to 65.9 per cent. in 1937-38, if our estimates prove correct. The figures for the operating ratio excluding depreciation will fall from 57.8 per cent. in 1932-33 to 52.6 per cent. estimated for 1937-38. It may be true that comparisons are odious, but they are very useful at times, and a comparison of these figures with similar figures for other railways throughout the world will show that Indian Railways have no need to be ashamed of themselves. This was actually acknowledged by the recent Railway Enquiry Committee.

6. I think this would be an appropriate moment at which to make some reference to the Report of the Railway Enquiry Committee, and from the interest which was taken in the debates during the Simla Session on this Report, both in this House and in the lower House, I feel sure that Honourable Members would desire me to say something about what action Government and the Railways have taken on the recommendations of the Report. There are some 100 important recommendations in the Report which deal with matters ranging from fencing of railway lines to the re-organization of the Commercial Department on Railways and matters which involve large financial issues. The Council will not, therefore, expect me to deal with each of these recommendations in detail: if I did, I am afraid we would be committed to an all-night sitting. I therefore propose to deal with the Report in general terms. But in doing this I wish to assure the Council that I have no desire to burke the issue. The Railway Board have prepared a statement showing the action which has been taken on the majority of the recommendations of the Committee and a copy of this will be placed in the Library of the House. This statement will be supplemented from time to time with further statements dealing with the results of our investigations and the action taken on the remaining recommendations with which, so far, it has not been possible to deal fully.



[Sir Guthrie Russell.]

7. Without implying any disrespect to the Committee, I would like to make it clear that action had already been taken on many of the recommendations of the Report, either as the result of the efforts of railway administrations themselves, or as a result of the recommendations of the Pope Committee. In fact, the Railway Enquiry Committee Report reinforces in many instances action already taken by Railways on their own initiative or on the recommendations of the Pope Committee. It may be of interest to Honourable Members to know that our certified savings due to the work done by "job analysis" on Railways are up to the end of 1936-37 Rs. 1½ crores and the cost of the machinery involved Rs. 11½ lakhs. One of the main recommendations of the Railway Enquiry Committee is that we should expand our job analysis machinery brought into operation as a result of the Pope Committee recommendations. This is necessary as it is quite clear that a very large number of the recommendations under consideration involve prior examination before a final decision can be arrived at as to their feasibility.

8. I think a fair summing up of the recommendations would be that the main theme of the Report, at least so far as the purely railway parts are concerned, is better service to the public. Sir Ralph Wedgwood and his colleagues quite readily admit that better service is going to cost money and they claim that the money will be money well spent if it is spent properly, and will make our railways more popular and increase our earnings, and, finally, enable us to run railway transport in a more economical way. It is because of the financial implications involved that we feel we have to move slowly. While admitting that better service may be necessary, we have to count the costs. In making their recommendations, I think, it is quite clear that the Committee recognised that the conditions in India were entirely different from those in Great Britain. Take one of the recommendations which is of great importance to the public, namely, that of speeding up of goods transport. In a highly industrialized country like Great Britain, this is a much simpler problem than in India. There can be few, if any, industrial centres in India between which full train loads can be run daily, and if we are going to give equal service, it may mean a drastic cutting of our train loads and increasing our train mileage. But, although we may not be able to go all the way, as in Great Britain, I think we can go part of the way, and, possibly, a goodly part. But it has to be borne in mind that an increase in train mileage may not be the only disadvantage. In India there are very long lengths of single line which have a limited spare capacity. Increasing the number of trains on these sections may entail the provision of a large number of additional crossing stations, if not actually doubling the line. It will also entail the provision of additional locomotive stock: the cost of these and other facilities may be prohibitive. Against these disadvantages, it has to be noted that the speeding up of transport does improve the turn-round of wagons, thus reducing the wagon stock required to handle a given volume of traffic. I think, therefore, it will be agreed that, before we depart from our existing policy of running heavy loads for the longest possible distance—the most economical method of operation—all the advantages and disadvantages of adopting the proposed new policy must be investigated. This is being done.

9. The Report devotes a considerable amount of attention to the question of the incivility of the staff and corruption. I know that all railways have tried experiments and are doing their utmost to root out these two evils. But to root them out entirely requires the co-operation of the general public. I can assure the Council that any cases of incivility or corruption which are

brought to the notice of Railway Administrations, with adequate proof, will be seriously dealt with, but we cannot deal with cases on mere hearsay—this would be unjust to our staff. The Railways of India will welcome any suggestions put forward by any members of the public or public bodies towards the removal of these two evils. I trust what I have said will assure the Council that a genuine attempt is being made by Railways to carry out the recommendations of the Railway Enquiry Committee wherever possible. I hope that, when Railway Budget day comes round next year, it will be possible to give some more details of the results of our investigation and the effect of adopting various recommendations of the Report.

10. Some time ago we set up, as part of our organisation in the Railway Board, a Central Standards Office. The main function of this organisation is to standardise Railway equipment and to investigate various problems connected with the use of materials and equipment on Railways. Financial considerations have prevented us from developing this branch of our organisation as rapidly as we should have liked, but nevertheless it has accomplished much valuable work since it was brought into existence. The Railway Enquiry Committee examined the work done by our Standards organisation in detail and testified to the ability of the staff and value of the work done. A large number of standard specifications have been framed, and many items of our equipment such as wagons, points and crossings, plate girders, permanent way materials, vacuum brake gear, and signalling equipment, etc., have been standardised.

11. Apart from the advantages the Railways obtain from standardisation in the form of reduction in first cost and maintenance charges, the industrial development of the country has been greatly assisted, and we are now able to obtain a large part of our requirements from manufacturers in India instead of having to import them from abroad. Since its inception, our Standards Office has worked in close collaboration with the Indian Stores Department, and on the recommendations of the Railway Enquiry Committee we are now actively considering in consultation with that Department, what further steps can be taken to extend our research organisation, as we believe that considerable advantage can be obtained from a properly designed scheme of co-ordinated research into the use and application of materials and methods under railway working conditions.

12. One of our great difficulties during the past year has been a shortage of coal supplies from the market largely due to the shortage of labour especially in the Raneeunge and Jheria coal-fields. The actual shortage at the end of December 1937 amounted to about 5½ lakh tons for State-managed railways only. The Council will understand how grave the situation was when I say that at one time certain railways were down to a week's supply of coal. The situation was only saved by railways, which were better off, diverting their normal supplies to railways whose stocks were depleted, and by an increase in the raisings from State-owned railway collieries. But for this, traffic would undoubtedly have had to be seriously restricted with its repercussions on trade and industry. The output from State-owned railway collieries for 1937-38 is estimated at about 38 lakh tons against about 28½ lakh tons for the year 1936-37. To attain these figures it has been necessary to collect a larger labour force and to spend a certain amount of additional capital. This being so, I am sure the Council will agree that it is our duty during 1938-39 to maintain the raisings from State-owned railway collieries at considerably above the level of 1936-37, apart altogether from the necessity of ensuring that our coal supplies will be ample to deal with all the traffic offering without restriction.

[Sir Guthrie Russell.]

13. One other matter of interest which I would like to mention is the setting up of additional machinery for the prevention of disputes on railways. The question had been under consideration for some time and has been examined in the light of the observations and recommendations made by the Royal Commission on Labour and the views expressed by the All India Railwaymen's Federation. A Conciliation Officer has been appointed with headquarters at Calcutta, as an experimental measure for a period of one year in the first instance. His duties will be to establish contact with the administrations of the East Indian and Eastern Bengal Railways and the Company-managed Railways having their headquarters at Calcutta, who have been invited to avail themselves of his services, with the trade unions catering for employees of these railways and with Area Committees, Workshop Staff Committees, Welfare Committees, Railway Councils and any other bodies directly concerned in relations between the administrations and their employees. The Conciliation Officer will be responsible, in connection with any actual or threatened trade disputes, for endeavouring to bring the parties to a settlement and will, at other times, use his good offices to maintain harmonious relations. When the Conciliation Officer has organised his work, the Government of India propose to set up an Industrial Advisory Board which will consist of a Chairman and two members who will be selected by the Chairman as occasion requires from panels appointed by the Government of India. The Industrial Advisory Board will deal with any disputes referred to it by the Conciliation Officer. Their decision would normally take the form of a report to the Railway Board or the Agent of the railway concerned, with recommendations where necessary, copies of the findings being supplied to both parties. Sir Zahid Suhrawardy has agreed to serve as Chairman of the Board and Lt.-Col. H. W. Wagstaff, M. C., R.E., until recently Supervisor of Railway Labour, has been selected and appointed as Conciliation Officer. Lt.-Col. Wagstaff took over charge of his duties as Conciliation Officer from 6th December, 1937.

14. I shall now turn to our expenditure under Capital and from the Depreciation Fund. During 1937-38 we expect to spend Rs. 8.40 crores, of which Rs. 20 lakhs will be chargeable to Capital and the balance to the Depreciation Fund. From these figures it will be clear to Honourable Members that we have concentrated on the renewal of wasting assets and the keeping of our property in order. No new works of any magnitude have been started, though I would mention the opening on 6th December, 1937 of King George VI Bridge across the Meghna River on the Assam Bengal Railway. The completion of this bridge does away with the annoying delays caused by a passenger and wagon ferry and will speed up communications between the various parts of Eastern Bengal and Assam. I believe I am correct in saying that this is the largest bridge opened in the Empire during the Coronation year. It was built almost entirely from Indian material with Indian labour and it is a proof that India with her vast resources is rapidly becoming self-supporting so far as works of this description are concerned. During the year we have also sanctioned the survey and preparation of an estimate for a bridge across the Brahmaputra River between Pandu and Amingaon on the metre-gauge system of the Eastern Bengal Railway. If this bridge is built it will do away with another passenger and wagon ferry and generally speed up communications. In fact, with the completion of this link there will be a continuous metre-gauge connection between Northern Assam and as far west as Hyderabad Sind Ahmedabad and the Kathiawar States. Our new works programme for 1938-39 provides for a total expenditure of Rs. 12 $\frac{3}{4}$  crores of which Rs.  $\frac{3}{4}$  crore will

be met from stores in stock and the balance of Rs. 12 crores will be further reduced to Rs. 11 crores by a credit for material returned from works. Though our estimated expenditure is Rs. 11 crores, we are, following the precedent of past years and, on the advice of the Public Accounts Committee, only budgeting for an expenditure of Rs. 9·40 crores, as we have found that normally there are unforeseen delays in the completion of works with a consequent reduction in expenditure. Of this expenditure of Rs. 9·40 crores, Rs. 2·75 crores will be a debit to Capital and Rs. 6·65 crores to the Depreciation Fund.

15. Our programme this year includes Rs. 55 lakhs for the construction of three new lines in Sind. These are the Sind Right Bank Feeders from Larkana to Jacobabad involving the purchase and conversion to broad-gauge of the existing narrow gauge line from Larkana to Dodapur. The total cost of this line, including the purchase of the narrow gauge, is estimated at Rs. 86 lakhs, of which Rs. 45 lakhs will probably be required in 1938-39. The other two lines referred to are the Khadro-Nawabshah and Pithoro-Thandu-Mitha-khan Railways. All these railways are required for the transport of the produce expected from the development of the Lloyd Barrage project.

16. As will, I think, be clear from the division of expenditure between Capital and the Depreciation Fund, we are again concentrating on the rehabilitation of our assets and the keeping of our property in order. A considerable sum, about Rs.  $\frac{3}{4}$  of a crore, is being spent on the renewal of bridges, an essential item of expenditure if we are to meet the needs of traffic. We also propose to spend Rs. 91 lakhs on the improvement of traffic facilities, such as remodeling of stations. These are, again, essential works if we are to improve and speed up our services. They are in practically all cases a necessary corollary to the acceptance of certain of the recommendations of the Railway Enquiry Committee. There are four works of special interest. I refer to the remodelling of the Jhansi and Dhond locomotive sheds on the Great Indian Peninsula Railway and similar works at Bitragunta and Rajahmundry on the Madras and Southern Mahratta Railway. All these works are being included with the definite object of improving our locomotive utilisation. Some years ago the Bhusaval locomotive shed on the Great Indian Peninsula Railway was modernized with the result that on the Bhusaval passenger and mail link the train mileage of locomotives has been increased from about 6,500 miles to 8,500 miles per mensem. To show what pooling of locomotives will do, the Great Indian Peninsula Railway has been able to reduce its locomotive stock by 462 locomotives within 14 years, or 47 per cent. of the total stock. The two works I have referred to on the Great Indian Peninsula Railway will enable us to effect a further reduction of 28 locomotives.

17. We have also not lost sight of the necessity of providing additional amenities for passengers, mostly our third class passengers, and on this we are spending about Rs. 21 lakhs.

18. A considerable number of locomotives are approaching the end of their useful lives; so, in order that we may be in a position to purchase the types of locomotives most suitable to our requirements, when the time comes, we have ordered a certain number of experimental types. These will be fully tried out before any extensive purchases are made. On our coaching stock we are spending Rs. 152 lakhs, of which sum about Rs. 58 lakhs will go towards the renewal of inter and third class carriages. The actual figures are 197 broad-gauge units and 109 metre-gauge units. These new coaches will incorporate many of the features of the model third class coach approved of by the Central Advisory Council two or three years ago. On goods stock we are spending

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about Rs. 1½ crores, of which Rs. 1½ crores is for the renewal of general service wagons.

19. Put shortly, our Capital and Depreciation Fund programme may be divided roughly into the following main heads :—

	Rs.
Track renewals . . . . .	4 crores.
Bridge works . . . . .	½ crore.
Other structural works (including Rs. 23 lakhs for reconstruction works at Quetta) . . . . .	3 crores.
Rolling Stock . . . . .	4½ crores.

20. Before I sit down, I would like to bring to the notice of the Council the services which have been rendered to India by the Agents, officers and the staff on the railways. Though, as I have already said, the present better position of railways is undoubtedly mainly due to greater prosperity throughout the country, the railways themselves have played no mean part and spared no pains to reduce expenditure. Had it not been for the great efforts made during the years of depression, I question very much if we would have been in a position to estimate for a surplus this year and budget for a surplus next year. It has to be remembered that every rupee saved means a rupee added to the net earnings or to our surplus. (Applause.)

#### STANDING COMMITTEE FOR THE DEPARTMENT OF EDUCATION, HEALTH AND LANDS.

THE HONOURABLE KUNWAR SIR JAGDISH PRASAD (Education, Health and Lands Member) : Sir, I move :

“ That this Council do proceed to elect, in such manner as the Honourable the President may direct, two non-official Members to serve on the Standing Committee to advise on subjects, other than ‘ Indians Overseas—Emigration ’ and ‘ Haj Pilgrimage ’, dealt with in the Department of Education, Health and Lands.”

The Motion was adopted.

#### STANDING COMMITTEE FOR THE DEPARTMENT OF COMMERCE.

THE HONOURABLE SIR MUHAMMAD YAKUB (Commerce and Labour Member) : Sir, I move :

“ That this Council do proceed to elect, in such manner as the Honourable the President may direct, two non-official Members to serve on the Standing Committee to advise on subjects in the Department of Commerce.”

Sir, this Committee is constituted annually and consists of two non-official Members from this House and three from the Legislative Assembly. The life of the existing Committee will expire on the 1st March, 1938, but I have brought this Motion now with a view to avoid the interregnum between the existing and the new Committee. I may add that the new Committee will function from the 2nd March this year.

The Motion was adopted.

**THE HONOURABLE THE PRESIDENT :** With reference to the two Motions which have just been adopted by the Council, I have to announce that nominations to each of the two Committees will be received by the Secretary up to 11 A.M. on Thursday, the 17th February, 1938 and the dates of election, if necessary, will be announced later.

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STATEMENT OF BUSINESS.

**THE HONOURABLE KUNWAR SIR JAGDISH PRASAD (Leader of the House) :** Sir, with your permission I propose that on Thursday, the 17th instant, the following business may be taken up :

(1) Consideration of the further amendments made by the Legislative Assembly in the Insurance Bill.

(2) Motions for the consideration and passing of the following Bills :

The Repealing Bill,

The Indian Companies (Amendment) Bill, and

The Dangerous Drugs (Amendment) Bill.

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The Council then adjourned till Eleven of the Clock on Thursday, the 17th February, 1938.

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