

8th August 1938

# THE LEGISLATIVE ASSEMBLY DEBATES

(Official Report)

---

Volume IV, 1938

*(8th August to 25th August, 1938)*

---

## EIGHTH SESSION OF THE FIFTH LEGISLATIVE ASSEMBLY, 1938



PUBLISHED BY THE MANAGER OF PUBLICATIONS, DELHI.  
PRINTED BY THE MANAGER, GOVERNMENT OF INDIA PRESS, SIMLA.  
1938

# Legislative Assembly.

## *President :*

THE HONOURABLE SIR ABDUR RAHIM, K.C.S.I.

## *Deputy President :*

MR. AKHIL CHANDRA DATTA, M.L.A.

## *Panel of Chairmen :*

MR. S. SATYAMURTI, M.L.A.

DR. SIR ZIAUDDIN AHMAD, C.I.E., M.L.A.

SIR H. P. MODY, K.B.E., M.L.A.

MR. A. AIKMAN, C.I.E., M.L.A.

## *Secretary :*

MIAN MUHAMMAD RAFI, BAR.-AT-LAW.

## *Assistants of the Secretary :*

MR. M. N. KAUL, BAR.-AT-LAW.

KHAN SAHIB S. G. HASNAIN, B.A. (upto 15th August, 1938).

RAI BAHADUR D. DUTT (from 16th August, 1938).

## *Marshal :*

CAPTAIN HAJI SARDAR NUR AHMAD KHAN, M.C., I.O.M., I.A.

## *Committee on Petitions :*

MR. AKHIL CHANDRA DATTA, M.L.A., *Chairman.*

MR. A. AIKMAN, C.I.E., M.L.A.

MR. M. S. ANEY, M.L.A.

SYED GHULAM BHIK NAIRANG, M.L.A.

MR. N. M. JOSHI, M.L.A.

# CONTENTS.

VOLUME IV.—8th August to 25th August, 1938.

	PAGES.		PAGES.
MONDAY, 8TH AUGUST, 1938—		TUESDAY, 9TH AUGUST, 1938—	
Members Sworn . . . . .	1—2	Starred Questions and Answers . . . . .	145—91
Starred Questions and Answers . . . . .	2—40	Unstarred Questions and Answers . . . . .	191—92
Unstarred Question and Answer . . . . .	40—41	Motions for Adjournment <i>re</i> —	
Statements laid on the Table . . . . .	42—109	Condition of Indian Labour in Malaya—Ruled out of Order . . . . .	193
Motion for Adjournment <i>re</i> appointment of a Non-Indian as Superintendent of Insurance—Negatived . . . . .	109—14, 123—44	Recommendations of the Wedgwood Committee—Held over . . . . .	194—96
Governor General's assent to Bills . . . . .	114	Publication of the Report of the Tariff Board on Sugar Industry—Ruled out of order . . . . .	196—98
Statements laid on the Table <i>re</i> —		Increase in the Indian Defence Charges—Adopted . . . . .	198, 224—46
Net Earnings of certain newly constructed Railway lines . . . . .	114—19	The Control of Coastal Traffic of India Bill—Recommitted to Select Committee . . . . .	198—207
Notification prohibiting the emigration of Unskilled Labourers from the Madras Presidency to Malaya . . . . .	120	The Code of Criminal Procedure (Amendment) Bill (Amendment of section 167)—Referred to Select Committee . . . . .	207—24
The Motor Vehicles Bill—Presentation of the Report of the Select Committee . . . . .	120	WEDNESDAY, 10TH AUGUST, 1938—	
The Criminal Law Amendment Bill—Introduced . . . . .	120	Starred Questions and Answers . . . . .	247—93
The Indian Cotton Cess (Amendment) Bill—Introduced . . . . .	120—21	Unstarred Question and Answer . . . . .	293
The Indian Emigration (Amendment) Bill—Introduced . . . . .	121	Statements laid on the Table . . . . .	293—96
The Indian Aircraft (Amendment) Bill Introduced . . . . .	121	Motions for Adjournment <i>re</i> —	
The Indian Oaths (Amendment) Bill—Appointment of Mr. N. A. Faruqi to the Select Committee . . . . .	121	Recommendations of the Wedgwood Committee—Not moved . . . . .	297
The Prevention of Cruelty to Animals (Amendment) Bill—Referred to Select Committee . . . . .	122	Arrest of a British Subject by the Dewan of Tehri State—Disallowed . . . . .	297—99
		Resolution <i>re</i> appointment of an Enquiry Committee for the Broadcasting Department—Negatived . . . . .	300—42

	PAGES.		PAGES.
<b>FRIDAY, 12TH AUGUST, 1938—</b>		<b>TUESDAY, 16TH AUGUST, 1938—</b>	
Starred Questions and Answers . . . . .	343—81	Starred Questions and Answers . . . . .	529—65
Unstarred Question and Answer . . . . .	381	Unstarred Question and Answer . . . . .	565—66
Short Notice Questions and Answers . . . . .	382—86	Statement laid on the Table . . . . .	566—67
Motions for Adjournment <i>re—</i> Situation in Waziristan— Consent withheld by Governor General . . . . .	386	The Criminal Law Amendment Bill—Discussion on the motions to consider and to circulate not concluded . . . . .	567—611
Sir Philip Chetwode's reflections on Indian Officers in the Indian Army—Disallowed by the Governor General . . . . .	386	<b>WEDNESDAY, 17TH AUGUST, 1938 —</b>	
Government's refusal to answer certain questions—Disallowed . . . . .	386—89	Starred Questions and Answers . . . . .	613—50
Motion <i>re</i> Report by the Honourable Sir John Thom on the cause of the Railway Accident near Bihta—Adopted as amended . . . . .	389—427	Unstarred Questions and Answers . . . . .	650—52
Demand for Supplementary Grant in respect of Railways . . . . .	427—34	Panel on Chairmen . . . . .	652
<b>MONDAY, 15TH AUGUST, 1938—</b>		Committee of petitions . . . . .	652
Member Sworn . . . . .	435	The Criminal Law Amendment Bill—Discussion on the motions to consider and to circulate not concluded . . . . .	652—98
Starred Questions and Answers . . . . .	435—78	<b>MONDAY, 22ND AUGUST, 1938—</b>	
Unstarred Question and Answer . . . . .	478	Members Sworn . . . . .	699
Statements laid on the Table . . . . .	478—82	Starred Questions and Answers . . . . .	699—738
Election of two Members to the Central Advisory Board of Education in India . . . . .	482	Short Notice Questions and Answers . . . . .	738—43
The Commercial Documents Evidence Bill—Appointment of certain Members to the Select Committee . . . . .	482	Statements laid on the Table . . . . .	743—45
The Indian Tea Cess (Amendment) Bill—Introduced . . . . .	483	Motions for Adjournment <i>re—</i> Government of India's refusal to amend certain Pension rules—Disallowed . . . . .	745
The Employment of Children Bill—Introduced . . . . .	483	Breaches on the East Indian Railway Lines in the District of Murshidabad in Bengal—Ruled out of order . . . . .	745—46
The Employers' Liability Bill—Introduced . . . . .	483	Election of two Muslim Members to the Standing Committee on Pilgrimage to the Hedjaz . . . . .	746
The Criminal Law Amendment Bill—Discussion on the motions to consider and to circulate not concluded . . . . .	483—528	The Criminal Law Amendment Bill—Discussion on the motions to consider and to circulate not concluded . . . . .	746—89



	PAGES.		PAGES.
<b>TUESDAY, 23RD AUGUST 1938—</b>		<b>WEDNESDAY, 24TH AUGUST, 1938</b>	
Starred Questions and Answers . . . . .	791—838	— <i>contd.</i>	
Short Notice Questions and Answers . . . . .	838—40	Statement by the Honourable the Finance Member <i>re</i> the deletion of a reply to a supplementary question	924
Unstarred Question and Answer . . . . .	840	The Criminal Law Amendment Bill—Passed as amended .	924—55
Election of Members to the Central Advisory Board of Education . . . . .	840	The Motor Vehicles Bill— Discussion on the motions to consider and to circu- late not concluded . . .	956—69
The Criminal Law Amendment Bill—Discussion on the motion to pass not con- cluded . . . . .	841—78	<b>THURSDAY, 25TH AUGUST, 1938—</b>	
<b>WEDNESDAY, 24TH AUGUST, 1938—</b>		Starred Questions and Answers . . . . .	971— 1011
Starred Questions and Answers . . . . .	879—922	Unstarred Question and Answer . . . . .	1011—12
Short Notice Question and Answer . . . . .	922—24	The Motor Vehicles Bill—Dis- cussion on the motions to consider and to circulate not concluded . . . . .	1012—51

# THE LEGISLATIVE ASSEMBLY DEBATES

(OFFICIAL REPORT OF THE EIGHTH SESSION OF THE  
FIFTH LEGISLATIVE ASSEMBLY.)

---

---

VOLUME IV—1938.

---

---

## LEGISLATIVE ASSEMBLY.

*Monday, 8th August, 1938.*

---

The Assembly met in the Assembly Chamber in Simla, at Eleven of the Clock, being the First Day of the Eighth Session of the Fifth Legislative Assembly, pursuant to Section 63-D (2) of the Government of India Act, as set out in the Ninth Schedule to the Government of India Act, 1935. Mr. President (The Honourable Sir Abdur Rahim, K.C.S.I.), was in the Chair.

---

### MEMBERS SWORN.

The Honourable Sir Muhammad Zafrullah Khan, K.C.S.I. (Member for Commerce and Labour) ;

The Honourable Mr. Andrew Gourlay Clow, C.S.I., C.I.E. (Member for Railways and Communications) ;

The Honourable Sir Manmatha Nath Mukerji (Law Member) ;

Sri K. B. Binaraja Hegde M.L.A. (West Coast and Nilgiris : Non-Muhammadan Rural) ;

Shaikh Rafiuddin Ahmad Siddiquee, M.L.A. (Chittagong Division : Muhammadan Rural) ;

Mr. Hugh Stuart Town, M.L.A. (Nominated Non-Official) ;

Mr. Percival R. Damzen, M.L.A. (Nominated Non-Official) ;

Mr. John Bartley, C.I.E., M.L.A. (Government of India : Nominated Official) ;

Mr. Arthur Eric Tylden-Pattenson, M.L.A. (Government of India : Nominated Official) ;

( 1 )

- Mr. Kenneth Grant Mitchell, C.I.E., M.L.A. (Government of India : Nominated Official) ;
- Mr. Joseph Ernest Parkinson, C.I.E., M.L.A. (Government of India : Nominated Official) ;
- Mr. Ghulam Muhammad, M.L.A. (Government of India : Nominated Official) ;
- Mr. Ratan Mohan Chatterjee, M.B.E., M.L.A. (Government of India : Nominated Official) ;
- Mr. Harry Ronson, M.L.A. (Government of India : Nominated Official) ;
- Mr. Nasir Ahmad Faruqi, M.L.A. (Government of India : Nominated Official) ;
- Mr. Basanta Kumar Mukharji, M.L.A. (Bengal : Nominated Official) ; and
- Khan Bahadur Shaikh Nur Muhammad, M.L.A. (Punjab : Nominated Official).
- 

## STARRED QUESTIONS AND ANSWERS.

### (a) ORAL ANSWERS.

#### DERAILMENT OF THE PUNJAB MAIL ENGINE NEAR MADHUPUR.

1. **\*Sardar Mangal Singh** : Will the Honourable Member for Railways please state :

- (a) whether an XB engine was used on the Punjab Mail train which was derailed recently near Madhupur ;
- (b) whether Government have received the copy of the report of the enquiry conducted by Mr. J. A. Bell, Agent of East Indian Railway ;
- (c) whether the report of the Senior Government Inspector, who held the enquiry, has also been received ;
- (d) the action taken by Government on these reports ; and
- (e) whether there is any foundation for believing that the accident was due to sabotage ?

**The Honourable Mr. A. G. Clow** : (a) No.

(b) No formal report has been submitted by Mr. Bell.

(c) Yes. A copy of the report was issued as a Press Note by the Principal Information Officer, Government of India, on the 28th June, 1938.

(d) Apart from the grant of compensation, such action as is called for is a matter for the police.

(e) Yes : the report states that " there can be no doubt that the derailment was caused by the wilful removal of a rail ".

**Sardar Mangal Singh :** What kind of engine was used ?

**The Honourable Mr. A. G. Clow :** I do not know the kind of engine which was used. It was not one of their " X " class.

**Pandit Lakshmi Kanta Maitra :** Did the Agent, East Indian Railway, hold this enquiry on his own initiative or was he asked by the Government of India to hold the enquiry referred to in the question.

**The Honourable Mr. A. G. Clow :** The enquiry was held by the Senior Government Inspector in accordance with the normal procedure.

**Pandit Lakshmi Kanta Maitra :** I understood the Honourable Member to say that he did not receive any report from the Agent, East Indian Railway, who held some sort of enquiry. I want to know from the Honourable Member whether the Agent held the enquiry himself on his own initiative or in pursuance of some instructions issued by the Government of India ?

**The Honourable Mr. A. G. Clow :** The Agent did not conduct the enquiry ; it was conducted by the Senior Government Inspector attached to the Railway Board.

**Pandit Lakshmi Kanta Maitra :** So the East Indian Railway never held an enquiry of any kind on their own initiative ?

**The Honourable Mr. A. G. Clow :** The Agent examined the matter and sent a demi-official letter to the Railway Board. But the duty of holding a formal enquiry devolves on the Senior Government Inspector who is independent of the railway.

**Mr. Brojendra Narayan Chaudhury :** Was this sabotage done by outsiders or by people connected with the railways ?

**The Honourable Mr. A. G. Clow :** I should very much like to know who did it.

**Mr. Brojendra Narayan Chaudhury :** There is the general belief by the Railway Inspector that this was sabotage.

Have Government any detailed belief that this must have been done not by outsiders but by the railway people ?

**The Honourable Mr. A. G. Clow :** I should welcome any information which would show who the miscreants were.

**Mr. N. M. Joshi :** May I know whether the Report of the Senior Inspector will be published or has been published ?

**The Honourable Mr. A. G. Clow :** As I said in reply to part (c), it was published with a press note by the Principal Information Officer.

**Mr. Sri Prakasa :** In view of the fact that even with regard to the Bihta disaster, the railway authorities thought that it was due to sabotage, will Government consider the advisability of having further enquiries of an independent nature in this matter also just as they had with regard to Bihta ?

**The Honourable Mr. A. G. Clow :** The Senior Government Inspector did not report in the Bihta case that it was due to sabotage.

**COUNTRIES WITH CONSULS OR TRADE COMMISSIONERS APPOINTED BY THE GOVERNMENT OF INDIA.**

2. **\*Sardar Mangal Singh :** Will the Foreign Secretary please state the names of the countries where Consuls or Trade Commissioners have been appointed by the Government of India ?

**Sir Aubrey Metcalfe :** This question should have been addressed to the Honourable Member for Commerce and Labour.

**RESTRICTIONS ON THE COMMERCIAL ACTIVITIES OF INDIAN MERCHANTS IN CHINESE TURKISTAN.**

3. **\*Sardar Mangal Singh :** Will the Foreign Secretary please state :

- (a) whether the Government of India had invited the attention of the Government of Chinese Turkistan to the hardships of the Indian merchants ; and
- (b) whether there are still any restrictions imposed upon the commercial activities of the Indian merchants ?

**Sir Aubrey Metcalfe :** (a) Yes.

(b) Yes. Despite the representations made by His Majesty's Consul General in this matter to the Sinkiang authorities, Government regret to learn that an unofficial boycott of Indian merchants still persists and certain restrictions on travellers are still in force.

**Mr. T. S. Avinashilingam Chettiar :** May I know whether any restrictions have been removed ?

**Sir Aubrey Metcalfe :** Some restrictions have been removed. This reply was prepared some weeks ago when the question first came in, and I am now glad to be able to inform the House that the situation has definitely improved since this reply was prepared.

**Mr. T. S. Avinashilingam Chettiar :** Will the Honourable Member please place on the table of the House the additional information that he has received ?

**Sir Aubrey Metcalfe :** I have given the additional information such as it is.

It is nothing very definite. There is a general improvement in the situation so far as Indian traders are concerned.

**Mr. T. S. Avinashilingam Chettiar :** May I know whether the Government are pursuing the matter further or whether, being satisfied with what they have done, they are keeping quiet.

**Sir Aubrey Metcalfe :** They are certainly pursuing the matter with all the energy at their command.

**Mr. Mann Subedar :** What were the steps taken by the Government of India in this connection ?

**Sir Aubrey Metcalfe :** Strong representations were made by His Majesty's Consul stationed at Kashgar to the local administrative authorities.

**Pandit Lakshmi Kanta Maitra :** Can the Honourable Member give us some idea of the nature of these restrictions ?

**Sir Aubrey Metcalfe :** I have already given those before. There was a boycott carried on against Indian traders by which nobody bought goods from them. Other restrictions were on travel permits to those who wished to use the Leh route.

#### REFRESHMENT CARS ON STATE RAILWAYS.

**4. \*Mr. T. S. Avinashilingam Chettiar :** Will the Honourable Member for Railways state :

- (a) the number of refreshment cars which supply English food on State-owned Railways ;
- (b) the number of men who have used those cars in the last financial year ;
- (c) the money spent on those cars ;
- (d) the number of refreshment cars that supply Indian food on State-owned Railways ;
- (e) the number of men that have used those cars in the last financial year ; and
- (f) the money spent on those cars ?

**The Honourable Mr. A. G. Clow :** I would refer the Honourable Member to the reply given to his question No. 1033, asked on his behalf by Mr. B. B. Varma, on the 28th March, 1938. Some little difficulty has been experienced in the compilation of the information that was promised, but I hope to be able to lay a statement on the table shortly.

**Mr. T. S. Avinashilingam Chettiar :** The answer that was given to the last question was that they would collect the information ?

**The Honourable Mr. A. G. Clow :** That was so.

**Mr. T. S. Avinashilingam Chettiar :** What is the point in my being referred to that answer ? The Government ought to have collected the information by this time ?

**The Honourable Mr. A. G. Clow :** It has been collected from most of the railways, but the particulars with regard to one railway are still awaited to complete the information.

**Mr. T. S. Avinashilingam Chettiar :** When does the Honourable Member expect to place it on the table of the House ?

**The Honourable Mr. A. G. Clow :** Shortly.

**Prof. N. G. Ranga :** Is there any proposal to increase the number of refreshment rooms supplying food to Indians ?

**The Honourable Mr. A. G. Clow :** I want notice of that question.

**Mr. T. S. Avinashilingam Chettiar :** With the information available at present, are Government satisfied, that there is a sufficient proportion of refreshment rooms catering to Indians ?

**The Honourable Mr. A. G. Clow :** I have not yet examined the particulars received as they are not yet complete.

**Pandit Lakshmi Kanta Maitra :** Is the report going to be more or less comprehensive on all the points suggested in the question ?

**The Honourable Mr. A. G. Clow :** I think full information will be given of the number of cars supplying Indian and English food respectively and the capital expenditure in each case.

**Pandit Lakshmi Kanta Maitra :** Also the number of people using these cars ?

**The Honourable Mr. A. G. Clow :** I doubt whether that will be possible. I do not think any census is kept.

#### RAILWAY INCOME AND EXPENDITURE ON HARIPURA CONGRESS.

5. **\*Mr. T. S. Avinashilingam Chettiar :** Will the Honourable Member for Railways state :

- (a) the money spent by the Railways in connection with the Haripura Congress ;
- (b) the income to the Railways out of the traffic to the Haripura Congress ; and
- (c) the number of people that came to and left Madhi, Bardoli, or any other station leading to Haripura during the Congress session ?

**The Honourable Mr. A. G. Clow :** The following are the figures but the estimates are necessarily approximate :

- (a) Rs. 3,05,000.
- (b) Rs. 3,09,000.
- (c) 385,000.

**Seth Govind Das :** Are Government going to give the same facilities for the next Congress Session ?

**The Honourable Mr. A. G. Clow :** The Honourable Member must wait and see.

**Mr. T. S. Avinashilingam Chettiar :** How is the answer to part (b) calculated ?

**The Honourable Mr. A. G. Clow :** I cannot give particulars of the calculation, but I take it that it is by taking up the particulars of the traffic going to Haripura and basing the calculation upon that.

**Mr. T. S. Avinashilingam Chettiar :** Have Government taken into calculation the number of passengers that might have come to Bombay in train and after that travelling to Haripura in bus or otherwise ?

**The Honourable Mr. A. G. Clow :** I cannot guarantee that.

**Mr. T. S. Avinashilingam Chettiar :** Was there any appreciable increase of passengers during that period to stations near by Haripura ?

**The Honourable Mr. A. G. Clow :** I think that has been taken into account. But I have not got the particulars here.

**Mr. K. Santhanam :** With reference to part (a), may I know how much of this Rs. 3,05,000 has been spent upon permanent improvements and how much on temporary expenditure ?

**The Honourable Mr. A. G. Clow :** If the Honourable Member puts down a question, I shall try to answer ; but I cannot guarantee that particulars will be available. It is an approximate estimate.

**Maulvi Abdur Rashid Chaudhury :** May I know if this sum was spent to placate the Congress or it was done out of business instincts ?

**The Honourable Mr. A. G. Clow :** The railway is a commercial organisation.

**Mr. T. S. Avinashilingam Chettiar :** May I know if any amounts have been credited since then on account of the temporary sheds which were auctioned and the proceeds realised ?

**The Honourable Mr. A. G. Clow :** The estimate of the figures is complete. I have not checked all the arithmetic.

#### SPEEDING UP OF THE GRAND TRUNK EXPRESS.

**6. \*Mr. T. S. Avinashilingam Chettiar :** Will the Honourable Member for Railways state :

- (a) whether Government have received any replies to their representations to speed up the Grand Trunk Express ;
- (b) whether the Grand Trunk Express has been speeded up ; and
- (c) if so, by how many hours ?

**The Honourable Mr. A. G. Clow :** (a) No special reference has been made to Railways for the speeding up of the Grand Trunk Express in particular, but the question of speeding up trains generally is continually under examination by Railways.

(b) No.

(c) Does not arise.

**Mr. T. S. Avinashilingam Chettiar :** In view of the continuous representations which were made about the speed of the Grand Trunk Express—many questions have been put on this matter—may I know if Government have taken any steps in this matter ?

**The Honourable Mr. A. G. Clow :** My answer to part (b) was "No".

**Mr. T. S. Avinashilingam Chettiar :** Why not, Sir ?



**The Honourable Mr. A. G. Clow :** I recently travelled by the Grand Trunk Express and there is very little through traffic on that train. There is not sufficient traffic to justify a fast train. If we ran a through train, we would have to run another in order to cater for the intermediate traffic, and that is not a commercial proposition.

**Pandit Lakshmi Kanta Maitra :** What is the present average speed of this train ?

**The Honourable Mr. A. G. Clow :** It varies, Sir.

**Pandit Lakshmi Kanta Maitra :** But what is the average speed ?

**The Honourable Mr. A. G. Clow :** The Honourable Member will have to consult a time-table.

**Mr. M. Ananthasayanam Ayyangar :** Is the Honourable Member aware that far from speeding up there has been a delay ?

**The Honourable Mr. A. G. Clow :** No, Sir, I am not ; when I went there, I arrived in time.

**Mr. M. Ananthasayanam Ayyangar :** Is the Honourable Member aware that this is the only through train between Madras and Delhi ?

**The Honourable Mr. A. G. Clow :** Yes, Sir ; I believe that is so.

**Mr. M. Ananthasayanam Ayyangar :** In that case does not the Honourable Member think it desirable to speed it up ?

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

#### DERAILMENT OF THE PUNJAB MAIL BETWEEN MUTHROOPUR AND SHANKARPUR ON THE EAST INDIAN RAILWAY.

**7. \*Mr. Amarendra Nath Chattopadhyaya :** (a) Will the Honourable Member for Railways be pleased to state if by proper investigation the cause of the last derailment of the Up Punjab Mail which took place on Monday, the 7th June, 1938, between Muthroopur and Sankarpur on the East Indian Railway has been found out ? If so, will he state the same on the floor of the House ?

(b) Is it a fact that there had been deaths and injuries to many ? Will he please state the exact number of passengers who died on the spot, in hospital and who got grievous injuries, who had to be sent to hospital or were taken home ? Has the Honourable Member any information about their recovery ?

**The Honourable Mr. A. G. Clow :** (a) I would refer the Honourable Member to the reply I have just given to Sardar Mangal Singh's question No. 1.

(b) The driver of the train and a Railway Mail Service sorter were found dead immediately after the accident. There was no subsequent death in hospital. Of 41 persons injured, five sustained grievous injuries. They were admitted into the Railway Hospital at

Asansol, and were subsequently sent to Calcutta, two for treatment of the eyes and three for X-ray examination and further treatment. Four have since recovered and left the hospital. The fifth is still in hospital, but it is expected that he will be discharged shortly.

**Mr. Sri Prakasa :** What was the speed of this train when it was derailed ?

**The Honourable Mr. A. G. Clow :** I do not think that arises.

**Seth Govind Das :** Will Government make any inquiries as to why so many accidents take place only on the East Indian Railway ?

**The Honourable Mr. A. G. Clow :** Accidents are not confined to the East Indian Railway. Every accident is the subject of an inquiry.

**Seth Govind Das :** Is it not a fact that recently there have been many accidents on the East Indian Railway particularly ?

**The Honourable Mr. A. G. Clow :** There have been several.

**Seth Govind Das :** And what is the reason for this increase in the number of accidents on the East Indian Railway only and not on other railways ?

**The Honourable Mr. A. G. Clow :** The reasons are different. I think there is a later question on the subject of the causes of accidents.

#### LOSS OF LIVES IN RAILWAY ACCIDENTS AND COMPENSATION PAID TO THE FAMILIES OF VICTIMS.

8. **\*Mr. Amarendra Nath Chattopadhyaya :** (a) Will the Honourable Member for Railways please state whether it is a fact that the Postal Mail van attached to the Up Punjab Mail which was derailed on 7th June, 1938, was broken into splinters and those who were in the Mail van expired on the spot and the engine-driver expired and crews were not found out ? If so, what was the number of persons in the Mail van and how many expired and how many were injured ?

(b) Is the Honourable Member aware of the fact that one Sudhir Kumar Banerji, a mail sorter, inhabitant of Uttarpara, died on the spot ?

(c) Has the Honourable Member decided about the matter of compensation to the family of the aforesaid deceased, whose family and dependants have been deprived of their bread and livelihood by the death of the aforesaid Sudhir Kumar Banerji on service ? If so, will he be pleased to state the compensation fixed by Government ?

(d) Will the Honourable Member be pleased to fix up compensation for the family of the deceased engine-driver ? What is the amount fixed ?

(e) Will the Honourable Member state how many derailments and accidents have taken place during the year 1937-38 on different State Railways and private Company-managed Railways in India and lives lost and passengers injured ?

**The Honourable Mr. A. G. Glow :** (a) and (b). The postal van which capsized had its roof torn away. There were 14 persons travelling in the mail van, of whom one S. K. Banerjee, a mail sorter, was killed ; the others were injured. The engine driver was also killed. I am unable to follow that part of the question which relates to " the crews ".

(c) Out of a sum of Rs. 3,500 payable as compensation under the Workmen's Compensation Act, Rs. 100 has been paid to the widow and the balance of Rs. 3,400 has been deposited with the Commissioner for Workmen's Compensation, Calcutta.

(d) Rs. 4,000, the amount of compensation payable under the Workmen's Compensation Act, has been deposited with the Commissioner for Workmen's Compensation for the Santhal Parganas.

(e) Statistics relating to accidents are published annually in the Railway Board's report on Indian Railways. The figures for 1937-38 are now being received from Railways and will be published in due course.

**Mr. Sri Prakasa :** Is it not a fact that the mail van is invariably the third coach from the engine on these Nos. 5 and 6 Punjab Mails, and how was it that on this particular day it was attached next to the engine ?

**The Honourable Mr. A. G. Glow :** It is, I think, normally in that position, but not invariably. It was not attached next to the engine on this occasion.

**Mr. Sri Prakasa :** Is the Honourable Member aware that the press reports said that the mail van was exactly next to the engine and that it was completely broken into splinters ? I was surprised because I am constantly using these trains, and I have always found the mail van the third coach from the engine and I wondered why on this particular day it was next to the engine.

**The Honourable Mr. A. G. Glow :** It was not in fact next to the engine. It was occupying the third position on this occasion.

**Mr. Sri Prakasa :** Am I to understand that the intermediate class compartments between the engine and the mail van were comparatively less damaged than the mail van itself ?

**The Honourable Mr. A. G. Glow :** I believe that was the case.

**Pandit Lakshmi Kanta Maitra :** May I know if the Honourable Member's department has got any circular as to the exact location of the mail vans on these mail trains ?

**The Honourable Mr. A. G. Glow :** There is no invariable rule. It has to depend on traffic and other considerations, but normally I think it is placed somewhere near the centre, neither at the end nor at the beginning.

**Mr. Mohan Lal Saksena :** May I know why the Honourable Member has not collected information relating to the number of accidents ? Is it because the number has gone up ?

**The Honourable Mr. A. G. Clow :** I did not say I had not collected information. I said information was collected and was regularly published.

**Mr. Mohan Lal Saksena :** The House wants it just now. Why is the Honourable Member not giving it now ?

**The Honourable Mr. A. G. Clow :** I am giving a statement later, in answer to a later question, of certain accidents of importance.

#### REPORT ON THE BIHTA TRAIN DISASTER.

9. **\*Mr. T. S. Avinashilingam Chettiar :** Will the Honourable Member for Railways state :

(a) whether any actions have been taken in pursuance of Chief Justice Thom's Report on the Bihta disaster ; and

(b) if so, what actions have been taken ?

**The Honourable Mr. A. G. Clow :** (a) Yes.

(b) I would ask the Honourable Member to await the debate on the subject on Friday, when I hope to be able to explain the position.

**Mr. M. Ananthasayanam Ayyangar :** Will the Honourable Member issue a statement before the debate commences as to the lines on which action has been taken so far ?

**The Honourable Mr. A. G. Clow :** No, Sir ; a press communiqué has been issued regarding the appointment of a committee arising out of the only recommendation made by Sir John Thom. I am not prepared to make any further statement in reply to a question.

#### RAILWAY ACCIDENTS.

10. **\*Mr. Brojendra Narayan Chaudhury :** Will the Honourable Member for Railways state :

(a) the number of railway accidents since the last Session of the Assembly, the place and the nature of the accidents and the number of deaths and injured in each accident ; and

(b) apart from inquiry into particular suitable cases of accidents, whether Government have considered the necessity of inquiring whether extension of railways and growth of traffic have not outgrown the existing system of administration necessitating administrative changes ?

**The Honourable Mr. A. G. Clow :** (a) I am placing on the table a statement giving particulars of the accidents which, under the rules, are required to be reported to the Railway Board, excluding those relating to breaches of the line.

(b) The need for making administrative changes is constantly considered in connection with railway extensions and developments.

Statement of accidents (excluding branches of the railway line) reported to the Railway Board from the 1st April, 1938, to 4th August, 1938.

Serial No.	Date and time of accident	Railway concerned	Station at or between which accident occurred.	Number and description of the train(s).	Nature of the accident.	Number of people.		Cause of accident.	Damage to permanent way and Rolling stock.
						Killed.	Injured.		
1	15-4-38 (9-35 hrs.)	E. I. ..	Hardwar station	Empty Mela Rake No. 9.	Rear bogie ran through the buffer stop at end of the siding and collided with the palisade fencing of a pilgrim enclosure which collapsed and vehicle penetrated about 12' into the enclosure before coming to rest.	3	34	Failure to observe proper precautions during shunting operations.	To P. W. and R. S. Rs. 57.
2	24-4-38 (17-40 hrs.)	R. & K.	Between Jharkapur and Sitapur (Mile 56/2).	49 Up Passenger	2 coaches capsized	None	4 (One seriously).	Force of wind striking the train.	To R. S. Rs. 1,600. P. W. Rs. 20.
3	5-5-38 (3-50 hrs.)	N. W. ..	Between Goleh-wala and Faridkot (Mile 48-50/14).	540 Down Goods	One wagon derailed	None	None	Report awaited	Report awaited.

4	8-5-38 (17-10 hrs.)	B. N. ..	Nimdah station	254 Up Goods 254 Up Goods.	254 Up ran into the rear of 254 Up.	None	..	Engine slightly.	Report awaited	Report awaited.
5	9-5-38 (7-52 hrs.)	E. B. ..	Diamond Harbour station.	DH 14 Down Passenger.	4th & 5th bogies derailed.	None	..	1 slightly bruised.	Under investigation.	Report awaited.
6	25-5-38 (15-40 hrs.)	B. N. ..	Between Abhanpur and Kurud (Mile 540/17).	139 Down Mixed	Derailed, except engine and 5 Goods wagons (5 coaches capsized).	None	..	15 (5 seriously, of whom one died).	Excessive speed and inequality in track.	Report awaited.
7	7-6-38 (23-22 hrs.)	E. I. ..	Between Muthroopore and Sankarpur (Mile 191).	5 Up Mail ..	Derailed. (5 leading bogies including Postal van capsized).	2 (1 Driver, 1 Sorter.)	41 (of which 5 sustained grievous injuries).		Malicious attempt to derail train.	To Engine and R. S. R. 90,000. P. W. R. 600.
8	9-6-38 (6-52 hrs.)	E. I. ..	Dehri-on-Soane station (Mile 345).	210 Down Goods	Derailed. (9 empty wagons capsized).	None	..	None	Jib of Canal Department crane caught a wagon.	Estimated cost about Rs. 50,000.
9	9-7-38 (18-26 hrs.)	E. B. ..	Gitaldah station	206 Down Passenger.	One bogie derailed ..	None	..	None	Report awaited.	Report awaited.
10	11-7-38 (5-50 hrs.)	B. N. ..	Puri station ..	6 Up Passenger	2 wagons which were being fly shunted side collided with 6 Up.	None	..	None	Points wrongly set.	To R.S.R. 24,862

**Mr. Brojendra Narayan Chaudhury :** When were administrative changes last considered ?

**The Honourable Mr. A. G. Clow :** It is not a matter for special inquiries ; it is a matter which receives constant attention. When making extensions, it has to be considered what administrative changes are necessary.

**Mr. Brojendra Narayan Chaudhury :** How many accidents does this list include ?

**The Honourable Mr. A. G. Clow :** It includes ten accidents.

**Mr. T. S. Avinashilingam Chettiar :** Within how many months ?

**The Honourable Mr. A. G. Clow :** It is from the 1st April, 1938, to the 4th August, and covers all the railways.

**Mr. T. S. Avinashilingam Chettiar :** May I know whether there is any special reason for so many accidents in such a short period ?

**The Honourable Mr. A. G. Clow :** I am not sure that this is an abnormal number ; it may not necessarily mean fatal accidents. For instance, there are several accidents here in which nobody was killed or injured.

**Mr. T. S. Avinashilingam Chettiar :** Are Government satisfied that the number of accidents is quite normal ?

**The Honourable Mr. A. G. Clow :** I have not compared it. As the Honourable Member will realise, the number of accidents in any particular quarters is not invariable ; it must vary.

**Mr. Mohan Lal Saksena :** What is the number of lives lost ?

**The Honourable Mr. A. G. Clow :** The answer will show that.

#### VALIDITY OF LICENCES AND REGISTRATION OF MOTOR VEHICLES IN BRITISH INDIA AND INDIAN STATES.

11. **\*Mr. Brojendra Narayan Chaudhury :** Will the Honourable Member for Communications please state :

- (a) the existing position as regards validity of motor vehicle drivers' licence and registration of motor vehicles between British India on the one hand and the Indian States on the other ; and
- (b) if Government have considered the advantages of securing all-India validity of licences and registration and whether they intend conferring with States and the British India Provinces with a view to that end ?

**The Honourable Mr. A. G. Clow :** (a) and (b). Under the rules enacted by most Provincial Governments, certificates of registration and driving licences issued by certain States specified in Schedules attached to those rules are recognised as valid in the provinces. These, generally speaking, are States which have adopted provisions similar to those of the Indian Motor Vehicles Rules and reciprocate in this matter with the provinces concerned. The position is not, however,

quite satisfactory at present and in the Bill which will come under the consideration of the House next week provision has been made for all-India validity of certificates of registration and driving licences on a basis of reciprocity.

**Mr. Brojendra Narayan Chaudhury :** Have all the States agreed to this ?

**The Honourable Mr. A. G. Clow :** The Bill has not yet been passed.

**Mr. Brojendra Narayan Chaudhury :** If the Bill is passed, are we assured that the States will agree ?

**The Honourable Mr. A. G. Clow :** That is a hypothetical question ; and obviously it must depend on the form the Bill takes.

#### **HARDSHIPS TO PASSENGERS TO AND FROM HARDWAR DURING THE KUMBHA MELA.**

**12. \*Mr. Brojendra Narayan Chaudhury :** Will the Honourable Member for Railways please state :

- (a) the number of passengers carried by the railways to Hardwar during the Kumbha Mela ;
- (b) the number of passengers who arrived by railway in the fortnight preceding the date of *Purna Kumbha* ;
- (c) the number carried back from Hardwar in the next fortnight by railways ;
- (d) if he is aware that the railways not being able to carry passengers who desired to leave, many return-ticket-holders left by bus for Delhi, Hathras and other railway stations for which a bus was available, in the hope of taking the train at those stations, if possible ; and
- (e) if it is a fact that the rush of passengers of the description mentioned in part (d) was so great that many had to wait at those stations for hours and even days till they could find space in the train ?

**The Honourable Mr. A. G. Clow :** (a) About 5,93,000.

(b) About 4,13,000.

(c) and (e). Precise information is not available but some figures of departures and indications of the pressure of traffic are given in the extracts I place on the table from a report by Mr. N. C. Ghosh, the Divisional Superintendent, on the working of the Kumbha Mela traffic.

(d) No.

---

*Extracts from the Report on the Working of the Kumbha Mela Traffic, Hardwar, 1938, by Mr. N. C. Ghosh.*

\* \* \* \* \*

**18. Kumbha Day, 13th April, 1938—Start of Outward Rush—‘ Flow System ’ Working.**—The inward rush to Hardwar continued upto 13th afternoon, the day of the Kumbha Bathing. On this day—13th April—it was anticipated that the



outward traffic would not be very heavy, as the bathing time was fixed late in the evening; but these anticipations were belied. Hardly had the last Inward Special emptied out, surging masses of humanity started pouring into the station and it was quite apparent within a few minutes that we would be required to start the outward flow in full swing immediately. The necessary rakes had already been stabled, ready for the outward move, and within a short time the one direction flow of outward rush started, and from about 15 hours to 0 hour 20 Specials were run out, clearing about 40,000 passengers. The number of normal schedule trains handled during the same period was eight.

19. This rate of clearance, however, was not quick enough to keep pace with the influx of outward passengers and by the evening the entire station area was so congested that it became necessary to close all entrance gates to the station. The crowd outside the station was so thick that one could only see human heads en masse all along the road and it is understood that the pressure continued right up to the Bathing Ghat, nearly two miles away.

20. The next day was expected to be a record day and every effort was made to get the maximum possible number of empties into Hardwar area by morning. From the early morning large number of passengers started coming into the station area and it was throughout necessary to exercise effective control on admittance of passengers into the station Circulating Area. The Assistant Inspector General of Railway Police and myself took our positions on the Main Control Tower; and as Special Trains moved out and the Circulating Area allowed space for admittance of passengers, further lots were allowed to be let in by opening the gates with the help of a large police force under the charge of gazetted officers. This arrangement had to be continued throughout the outward rush period, as it was necessary to limit admittance of passengers to the station to the numbers that could be reasonably dealt with in 24 hours to avoid the station being rushed in by too large an anxious crowd. On the 14th April 41 special trains left for different directions, to the Punjab, Delhi and to Moradabad and below, clearing approximately 80,000 passengers.

21. The Assistant Inspector General, Railway Police, and myself had continually to be on the Main Control Tower for 18 to 20 hours daily from this day onward, watching the dispersal and admitting pilgrims into Station Area as trains moved out.

22. *Record number of special trains ex-Hardwar on 14th April, 1938.*—This day's work constituted a record never yet reached on Indian Railways. Including the Specials to Rikhikesh 43 loaded special trains left Hardwar over a single line Section.

24. *Steady clearance of 70,000 to 80,000 passengers daily.*—On 16th, 17th and 18th April, 36, 37 and 41 specials respectively were run out, clearing 70,000 to 80,000 passengers daily. After six days of extreme pressure and most arduous work by every officer and staff throughout the area the position became somewhat easy on the morning of the 19th, when the pressure for the first time showed signs of abatement. Even on this date 24 special trains were sent out, clearing about 50,000 passengers. This practically cleared the bulk of the mela rush and on 20th and 21st, 15 and 10 special trains respectively ran out.

#### CHOLERA AT HARDWAR DURING KUMBHA MELA AND RAILWAY CONCESSIONS.

13. \*Mr. Brojendra Narayan Chaudhury: Will the Honourable Member for Railways please state:

- (a) if cholera broke out in Hardwar during Kumbha Mela due to overcrowding inspite of all possible precautions by the authorities;
- (b) if it is a fact that the epidemic has spread from Hardwar to other places in the United Provinces and that the present mortality from cholera in various places in that Province is far higher than any recorded in recent years;

- (c) if it is a fact that the Railway Administration offered generous concessions in fares even to the extent of travelling both ways on single fares with the further concession of halting at the renowned places of pilgrimage and historical interest for more than a month ;
- (d) whether Government considered the effect of these generous concessions on overcrowding at Hardwar ; and
- (e) if Government intend to discontinue concessions in fare and stop-journey with a view to minimising overcrowding in future ?

**The Honourable Mr. A. G. Clow :** (a) Yes.

(b) This part of the question should have been addressed to the Honourable Member who represents in this House the Department of Education, Health and Lands.

(c) I would refer the Honourable Member to the statement laid on the table in another place in reply to question No. 133 asked by the Honourable Mr. G. S. Motilal on the 2nd March, 1938.

(d) The concession was allowed by the Railway Administration on its own initiative in response to what they believed to be the public demand.

(e) I do not think it is the function of the railways to attempt to restrict attendance at religious festivals in the manner suggested.

**Mr. Sri Prakasa :** Is it not a fact that the railway administration actually issued pamphlets saying that those who went to bathe at Hardwar on this particular day would get so much credit in the next world, and, if so, is it a part of the duty of Government to bolster up old superstitions ?

**The Honourable Mr. A. G. Clow :** I am afraid I have no information of any such thing.

**Mr. Sri Prakasa :** Will the Honourable Member kindly call for this information and impress upon the railway authorities that as they form part of the State and as the religion of the State is not this particular creed of bathing at Kumbha at Hardwar, they should desist from such proceedings in future ?

**The Honourable Mr. A. G. Clow :** I shall make the inquiry : the latter part of the question is hypothetical.

**Mr. Brojendra Narayan Chaudhury :** Will Government consider the effect of concessions for railway travelling on overcrowding in melas and the effect of such overcrowding on public health and sanitation ?

**The Honourable Mr. A. G. Clow :** I would refer the Honourable Member to the answer I gave to part (e) of the question.

**Mr. Sri Prakasa :** What compensation will Government pay to those who do not get the promised credit in the other world but who yet travelled there because of this promise on behalf of the railways ?

**The Honourable Mr. A. G. Clow :** The question hardly arises as yet.

**Seth Govind Das :** Do Government propose to give any compensation to those who have gone there and died of cholera on account of this information of the Government ?

**The Honourable Mr. A. G. Clow :** I cannot regard the railways as responsible for that.

**ADOPTION OF CERTAIN PRECAUTIONS BY RAILWAYS AGAINST CHOLERA PREVAILING AT PURI.**

**14. \*Mr. Brojendra Narayan Chaudhury :** Will the Honourable Member for Railways please state :

- (a) if his attention has been drawn to the Government *communiqué* warning intending pilgrims to *Rathjatra* at Puri against cholera prevailing there ; and
- (b) in view of the prevalence of cholera and with a view to minimising overcrowding, whether Government intend to direct Railways (i) not to offer concessions to the pilgrims, and (ii) to restrict the number of tickets for Puri and vicinity to normal and not to run special pilgrims' train ?

**The Honourable Mr. A. G. Clow :** (a) I have seen two communiqués issued by the Director of Health and Inspector General of Prisons, Orissa.

(b) The movement of pilgrim traffic to Puri commenced on the 25th June, and from Puri on the 29th June, concluding on the 8th July. The question, therefore, does not arise.

**EXPULSION OF DR. M. K. MENON FROM THE FRENCH TERRITORIES IN INDIA.**

**15. \*Seth Govind Das :** Will the Secretary for External Affairs please state :

- (a) whether he is aware that Dr. M. K. Menon was expelled from the Indian French territories recently by the French Government in India ;
- (b) the reasons actuating the French authorities to expel Dr. Menon ;
- (c) whether he made enquiries into the matter ; and
- (d) the actions, if any, he took in the matter ; and if no action was taken, the reasons therefor ?

**Sir Aubrey Metcalfe :** (a) Yes.

(b) According to the information received by the Government of India, Dr. Menon was expelled because the French authorities considered that his presence in the French Establishments in India was undesirable.

(c) Yes.

(d) His Majesty's Consul General at Pondicherry represented Dr. Menon's grievances to the French authorities, but they declined to allow Dr. Menon to re-enter Mahe except for the purpose of defending the case against himself.

**Mr. M. Ananthasayanam Ayyangar :** Is he a permanent settler in Mahe ?

**Sir Aubrey Metcalfe :** I think not. I think he had gone there for purposes of medical practice.

**Seth Govind Das :** For how long had he been there ?

**Sir Aubrey Metcalfe :** I cannot give the exact time : I think possibly two or three years. I should require notice if you want the exact period.

**Mr. Badri Dutt Pande :** Is Dr. Menon a revolutionary or what ?

**Sir Aubrey Metcalfe :** Not so far as I am aware. I do not think it was for political activities : it was because he was practising there without a license—a thing which the French authorities do not permit.

**Mr. Sri Prakasa :** Is Dr. Menon a medical doctor or an *honoris causa* ?

**Sir Aubrey Metcalfe :** Purely medical.

#### ENQUIRY INTO THE AFFAIRS OF THE ALL-INDIA RADIO.

16. **\*Seth Govind Das :** Will the Honourable Member for Communications please state :

- (a) whether Government have decided to appoint a commission to enquire into the affairs of the All-India Radio ;
- (b) the personnel of the commission ;
- (c) the terms of reference ;
- (d) when the commission is going to commence work ; and
- (e) the reason for the delay in appointing the commission ?

**The Honourable Mr. A. G. Clow :** (a) No.

(b), (c), (d) and (e). Do not arise.

**Mr. S. Satyamurti :** In view of the fact that there is a debate down on this broadcasting, have Government made up their minds in advance not to accept the Resolution even if it is passed by this House, because the Resolution recommends a committee of inquiry into the whole of the broadcasting system in India, and my Honourable friend now says "No" ? May I know whether Government propose to await the debate and the result of the discussion of the House, or have they decided not to appoint a committee ?

**The Honourable Mr. A. G. Clow :** The question was whether Government had decided to appoint a Commission and the answer is, we have not.

**Mr. S. Satyamurti :** Do I understand the Honourable Member to make a distinction between a commission and a committee ?

**The Honourable Mr. A. G. Clow :** I was not trying to make any such distinction : I assumed that by commission the Honourable Member meant a committee also : but I was asked if we had reached a decision to appoint a committee or commission, and I said we have reached no such decision.

**Seth Govind Das :** Are Government going to announce their decision at the time when the Resolution on this subject is going to be discussed ?

**The Honourable Mr. A. G. Clow :** I think the Honourable Member might wait and see. I shall announce what my own views are to the House.

**Sardar Mangal Singh :** May I know whether the Government of India have appointed any individual to look into the affairs of this department ?

**The Honourable Mr. A. G. Clow :** No : there is no specific inquiry being instituted.

---

**Bhai Parma Nand :** No. 17.

**Mr. President** (The Honourable Sir Abdur Rahim) : I am afraid I cannot allow that. I understand nobody in the office has received that intimation at all. Has the Honourable Member been authorised specially by Mr. Lalechand Navalrai ?

**Bhai Parma Nand :** Yes, Sir.

**Mr. President** (The Honourable Sir Abdur Rahim) : Then he can put the question.

#### COMPLAINTS AGAINST RADIO SERVICE IN INDIA.

17. **\*Bhai Parma Nand** (on behalf of Mr. Lalechand Navalrai) : (a) Will the Honourable Member for Communications be pleased to state if he is aware that the Radio Service in India is strongly criticised by the listeners for not giving sufficiently good service and causing disturbance in listening ?

(b) Is it a fact that from all Broadcasting Stations in India the reception is disturbed by noises, whistles and thunders, howsoever good the receiving sets may be ? If so, what steps have Government taken to remedy the same and what progress has been evidenced ?

(c) Are the aforesaid disturbances due to only atmospheric interruptions, or to the working of the electric power houses at various places or both ?

(d) Have Government got these electric power houses in India examined with a view to improving their conditions for not disturbing the Radio listening ? If not, do Government propose to do so ?

(e) Have Government made scientific researches in order to find out suitable ways and means to check the atmospheric disturbances ? If so, which ? If not, do Government propose to do so ?

(f) Is it a fact that Calcutta and Peshawar broadcasts are not heard in places at some distance beyond Calcutta and Peshawar ? If so, is it due to weak power of the Broadcasting Stations ? If so, do Government propose to increase their working power ? If not, do they propose to restrict their operation within only distinct listening area to avoid present disappointment to distant listeners ?

**The Honourable Mr. A. G. Clow :** (a) and (b). No. I may explain that the range of each transmitting station is limited, and within that range a sufficiently satisfactory service is available, although atmospheric or electrical disturbances sometimes occur. Over these no broadcasting organisation can have any control.

(c) The disturbances can be caused by atmospherics or by electrical interference, or both.

(d) No, Sir. Electrical power houses are not the only source of interference with broadcasting. The subject is a complex one and I cannot promise that any action will be taken in the near future.

(e) Yes. A systematic study of atmospheric disturbances has been carried out by the Research Department of the All-India Radio with the object of determining the most suitable wave lengths to be used in India. The last part of the question does not arise.

(f) The reply to the first two parts of the question is in the affirmative. As regards the third part, a 10 k. w. short wave station at Calcutta will be officially opened tomorrow week. It will then be possible to hear the Calcutta Station over the greater part of India. It is not intended to alter the power of the Peshawar Station which is intended for a purely local service. It is not possible to arrange that wireless waves shall penetrate a specified distance and no further.

**Mr. M. Ananthasayanam Ayyangar :** Is the Honourable Member aware that the programmes from Mysore and Madras are received almost simultaneously in many parts of the Madras Presidency on account of the nearness of their wave lengths ?

**The Honourable Mr. A. G. Clow :** Not on account of the nearness of their stations. If I have understood anything about wireless telegraphy, if I was speaking into the microphone here, hearers a hundred miles away would hear it before the Honourable Member does.

**Mr. M. Ananthasayanam Ayyangar :** I am saying that the wave lengths are the same for Mysore and Madras and the same thing happens with regard to Calcutta and Bombay and the programmes get mixed up because the wave lengths are similar.

**The Honourable Mr. A. G. Clow :** I understand the range of possible wave lengths is very limited.

**Mr. M. Ananthasayanam Ayyangar :** Does the Honourable Member propose to take any action to see that wave lengths are not almost similar.

**The Honourable Mr. A. G. Clow :** This is a matter which does constantly engage the attention of wireless engineers.

#### INCLUSION OF SINDHI MUSIC IN THE PROGRAMME OF CERTAIN BROADCASTING STATIONS.

18. **\*Bhai Parma Nand** (on behalf of Mr. Lalehand Navalrai) : Will the Honourable Member for Communications be pleased to state if music and songs and gramophone records in 'Sindhi' are included in the programmes of Delhi, Bombay or the Punjab Broadcasting Stations ? If

so, how many items were broadcasted during this year and the last ? If not, do Government propose in view of the fact that Sindhis have as yet no Broadcasting Station in Sind and they have a great liking and ear for music in their own language to direct Sindhi music items to be included in programmes of the aforesaid Broadcasting Stations ? If not, why not ?

**The Honourable Mr. A. G. Clow :** 52 musical items in Sindhi have been broadcast from the Delhi, Bombay and Lahore Stations of the All-India Radio during 1937 and upto the middle of July, 1938. The remaining parts of the question do not arise.

#### SEPARATE THIRD CLASS WAITING ROOMS FOR LADIES ON RAILWAYS.

19. **\*Mr. K. Santhanam :** Will the Honourable Member for Railways be pleased to state :

- (a) at how many junctions and first class stations of the Government-owned railways there are separate third class waiting rooms for ladies ;
- (b) whether the Railway Board has laid down any policy in this matter ; and
- (c) whether Government are aware of the serious inconvenience to ladies travelling in third class due to the absence of such separate waiting rooms ?

**The Honourable Mr. A. G. Clow :** (a) The number of stations at which third class waiting rooms or halls have been provided for ladies only is 826, as shown in the table at page 98 of the Report on Indian Railways for 1936-37, Volume I.

(b) No specific instructions have been issued in this respect, but the general policy is to effect improvements for the greater convenience of passengers to the fullest extent to which funds are available, and the number of waiting rooms is constantly increasing.

(c) Government realise that separate waiting rooms for ladies are a convenience.

**Mr. K. Santhanam :** With reference to the answer to part (a), are they all waiting rooms or halls ?

**The Honourable Mr. A. G. Clow :** My answer covers both.

**Mr. K. Santhanam :** Will the Honourable Member be pleased to furnish information regarding the numbers separately for rooms and halls ?

**The Honourable Mr. A. G. Clow :** If the Honourable Member will refer to the Report I have mentioned he will get all the information I have. I have not got particulars separately.

**Mr. K. Santhanam :** That does not give the information I want. That is why I am asking the Honourable Member this question.

**The Honourable Mr. A. G. Clow :** I have said I have not got particulars separately.

**Mr. K. Santhanam :** May I know, Sir, if there are any lady attendants at these rooms ?

**The Honourable Mr. A. G. Clow :** I think there are in some.

**Mr. K. Santhanam :** Are Government aware that in most places there are no such attendants ?

**The Honourable Mr. A. G. Clow :** That is true.

**Prof. N. G. Ranga :** Are Government aware that in most of these places even police are not posted to prevent these women from being molested by outsiders ?

**The Honourable Mr. A. G. Clow :** The station staff is responsible for seeing that outsiders do not enter the places reserved for ladies.

**Mr. K. Santhanam :** Have Government considered the desirability of lady attendants being appointed in charge of these rooms ?

**The Honourable Mr. A. G. Clow :** Not at all the rooms.

**Shrimati K. Radha Bai Subbarayan :** With regard to part (b) of the question, may I know if Government are prepared to make definite rules ?

**The Honourable Mr. A. G. Clow :** Definite rules for what ?

**Shrimati K. Radha Bai Subbarayan :** Definite rules for providing third class waiting rooms for women ?

**The Honourable Mr. A. G. Clow :** I do not think we can lay down definite rules for that. That must depend on the funds available.

**Shrimati K. Radha Bai Subbarayan :** With regard to part (c), may I ask for an assurance from Government that they will give immediate consideration to this important question of providing waiting rooms for women ?

**The Honourable Mr. A. G. Clow :** I think I have said that this is a matter which has been constantly receiving our attention, and that the number of waiting rooms is increasing.

**Shrimati K. Radha Bai Subbarayan :** May I know if Government will consider the possibility of throwing open first and second class ladies waiting rooms for all women passengers where there are no third class waiting rooms ?

**The Honourable Mr. A. G. Clow :** No ; I am not prepared to answer that without notice.

**Shrimati K. Radha Bai Subbarayan :** May I draw the attention of the Government to the fact that it is far more important for third class women passengers to have waiting rooms as they generally come from long distances and long before the trains arrive ?

**The Honourable Mr. A. G. Clow :** May I point out to the Honourable lady that first and second class lady passengers are generally fewer in number and are, therefore, more likely open to molestation.

**Mr. Muhammad Azhar Ali :** Will Government consider the customary conditions of India like *purdah* and make provision for it ?

**The Honourable Mr. A. G. Clow :** I am afraid I am not clear what the Honourable Member means.



**Mr. Muhammad Azhar Ali :** If *pardanashin* ladies travel, will Government consider the desirability of making arrangements for such ladies ?

**The Honourable Mr. A. G. Clow :** I am afraid I cannot guarantee to make *pardah* arrangements on Railways.

**Mr. Sri Prakasa :** Will Government recommend to the Railways to combine the first and second class waiting rooms, so that a room may be available for third class women passengers without entailing any extra expense to the Railway ? The first and second class lady passengers being so few, as has been admitted by the Honourable Member, there is no necessity for having two separate rooms at all ?

**The Honourable Mr. A. G. Clow :** That is too general a question for me to answer. The circumstances will depend on the conditions of each station.

**Seth Govind Das :** Is it not a most practicable suggestion to adopt when no harm will be done if two waiting rooms meant for first and second class lady passengers are combined into one, and another one is reserved for third class women passengers ?

**The Honourable Mr. A. G. Clow :** I don't think it is practicable to do that, because there aren't always separate rooms for first and second class lady passengers.

**Seth Govind Das :** In that case will Government see at how many stations there are separate waiting rooms for third class lady passengers ?

(No reply.)

#### RAILWAY ACCIDENTS.

20. **\*Mr. K. Santhanam :** Will the Honourable Member for Railways be pleased to state :-

- (a) how many railway accidents, involving loss of life or serious damage to rolling stock, have occurred between the end of the last Session and the beginning of this Session ;
- (b) the causes of such accidents ; and
- (c) the number of persons who died or were injured and the estimates of the losses incurred by the Railways ?

**The Honourable Mr. A. G. Clow :** (a) to (c). I would refer the Honourable Member to the reply I have given today to Mr. Brojendra Narayan Chaudhury's question No. 10.

**Mr. T. S. Avinashilingam Chettiar :** Of these, how many belong to (a) involving loss of life and (b) danger to property ?

**The Honourable Mr. A. G. Clow :** I think generally all the ten fall in these categories.

**Mr. T. S. Avinashilingam Chettiar :** All the ten ?

**The Honourable Mr. A. G. Clow :** I am not certain.

**Mr. K. Santhanam :** May I know if the statement gives information regarding part (c) ?

**The Honourable Mr. A. G. Clow :** Yes, Sir, it contains two columns, one contains the number of persons killed and the other contains the number of persons injured.

#### OFFICERS PUNISHED FOR DISHONESTY AND CORRUPTION ON RAILWAYS.

21. **\*Mr. Sham Lal :** (a) Will the Honourable Member for Railways be pleased to state the number of dishonest or corrupt officials and officers of various grades punished by Railway authorities during the last financial year on each different Railway ?

(b) Are these punishments being duly notified to other Railway employees, together with brief accounts of the circumstances under which they were meted out ?

(c) If so, how ?

**The Honourable Mr. A. G. Clow :** I am obtaining information and will lay a reply on the table of the House in due course.

#### PRICES OF FRUITS AT RAILWAY STALLS.

22. **\*Mr. Sham Lal :** Will the Honourable Member for Railways be pleased to state :

(a) whether he is aware that the prices of fruits sold at Railway stalls of various Indian Railways are much higher than what they are in the actual markets of those very towns ; and

(b) whether additional facilities for fruits are intended to be provided to Railway passengers ?

**The Honourable Mr. A. G. Clow :** (a) Government have no information as to how the prices of fruits sold by vendors at railway stations compare with prices in the towns, but I should expect the retail price in railway stations to be somewhat in excess of the price in the markets.

(b) I know of no such proposal.

**Dr. Sir Ziauddin Ahmad :** Are Government aware that the prices inside the station differ from the prices outside the station from the same vendor ?

**The Honourable Mr. A. G. Clow :** I should expect that to be so.

**Mr. K. Santhanam :** Have Government got any machinery to compare the prices inside and outside the station ?

**The Honourable Mr. A. G. Clow :** No machinery is maintained for that purpose.

**Mr. K. Santhanam :** Is it not necessary to maintain such machinery for the good of the passengers so that they may not have to pay prohibitive prices ?

**The Honourable Mr. A. G. Clow :** I understand that the rates are sufficiently scrutinised.

**Mr. K. Santhanam :** I am asking if there is any machinery to see that the same prices are charged both outside and inside the railway stations ?

**The Honourable Mr. A. G. Clow :** I don't think you can guarantee that the same prices will be observed.

**Mr. K. Santhanam :** What is the use of putting those prices if they are not to be observed ?

**The Honourable Mr. A. G. Clow :** Just to see that the prices are not excessive.

**Mr. Badri Dutt Pande :** The prices are double inside the station and there is a lot of profiteering. What steps are Government taking to cheapen these prices ?

(No reply.)

#### KIDNAPPING OF CHILDREN ON RAILWAYS.

**23. \*Mr. Sham Lal :** Will the Honourable Member for Railways be pleased to state the number of complaints received during the last financial year by Railwaymen about the kidnapping of children on different Indian Railways, together with the number of their restorations effected so far through Railway Police ?

**The Honourable Mr. A. G. Clow :** No statistics of such complaints are maintained by Railways and I regret that I am unable, therefore, to give the Honourable Member the information he requires.

**Mr. K. Santhanam :** Have there been any complaints at all ?

**The Honourable Mr. A. G. Clow :** I don't think complaints are made to the Railways. Kidnapping is a criminal offence, and complaints are normally made to the police.

**Mr. K. Santhanam :** Have there been any complaints of kidnapping while travelling ?

**The Honourable Mr. A. G. Clow :** I have not seen any personally, but I am quite willing to believe that there may be some.

**Mr. Sri Prakasa :** Does the Honourable Member read "*Ladka Lapeta*" (Boys lost) advertisements in the newspapers ?

**The Honourable Mr. A. G. Clow :** Not regularly.

#### IMPROVEMENT IN THE EDITING OF THE *Sarang*.

**24. \*Pandit Sri Krishna Dutta Paliwal :** (a) Will the Honourable Member for Communications be pleased to state :

(i) the qualifications of the Editor of the *Sarang* for the job and the pay he is getting ; and

(ii) the standard of his knowledge in Hindi ?

(b) Are Government aware that there are numerous spelling mistakes in every issue of the paper ?

(c) What steps, if any, do Government intend to take to improve the editing of the paper ?

**The Honourable Mr. A. G. Clow :** (a) The *Sarang* is under the editorial charge of the Editor of the *Indian Listener*, who is assisted in editing the *Sarang* and the *Awaz* by a Sub-Editor who has a sound knowledge of Hindi and nine years editorial experience. The Editor is a graduate of Bombay and London with journalistic and publishing experience and is in receipt of a pay of Rs. 500. The Sub-Editor draws a salary of Rs. 150 per mensem.

(b) No.

(c) Does not arise.

**Mr. Manu Subedar :** Having regard to the gross revenue received by the Government, is the salary of Rs. 500 considered proper by them ?

**The Honourable Mr. A. G. Clow :** That salary is not for editing this paper entirely. He has to do other duties also.

**Mr. Mohan Lal Saksena :** What other duties has he ?

**The Honourable Mr. A. G. Clow :** He is the editor of the *Indian Listener*.

#### EXPERT ENQUIRY re XB ENGINES.

25. \***Pandit Sri Krishna Dutta Paliwal :** Will the Honourable Member for Railways be pleased to state :

(a) whether his attention has been drawn to the leading article, under the caption "White Elephant", published in the *Hindustan* (Delhi), dated the 10th July, 1938, in which the following observations are made :

"XB Engines are made in England and used in India. English experts are coming here to execute an expert enquiry. It cannot be expected from English experts to condemn their goods for Indian markets. This is a grave insult to India. We wish to make it clear that Government should expect no confidence in this enquiry" ?

(b) Have Government taken note of this fact while appointing experts ?

(c) Are Government prepared to consider the desirability of changing the personnel of the experts by replacing them by Indians ? If not, why not ?

**The Honourable Mr. A. G. Clow :** (a) No : but I have seen somewhat similar observations in a Delhi paper.

(b) I am not clear to what fact the Honourable Member is alluding. There is, in my view, no foundation for the suggestion that any reputable expert, whether he comes from the United Kingdom or India, would be in the least influenced in his opinion by the country of origin of a locomotive.

(c) No. The Committee has already been appointed and as I have explained, the assumption on which the Honourable Member's suggestion is made is without foundation.

**Sardar Mangal Singh :** Will the Honourable Member assure the House that none of the persons appointed on this Committee is associated directly or indirectly with any firm manufacturing locomotives in the United Kingdom ?

**The Honourable Mr. A. G. Clow :** So far as I know, there is no possibility of that. One of the members is a Government official and the other two are employed on the railways in the United Kingdom.

**Sardar Sant Singh :** Is it not a fact that the matter was placed before the Standing Finance Committee for Railways at its last meeting ?

**The Honourable Mr. A. G. Clow :** Yes.

**Sardar Sant Singh :** May I know why the recommendation of the Standing Finance Committee for Railways was overruled and a communiqué issued, without further consulting the Standing Finance Committee ?

**The Honourable Mr. A. G. Clow :** If the Honourable Member will wait till the debate on Friday, I shall endeavour to explain the reasons to the House.

**Mr. K. Santhanam :** May I know why this Committee has been appointed without any grant for it, after the grant has been refused ?

**The Honourable Mr. A. G. Clow :** I do not want to argue the point in anticipation of the debate, but the Standing Finance Committee for Railways was in favour of appointing a Committee.

**Mr. K. Santhanam :** Was not the grant refused by a majority of the Committee ?

**The Honourable Mr. A. G. Clow :** It is not a question of refusing or granting, because the Committee has no power to refuse or to grant, but the majority of the Committee were against the proposal as it stood.

**Mr. K. Santhanam :** Is it not a fact that the Committee refused to sanction the grant which was placed before them ?

**The Honourable Mr. A. G. Clow :** They have no power to refuse or to grant, but they advised against the acceptance of the proposal.

**Sardar Sant Singh :** May I know if the proposal will again be placed before the Standing Finance Committee before the Government act upon it ?

**The Honourable Mr. A. G. Clow :** No. It will be placed before the House.

**Mr. Abdur Rasheed Chaudhury :** May I know why no Indian has been appointed on this Committee ?

**The Honourable Mr. A. G. Clow :** An Indian has been appointed on the Committee.

REPORTED ARREST OF INDIANS IN RUSSIA.

26. \***Mr. T. S. Avinashilingam Chettiar** : Will the Foreign Secretary state :

- (a) whether he is aware of the news ' Indians in Russia arrested for being Trotskyists ' in the *Hindu*, dated the 12th July, 1938 ;
- (b) whether it is true ;
- (c) what the circumstances were in which they were arrested ; and
- (d) whether Government have taken any steps to protect them ?

**Sir Aubrey Metcalfe** : (a) Government have seen the article referred to in the Press.

(b) and (c). They have been unable at present to obtain any information as to the truth of the statement.

(d) In the absence of such information, it has not been possible to take any such steps.

**Mr. T. S. Avinashilingam Chettiar** : May I know what steps they have taken to find out whether those statements were true or not ?

**Sir Aubrey Metcalfe** : They have enquired from His Majesty's Government who are quite prepared to make enquiries themselves if they receive sufficient information on which to base those enquiries.

**Mr. T. S. Avinashilingam Chettiar** : May I know what they think is sufficient information to set His Majesty's Government in motion to make enquiries on their behalf ?

**Sir Aubrey Metcalfe** : In the first place, I think it would be helpful if we had some information as to the names of the Indians who are supposed to have been arrested and tried.

**Mr. T. S. Avinashilingam Chettiar** : May I know whether any names have been mentioned in the press till now ?

**Sir Aubrey Metcalfe** : One name was mentioned, Mr. Chattopadhyaya I think,—that is the only name that has been mentioned. But I understand that he has not been in India for a great many years so that it is somewhat difficult to trace him and find out what has happened to him.

**Mr. T. S. Avinashilingam Chettiar** : May I know whether Government have made any enquiries at all, or they are not making owing to want of information ?

**Sir Aubrey Metcalfe** : The Government of India have certainly made enquiries from His Majesty's Government. I understand that His Majesty's Government are prepared to make enquiries through their

consular representatives in Soviet Russia, but we have not yet heard the results of such enquiries as they have been able to make.

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

#### WIDENING OF PLATFORM AT VIRAMGAM JUNCTION.

27. **\*Mr. Manu Subedar** : Will the Honourable the Railway Member please state :

- (a) How many trains are passing through Viramgam Junction every day in both directions ?
- (b) Have Government received any suggestions for the widening of the platform at Viramgam Junction ? If so, when ?
- (c) Have Government heard that great inconvenience is being felt by passengers coming from Kathiawar, who have their luggage inspected at Viramgam ?
- (d) Has the attention of Government been drawn to the fact that the platform is a very narrow one with trains standing on both sides, and is altogether incapable of accommodating the passengers and their luggage and of allowing any movements from one end of the platform to the other ?
- (e) Do Government propose to consider the advisability of widening the platform at an early date ?

**The Honourable Mr. A. G. Clow** : (a) Thirteen each way.

(b), (c) and (d). The Senior Government Inspector of Railways in his report for 1935-36 drew attention to the inadequacy of the platform at Viramgam for the number of passengers using it, and mentioned the Customs examination as adding to the congestion.

(e) It is proposed to include the remodelling of the station in the 1939-40 budget.

**Mr. Manu Subedar** : With reference to part (c) of the question, have the Central Board of Revenue made representations to the railway authorities that a platform only about nine feet wide, I think, is not adequate for the purposes of customs examination ?

**The Honourable Mr. A. G. Clow** : I am not aware if they did so or not, but as I have indicated, the platform is inadequate for the purpose for which it is required.

**Mr. Manu Subedar** : Can the Honourable Member assure the House that he would consider the possibility of taking it up a little earlier than he had indicated ?

**The Honourable Mr. A. G. Clow** : No. We have no funds in the budget. It is going to be a fairly expensive business. I think it is going to cost about ten lakhs.

**Mr. Sri Prakasa :** Is it not a fact that at Viramgam railway station a woman examiner for luggage is posted with a key about six feet long and if an eight-anna bit is passed to her, the passengers are saved from the worry of any examination ?

**The Honourable Mr. A. G. Clow :** No. I have no such information.

**Mr. Sri Prakasa :** I have gone through both the experiences—the six feet key and the eight anna bit.

**The Honourable Mr. A. G. Clow :** Has the Honourable Member had the personal experience of passing an eight anna bit ?

#### FREIGHT RATES ON COAL AND COKE BETWEEN BENGAL AND BOMBAY.

28. **\*Mr. Manu Subedar :** (a) Will the Honourable the Railway Member state the cost of transport of (i) coal, and (ii) coke, from the coal-fields in Bengal by (1) land-cum-sea route to the port of Bombay, and (2) all-rail route to Bombay ?

(b) Have Government considered the possibility of collaring this traffic for the railways by a suitable reduction in freight rates ?

(c) If the possibility has been considered, but rejected on account of any reason, will Government state the reasons ?

**The Honourable Mr. A. G. Clow :** (a) The freight charge per ton for coal and coke to Bombay by the rail-cum-sea route *via* Calcutta is approximately Rs. 10-8-0, and by the all-rail route Rs. 12-6-0.

(b) Yes. The position was examined in 1931 when a surcharge of 15 per cent. on the railway freight charge was imposed generally. It was then decided not to levy the surcharge on traffic to Bombay.

(c) Does not arise.

**Mr. Manu Subedar :** Will the railway authorities consider the possibility in their own interests of attracting this traffic which is at present going by water ?

**The Honourable Mr. A. G. Clow :** That possibility has been examined. I would like to explain that out of the total quantity of coal carried, which I think is about 405,000 tons, 260,000 tons is bunker coal, so that there is very little possibility of attracting that type of traffic. The balance which is left could be diverted to some extent if we could reduce our rates. But then we would have to reduce our rates on other coals which are at present carried, and I do not think it would be a commercial proposition.

#### DESIGN AND INSPECTION OF XB ENGINES.

29. **\*Mr. Manu Subedar :** Will the Honourable the Railway Member state :

(a) who designed the XB engines ;



- (b) what the opinion of the Consulting Engineer to the Railways was ;
- (c) who inspected the engines which arrived in India ; and
- (d) how many were ordered, from whom, when, and at what price ?

**The Honourable Mr. A. G. Clow :** (a) and (b). A diagram and general specification for the XB engines were prepared by a Locomotive Standards Committee appointed by the Railway Board. These were forwarded to the Consulting Engineers who prepared preliminary drawings of the general design in consultation with the British Engineering Standards Association and locomotive manufacturers. The preliminary drawings were subsequently approved by the Locomotive Standards Committee and the Railway Board. The working drawings giving the detailed design were prepared by the original builders of the locomotives under the supervision of the Consulting Engineers and an officer placed on special duty for this purpose.

(c) The locomotives were inspected during manufacture by the Consulting Engineers. Locomotives are not subjected to further independent inspection on arrival in this country.

(d) The numbers ordered were 30 in 1926-27, 24 in 1928, 27 in 1929, 16 in 1930 and two in 1935. Of those ordered in 1929, 23 were ordered from Sir W. G. Armstrong Whitworth and Co. and four from the North British Locomotive Company. The others were ordered from the Vulcan Foundry, Limited. The average price of one of these locomotives, delivered in India, was approximately Rs. 1,05,000.

**Mr. Manu Subedar :** What was the individual price that was paid to each firm ?

**The Honourable Mr. A. G. Clow :** I have given the average price. I think the prices vary within small degrees.

**Mr. Manu Subedar :** My intention was to know exactly what was the variation, and why. Will the Honourable Member collect that information if he has not got that already and supply me with that later ?

**The Honourable Mr. A. G. Clow :** Certainly I will. I thought the Honourable Member only wanted the normal price.

**Mr. Badri Dutt Pande :** Are these engines the property of the E. I. Railway, or are they distributed over all the railways ?

**The Honourable Mr. A. G. Clow :** They are on several railways.

**Dr. Sir Ziauddin Ahmad :** Did this Committee consider whether these engines were suitable to the track and the bridges over which they were to run ?

**The Honourable Mr. A. G. Clow :** I do not think there was any question of their suitability to the bridges, but whether they are suitable to every kind of track in India is another matter.

**Mr. Badri Dutt Pande :** When these engines hunted, why were so many engines ordered ?

**The Honourable Mr. A. G. Clow :** I am told that all engines hunt.

**Dr. Sir Ziauddin Ahmad :** Whenever any new engine is introduced, they allow the engine to be run on different lines as an experiment. Has that been acted upon in this case, and why did they begin to order for these engines indiscriminately ?

**The Honourable Mr. A. G. Clow :** As far as I know, the normal practice after the engine has been put together—and that is, of course, a task which is undertaken in India—is to give the engine a short run. Then it is put on a slow train and tested, and it goes to its depot slowly. It is gradually introduced into faster traffic and the results of its operations are carefully observed.

**Dr. Sir Ziauddin Ahmad :** How long did this experiment last ?

**The Honourable Mr. A. G. Clow :** I cannot say. It is hardly an experiment ; it is a matter of trying the engines.

**Mr. Manu Subedar :** May I ask whether the possibility of putting some financial responsibility on the consulting engineers in connection with these engines has been examined by the Government ?

**The Honourable Mr. A. G. Clow :** No, I do not think so.

**Mr. M. Ananthasayanam Ayyangar :** Was it not discovered, after the first consignment was received, that these engines had a tendency to hunt ?

**The Honourable Mr. A. G. Clow :** I am told that all engines have a tendency to hunt. This specific type is rather more likely to hunt than others.

**Mr. K. Santhanam :** Who were the consulting engineers during the years when these engines were ordered ?

**The Honourable Mr. A. G. Clow :** I think it is Rendell, Palmer and Tritton but I cannot be certain about it.

**Mr. Manu Subedar :** Who was the special officer deputed to England when the working drawings were made out ?

**The Honourable Mr. A. G. Clow :** I am afraid I do not know.

**Mr. Manu Subedar :** Will the Honourable Member send me the information later ?

**The Honourable Mr. A. G. Clow :** Will the Honourable Member table a question ? I have not got the information.

**Mr. Sami Vencatachalam Chetty :** May I ask if the XB engines involved in the recent accidents were all manufactured by one company or were they manufactured by several companies ?

**The Honourable Mr. A. G. Clow :** I do not know what the Honourable Member means by ' recent accidents '. The only recent accident in which an XB engine was involved, of any seriousness, was the Bihta one.

**Mr. M. Ananthasayanam Ayyangar :** When it was known that these engines have a tendency to hunt, why were not the later orders cancelled ?

**The Honourable Mr. A. G. Clow :** The question of the purchase and the continued purchase is a matter for the technical committee which is to meet in September and I am not able to anticipate their conclusions.

(b) WRITTEN ANSWERS.

PRODUCTION AND PURCHASE OF COAL BY RAILWAYS.

30. **\*Mr. Manu Subedar :** Will the Honourable the Railway Member state :

- (a) the amount of coal produced in railway collieries and the cost per ton during the last three years ;
- (b) the amount of coal purchased by the railways from other collieries and the price per ton paid during the last three years ; and
- (c) who purchases the coal for the Railway Board, and on the consideration of which factors is the price fixed ?

**The Honourable Mr. A. G. Clow :** The information is being collected and will be placed on the table of the House in due course.

APPOINTMENT OF INDIANS AS AGENTS AND DEPUTY AGENTS ON STATE RAILWAYS.

31. **\*Mr. Manu Subedar :** Will the Honourable the Railway Member state, with reference to the North Western Railway, East Indian Railway, Great Indian Peninsula Railway, and the Eastern Bengal Railway :

- (a) whether any Indian has been the Agent or Deputy Agent on any of these lines since 1915, and, if so, who he was and when ;
- (b) how long such an Indian remained in this office and whether he was the permanent incumbent, or whether he merely acted temporarily ;
- (c) what steps are being taken in order to recruit Indians for these positions ;
- (d) when it is intended to appoint Indians in these positions according to the procedure now adopted by the Railway Board ;
- (e) whether there are any Indians eligible ; and
- (f) whether any Indians will become eligible for these positions in the next ten years ?

**The Honourable Mr. A. G. Clow :** I am obtaining information and will lay a reply on the table of the House in due course.

**CONCLUSION OF AN AGREEMENT WITH HIS MAJESTY'S GOVERNMENT IN CONNECTION WITH THE EMPIRE AIR MAIL SERVICE.**

**32. \*Mr. S. Satyamurti :** Will the Honourable Member for Communications please state :

- (a) whether he has heard from the Federation of Indian Chambers of Commerce and Industry regarding its strong disapproval and condemnation of the attitude of the Government of India with regard to their action in concluding a fifteen years' agreement with His Majesty's Government in connection with the Empire Air Mail scheme ;
- (b) whether it is a fact that the Standing Finance Committee came to the definite conclusion that it was essential, in view of India's participation in the air mail service, that she should control 75 per cent. of the voting rights and that three-fourths of the Directors should be Indians whose appointment should be subject to the approval of Government and that the full control of the affairs of the company, including the power to remove managing agents, should be vested in the Board of Directors and shareholders (i.e., Imperial Airways, Limited) ;
- (c) the reasons why in this matter Government did not directly consult either the Legislative Assembly, or give the public an opportunity to express their views on the proposals submitted to His Majesty's Government for the reorganisation of the Empire Air Mail services ; and
- (d) the reasons why Government did not provide for the training of Indians for these air mail and seaplane services ?

**The Honourable Mr. A. G. Clow :** (a) Yes.

(b) The conclusion referred to by the Honourable Member was reached in connection with an entirely different proposal, viz., one to subsidise a company to operate an air mail service wholly within India and applied to a very different set of circumstances. As explained to the Standing Finance Committee on the 20th September, 1929, the negotiations in that connection proved abortive. The subsequent arrangements under which Indian Trans-Continental Airways, Limited, was formed to operate jointly with Imperial Airways, Limited, the section of the air service between Karachi and Singapore were fully explained to and approved by the Legislative Assembly on the 20th September, 1933.

(c) The proposals relating to India's participation in the Empire Air Mail Scheme were placed before and approved by the Standing Finance Committee on the 27th February, 1937. The necessary budgetary provision to implement the scheme was made in the budget for 1937-38 and passed by this House. Adequate information and opportunity was thus afforded to the Assembly to discuss the matter.

(d) Government have provided for the training and employment of Indians in the landplane services of the Empire Air Mail Scheme. For financial reasons Government decided to restrict their active participation to the landplane services. Nevertheless qualified Indians are not debarred from employment in any capacity in the seaplane services and arrangements have been made for the training and employment of Indians on the technical ground services on the seaplane route in India. A certain number are already employed.

**CARRIAGE OF MAILS BETWEEN INDIA AND CERTAIN OTHER COUNTRIES BY INDIAN SHIPPING INTERESTS.**

33. **\*Mr. S. Satyamurti** : Will the Honourable Member for Communications please state :

(a) whether he has had from the Federation of Indian Chambers of Commerce and Industry the request that the Director General of Posts and Telegraphs should enter into short term contracts for the conveyance of mails by steamer services between India and Burma, Iran, Zanzibar, Mombasa and Durban, with a view to enabling Indian shipping interests to offer and participate in the carriage of such mails in future ;

(b) what action Government have taken thereon ; and

(c) if no action has been taken, why not ?

**The Honourable Mr. A. G. Clow** : (a) Yes.

(b) and (c). The matter is still under consideration. The Honourable Member will realise that in coming to a decision Government will have to take into consideration the financial effects of the various alternatives.

**ARRANGEMENTS WITH THE IMPERIAL AIRWAYS BY THE GOVERNMENT AS A PART OF THE EMPIRE AIR MAIL SERVICE.**

34. **\*Mr. S. Satyamurti** : Will the Honourable Member for Communications please state :

(a) whether Government have received a memorandum from the Indian Chamber of Commerce, Lahore, on the subject of the new arrangements with the Imperial Airways by the Government as a part of the Empire Air Mail scheme ;

(b) what the arrangements are which have been made ; and

(c) whether there are any attempts being made to evolve a scheme to build up a national civil aviation industry according to the requirements of the country and if so, what they are ?

**The Honourable Mr. A. G. Clow :** (a) Yes.

(b) The Honourable Member's attention is invited to the Memorandum submitted to the Standing Finance Committee on the subject of the Empire Air Mail Scheme, included in the proceedings of that body (Volume XVI—No. 5), dated the 27th February, 1937.

(c) If the Honourable Member is referring to the organisation of air transport services in this country, I need only refer to the air services which have been developed as a result of the Empire Air Mail Scheme. These are Indian Trans-Continental Airways, Limited, who operate on the international route from London to Calcutta ; Messrs. Tata Sons who operate between Karachi and Colombo, Bombay and Trivandrum, and Bombay and Delhi ; and the Indian National Airways who operate between Karachi and Lahore.

#### REPORT ON THE BIHTA TRAIN DISASTER.

35. **\*Mr. Badri Dutt Pande :** Will the Honourable Member in charge of Railways be pleased to lay on the table a statement showing :

- (i) the action taken after the report of the Honourable Chief Justice Sir John Thom on the Bihta train disaster ;
- (ii) the amount of compensation paid so far, and the names of the persons to whom it has been paid ; and
- (iii) the result of the enquiry into the workings of the XB Engines ?

**The Honourable Mr. A. G. Clow :** (i) I would refer the Honourable Member to the reply I have given to Mr. Avinashilingam Chettiar's starred question No. 9.

(ii) I have not got the names of the claimants and as compensation cases are in progress, the amount offered or paid is constantly changing. But I hope to be able to give some particulars of the progress made, during the debate on Friday, and a complete statement will be compiled at a later date.

(iii) The Honourable Member is referred to the communiqué issued on this subject on the 26th July, 1938.

#### OPENING OF A RAILWAY LINE BETWEEN KASHIPUR AND KALAGARH.

36. **\*Mr. Badri Dutt Pande :** With reference to the answer to my question No. 175 of the 8th February, 1938, will the Honourable the Railway Member be pleased to state if any decision has been arrived at regarding the opening of a railway line from Kashipur (District Nainital) to Kalagarh ? If so, what is that decision ?

**The Honourable Mr. A. G. Clow :** The estimated amount of the guarantee payable by the United Provinces Government, in the event of this line being constructed, has been intimated to them, and their reply is awaited.

**FACILITIES PROVIDED TO PASSENGERS DURING THE KUMBHA MELA AT HARDWAR.**

37. **\*Mr. Badri Dutt Pande :** (a) Will the Honourable the Railway Member be pleased to state the total number of passengers that were transhipped by rail to and from Hardwar during the last Kumbha Mela ?

(b) What was the income that accrued to the Railways ?

(c) How many special trains were run ?

(d) Have the Railway platforms and bridges at Hardwar station been provided with shelters ?

**The Honourable Mr. A. G. Clow :** (a) About 5,93,000 to Hardwar. The number carried from Hardwar cannot be definitely ascertained, as the majority travelled on return tickets.

(b) The earnings from passenger traffic for the period from 12th March to 21st April, 1938, are estimated at Rs. 28,12,000.

(c) From the 12th March to the 21st April, 1938, 400 special trains arrived at Hardwar and 407 left Hardwar.

(d) The island platform is covered for 120 feet and the main platform has a verandah of 236 feet. The overbridges are not covered.

**RAILWAY COLLISION AT HARDWAR DURING THE KUMBHA MELA.**

38. **\*Mr. Badri Dutt Pande :** (a) Will the Honourable Member for Railways be pleased to state the circumstances in which a railway collision occurred at the Hardwar Station on the 15th April, 1938, during the Kumbha Mela ?

(b) How many persons were killed and how many injured ?

(c) Was any enquiry held ?

(d) Was any compensation granted to the families of those who were killed and injured ?

(e) If so, to whom was it granted, and what was the amount of such compensation ?

**The Honourable Mr. A. G. Clow :** (a) While an empty rake was being placed in a special mela siding, the rear bogie ran through the buffer stop at the end of the siding and collided with the palisade fencing of a pilgrim enclosure in which a number of passengers were waiting to be admitted to the platform. The fencing collapsed and the vehicle penetrated about 12 feet into the enclosure.

(b) Three persons were killed at the time and 39 injured, of whom five subsequently died in hospital.

(c) Yes.

(d) and (e). The information has been called for and a statement will be laid on the table of the House when it has been received.

### SERIOUS DISORDERS IN WAZIRISTAN.

38A. \***Mr. S. Satyamurti** : Will the Secretary for External Affairs please state :

- (a) whether his attention has been drawn to the leading article of the *Statesman* of the 20th July, 1938, entitled ' Waziristan ' ;
- (b) whether Government's attention has specially been drawn to these two sentences :

“ Disorders within one week so serious and extensive together with military operations first near Ahnai in the South, and then on a larger scale beyond the Tochi valley in the North, combine to form a disquieting picture, for it is nearly two years since the troubles in Waziristan began. Recently a good deal of dissatisfaction has again been expressed both in India and in Britain about the purposes and effects of the Government of India's Frontier policy, and the demand recurrently put forward that the entire problem should be thought out afresh ” ;

- (c) whether Government propose to take any steps in the matter of dealing with the problem from a new angle of vision in the light of this article ;
- (d) whether Government propose to consult the North-West Frontier Province Government in this matter, and if not, why not ; and
- (e) whether Government are prepared to give facilities to Mahatma Gandhi and Khan Abdul Ghaffar Khan to visit the tribal areas, and if not, why not ?

**Sir Aubrey Metcalfe** : (a) and (b). Yes.

(c) Government are unable to see that the article to which the Honourable Member refers throws any fresh light on the problem of Frontier Administration. That problem is receiving the constant and anxious attention of the Government of India, but it is obviously impossible to make any drastic changes in their general policy until order and peaceful conditions have been restored and it is on this aspect that the efforts of Government are at present concentrated.

(d) and (e). No.

---

**Mr. S. Satyamurti** : May I make a submission to you, Sir ? Ten minutes have been taken up with oath taking, and  
 12 Noon. I should like you to extend the question hour to the extent to which it has been taken up by the oath taking.



**Mr. President** (The Honourable Sir Abdur Rahim) : With regard to this subject of extending the question hour, I am afraid I cannot do it, having regard to the interpretation that has always been put upon Standing Order 10. Standing Order 10 says " The first hour of every meeting shall be available for the asking and answering of questions ". It is not more than the first hour.

**Mr. S. Satyamurti** : It is not less than the first hour either.

**Mr. President** (The Honourable Sir Abdur Rahim) : The Standing Order does not say that. I am not going to make a departure unless the Standing Order is changed.

**Mr. Sri Prakasa** : At the Delhi Session, when the personnel on the other side had completely changed, they took twenty minutes for the oath taking and you were generous enough to allow an extra 20 minutes. There is a precedent there.

**Mr. S. Satyamurti** : I can corroborate what my friend says.

**Mr. President** (The Honourable Sir Abdur Rahim) : I have no recollection of that. Does the Honourable Member want a ruling on this point ?

**Mr. S. Satyamurti** : I do not want a ruling. I only want this, as a matter of grace.

**Mr. President** (The Honourable Sir Abdur Rahim) : I do not think I can allow it.

---

## UNSTARRED QUESTION AND ANSWER.

### SUBSIDY TO AND EMPLOYMENT OF ASSAMESE ON THE EASTERN BENGAL RAILWAY.

**1. Maulvi Abdur Rasheed Chaudhury** : Will the Honourable the Railway Member please state :

- (a) the amount of subsidy the Eastern Bengal Railway gets from the Government of Assam ;
- (b) the total number of officers and men on the Eastern Bengal Railway appointed from the Province of Assam ;
- (c) the percentage of officers and men from the Province of Assam employed on the Eastern Bengal Railway as compared with the total number of officers and men of the Eastern Bengal Railway ; and
- (d) the amount of subsidy, if any, the Eastern Bengal Railway gets from the Province of Bengal ?

**The Honourable Mr. A. G. Clow :** (a) The Eastern Bengal Railway receives a guarantee from the Government of Assam equivalent to the loss incurred in the construction and working of the Tangla-Belsri-Rangapara Railway. The amount received during the year 1937-38 was Rs. 1,75,000.

(b) and (c). As regards gazetted staff I would refer the Honourable Member to the Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways corrected up to the 31st December, 1937, and to the History of Services of the Officers of the Indian State Railways corrected up to the 1st July, 1937, which contain such information as is available with Government. Copies of these publications are in the Library of the House. As regards non-gazetted staff statistics are not prepared by provinces.

(d) The Eastern Bengal Railway does not receive any subsidy from the Government of Bengal.

---

## STATEMENTS LAID

*Information promised in reply to starred question No. 159 asked*

## INDIAN AND EUROPEAN OFFICERS IN THE

*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Home Department.	1	Secretary ..	1	Under Secretary.	1	Secretary ..	1	Under Secretary.
	1	Joint Secretary			1	Joint Secretary.		
	1	Deputy Secretary.			1	Deputy Secretary.		
	1	Additional Deputy Secretary.			1	Under Secretary.		
					1	Officer on Special Duty.		

## ON THE TABLE.

by Mr. K. Santhanam on the 27th August, 1937.

## GOVERNMENT OF INDIA DEPARTMENTS.

Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937.

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans.	Number of Europeans replaced by Indians.	Remarks.
New posts (if any) created.			Other changes (if any) in the personnel and number and character of posts.					
No.	Designation.	Name of officer appointed.		14	15	16	17	18
1	Officer on Special Duty.	Mr. H. S. Stephenson, I.C.S. (from 23rd December 1936 to 15th April 1937).	(1) Temporary post of Additional Joint Secretary held by a European was abolished on the 3rd April 1936.	20	16.7	..	..	
1	Additional Under Secretary.	Mr. H. S. Stephenson, I.C.S. (from 23rd November 1936 to 22nd December 1936 and from 16th April 1937).	(2) Additional Deputy Secretary.  Post held in abeyance from 30th October 1936 to 29th January 1937 and abolished from 16th April 1937.					
1	Officer on Special Duty.	Sir Maurice Gwyer, K.C.B., K.C.S.I., K.C., (from 14th January 1937 to 2nd April 1937).	(3) Deputy Secretary. Mr. A. S. Hands, C.I.E., M.C., I.C.S., (the substantive incumbent) was granted leave from 30th October 1936 to 29th January 1937 and Mr. G. W. McElhinny, I.C.S., was appointed to officiate. (Both Europeans).					
1	Officer on Special Duty.	Mr. A. H. Joyce, (from 22nd October 1936 to 31st December 1936).						
1	Officer on Special Duty.	Mr. F. H. Puckle, C.S.I., C.I.E., I.C.S., (from 10th May 1937 to date).						
1	Officer on Special Duty.	Mr. R. F. Mudie, C.I.E., O.B.E., I.C.S., (from 7-11th June 1937 prior to appointment as Joint Secretary).						

*Statement showing the changes, etc., that have taken place above the rank of Indian Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Paid held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Office of the Intelligence Bureau.	1	Director. ..	1	Asstt. Director.	1	Director ..	1	Asstt. Director.
	1	Deputy Director.						
	1	Personal Asstt.			2	Dy. Directors		
	1	Asstt., Superintendent of Police.			2	Asstt., Directors.		
	1	Govt. Examiner of Questioned Documents.			1	Govern-ment Examiner of Questioned Documents.		
	1	Asstt., Examiner of Questioned Documents.			1	Asstt., do.		
Office of the Bureau of Public Information.	1	Director of Public Information.	1	Deputy Director of Public Information.	1	Director of Public Information.	1	Additional Director of Public Information.
	1	Additional Deputy Director of Public Information.			1	Additional Deputy Director of Public Information.	1	Additional Deputy Director of Public Information.

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans.	Number of Europeans replaced by Indians.	Remarks.
New posts (if any) created.			Other changes (if any) in the personnel and number and character of posts.					
No.	Designation	Name of officer appointed.		14	15	16	17	18
10	11	12	13					
1	Deputy Director.	Mr. D. Pilditch	The designations of 1 post of Personal Assistant and 1 post of Assistant Superintendent of Police were changed to Assistant Directors.	14.3	12.5	..	..	
1	Additional Director of Public Information.	Mr. S. C. Guha-Thakurta, M.A.	Mr. I. M. Stephens proceeded on leave on 14th April 1937 and Khan Bahadur S. N. A. Jafri performed the duties of Director in addition to his own as Deputy Director up to 19th July 1937, the post of Director remaining in abeyance. Thereafter Mr. Joyce was appointed temporarily as Director. A temporary post of Additional Deputy Director was however created with effect from 1st May up to the 22nd July 1937, and Mr M. S. Islam appointed thereto. The post of Deputy Director has been temporarily converted into that of Additional Director and is	33.3	50	..	..	

*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Federal Public Service Commission.	(A)1	Chairman ..			1	Chairman ..		
	(B)1	Member ..	2	Members ..	1	Member ..	2	Members
	(C)1	Secretary ..			1	Secretary ..		

## STATEMENTS LAID ON THE TABLE.

*Assistant Secretary or the Chief Superintendent respectively in the G  
1st April 1936 and 1st August 1937.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans.	Number of Europeans replaced by Indians.
New posts (if any) created.			Other changes (if any) in the personnel and number and character of posts.				
No.	Designation.	Name of officer appointed.					
10	11	12	13	14	15	16	17
			held by Khan Bahadur S. N. A. Jafri with effect from 20th July 1937.				
..			(A) Sir David Petrie, Kt., C.I.E., C.V.O., C.B.E., proceeded on leave from 1st September 1936 preparatory to retirement and Dr. L. K. Hyder, C.I.E., Member officiated as Chairman from that date until 30th November 1936 (F. N.) when the present Chairman, Mr. E. Gordon, C.S.I., C.I.E., I.C.S., took over from Dr. Hyder.	40	40	..	..
			(B) (i) Mr. D. Reynell, C.I.E., I.E.S., officiated as Member from 1st September 1936 to 30th November 1936 (F. N.) vice Dr. Hyder appointed officiating Chairman.				
			(ii) Dr. Hyder proceeded on leave, preparatory to retirement from 2nd January 1937 and Dr. A. F. Rahman, assumed charge as Member on the 7th January 1937 (F. N.).				
			(iii) Mr. H. S. Crosthwaite, C.I.E., Member proceeded on leave for six months from 2nd April 1937 and Sir Charles Carter Chitham, Kt.,				



*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.					1st August 1937.		
	Posts held by—					Posts held by—		
	Europeans.		Indians.			Europeans.	Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
External Affairs Department.	1	Secretary ..	1	Additional Deputy Secretary.	1	Secretary ..	1	Additional Deputy Secretary.
	1	Deputy Secretary.	1	Under Secretary.	1	Deputy Secretary.	1	Under Secretary.
Defence Department.	1	Secretary ..	..		1	Secretary ..	..	..
	1	Deputy Secretary.	..		1	Deputy Secretary.		
	1	Director, Military Lands and Cantonments.			1	Director, Military Lands and Cantonments.		
	1	Director, Regulations and Forms.			1	Director, Regulations and Forms.		
	1	Under Secretary			1	Under Secretary.		
Department of Education, Health and Lands.	1	Educational Commissioner.	1	Secretary ..	1	Offg. Joint Secretary.	1	Offg. Secretary
	1	Deputy Secretary.	1	Joint Secretary.	1	Educational Commissioner.	1	Additional Deputy Secretary.
	1	Additional Deputy Secretary.			1	Deputy Secretary.		

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—contd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans.	Number of Europeans replaced by Indians.	Remarks.
New posts (if any) created.			Other changes (if any) in the personnel and number and character of posts.					
No.	Designation.	Name of officer appointed.		14	15	16	17	18
1	Additional Deputy Secretary (created from April 1st 1936).	Mr. K. P. Menon	C.I.E., I. P., was appointed as officiating Member.  (C) Mr. D. Reynell, C.I.E., I.E.S., made over charge of post of Secretary to Mr. H. Hamill, I.E.S., on 1st September 1936 (F. N.).  1 Secretary.—Lt.-Col. A. E. B. Parsons, C. B. E., D.S.O., in place of Sir Anbery Metcalfe, K.C.I.E., C.S.I., M.V.O.  1 Deputy Secretary.—Major W. R. Hay, C.I.E., in place of Mr. O. K. Caroe, C.I.E.	50	50	..	..	
1	Under Secretary.	Mr. W. G. Alexander, I.C.S.	....	..	..	..	..	
2	Officers on Special Duty.	Mr. A. P. Hume, I.C.S.  Mr. R. K. Nehru, I.C.S.	Mr. A. P. Hume, I.C.S.—Officer on Special Duty from 1st to 2nd June 1936.  Officiating Additional Deputy Secretary, from 4th June 1936 to 8th July 1936.	40	40	1	1	

*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Office of the Director General, Indian Medical Service.	1	Director General, I. M. S.	1	Deputy Director General, I.M.S.	1	Director General, I.M.S.	1	Assistant Director General, Indian Medical Service.
	1	Public Health Commissioner with the Government of India.	1	Officer on Special Duty.*	1	Deputy Director General, I.M.S.		
	1	Assistant Director General, I. M. S.			1	Public Health Commissioner with the Government of India.		
					1	Deputy Public Health Commissioner with the Government of India.		
					1	Officer on Special Duty.†		

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—contd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians re-placed by Europeans.	Number of Europeans re-placed by Indians.	Remarks.
New posts (if any) created.			Other changes (if any) in the personnel and number and character of posts.					
No.	Designation.	Name of officer appointed.						
10	11	12	13	14	15	16	17	18
1	Deputy Public Health Commissioner with the Government of India.	Capt. A. W. West, I.M.S. (from 22nd June 1936 to 16th July 1937).  Lt.-Col. E. Cotter, I.M.S. (from 17th July 1937). 1	<p><i>Officer on Special Duty</i> from 12th September 1936 to 23rd October 1936.</p> <p><i>Mr. R. K. Nehru, I.C.S.</i>—Officer on Special Duty from 14th to 26th November 1936.</p> <p>Officiating Additional Deputy Secretary from 27th November 1936 to 7th February 1937.</p> <p><i>Mr. J. C. Powell-Price, I. E. S.</i>, Officiating Educational Commissioner from 1st June 1936 to 9th November 1936.</p> <p><i>Director General, Indian Medical Service</i>—Major General C. A. Sprawson, C.I.E., K.H.P., I.M.S., up to 13th February 1937.</p> <p>Major General E. W. C. Bradfield, C.I.E., O.B.E., K.H.S., I.M.S., from 14th February 1937.</p>	40	16.7	1	1	<p>*The appointment of officer on Special Duty commenced on 8th September 1936 and terminated on 24th April 1936.</p> <p>†For six weeks from 17th July 1937 to 27th August 1937.</p>
1	Officer on Special Duty.	Captain A. W. West, I.M.S. (from 17th July 1937 to 27th August 1937).	<p><i>Public Health Commissioner</i>—Lt.-Col. G. G. Jolly, C.I.E., V.H.S., I.M.S., upto 7th August 1936.</p> <p>Col. A. J. H. Russell, C.B.E., K.H.S., I.M.S., from 8th August 1936.</p>					

*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Office of the Director General of Archaeology in India.	1	Director General of Archaeology in India.	1	Deputy Director General of Archaeology.	..	..	1	Director General of Archaeology in India.
			1	Assistant Superintendent for Central India and Rajputana.	1	Assistant Superintendent for Central India and Rajputana.	1	Deputy Director General of Archaeology.
Department of Industries and Labour.	1	Secretary ..	1	Under Secretary.	1	Joint Secretary	1	Secretary ..
	1	Joint Secretary	1	Personal Assistant to	1	Under Secretary.	1	Deputy Secretary.

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—contd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians re-placed by Europeans.	Number of Europeans re-placed by Indians.	Remarks.
New posts (if any) created.								
No.	Designation.	Name of officer appointed.	Other changes (if any) in the personnel and number and character of posts.	14	15	16	17	18
10	11	12	13					
			<p><i>Deputy Director General, I. M. S.—</i></p> <p>Lt.-Col. D. H. Raj, I.M.S., upto 14th January 1937.</p> <p>Lt.-Col. A. H. Shaikh, I.M.S., from 15th January 1937 to 14th July 1937.</p> <p>Lt.-Col. E. G. Kennedy, I.M.S., from 15th July 1937.</p> <p><i>Assistant Director General, Indian Medical Service—</i></p> <p>Lt.-Col. W. M. Will, I.M.S., upto 22nd April 1937.</p> <p>Lt.-Col. J. P. Canteenwala, I.M.S., from 23rd April 1937 to 3rd September 1937.</p>					
			<p>Mr. J. F. Blackiston, C.I.E., Director General of Archaeology proceeded on leave preparatory to retirement from 20th March 1937 and Rao Bahadur K. N. Dikshit, Deputy Director General of Archaeology appointed to officiate in his place. Mr. M. S. Vats, an Indian, was promoted to the Deputy Director General of Archaeology's place.</p>	66·7	66·7	1	1	
1	*Officer on Special Duty.	Mr. L. B. Gilbert	1. The P. A. to Consulting Engineer to the Government of India (Roads) on	33·3	50	1	2	*Created for the period 8th July 1936 to 23rd July 1937.

*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Office of the Chief Controller of Stores, Indian Stores Department.	1	Deputy Secretary		the Consulting Engineer to the Government of India (Roads).	1	Consulting Engineer to the Government of India (Roads).	1	Additional Deputy Secretary.
	1	Consulting Engineer to the Government of India (Roads).			1	Officer on Special Duty.	1	Secretary, Coal Mining Committee.
	1	Chief Controller of Stores.	1	Deputy Director of Inspection.	1	Chief Controller of Stores.	1	Deputy Director of Inspection.
	1	Director, Industrial Research Bureau.	1	Deputy Director of Purchase. [One other Indian Officer was officiating as Deputy Director of Purchase on the 1st April 1936 in the arrangement mentioned at (a)].	1	Director, Industrial Research Bureau.	1	Deputy Director of Purchase. [One other Indian Officer is officiating as Deputy Director of Purchase in the arrangement mentioned at (b)].
	2	Deputy Directors of Purchase. (One of these was officiating as Chief Controller of Stores on the 1st April 1936 during the absence of the permanent in-		Deputy Direc-	2	Deputy Directors of Purchase. [One of the two European Officers is on leave and one Indian Officer is officiating in the post (b)].	1	Deputy Director of Administration

Details of changes that took place between the 1st April 1936 and the 1st August 1937.

Details of changes that took place between the 1st April 1936 and the 1st August 1937.								
New posts (if any) created.			Other changes (if any) in the personnel and number and character of posts.	Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans	Number of Europeans replaced by Indians.	Remarks.
No.	Designation.	Name of officer appointed.						
10	11	12	13	14	15	16	17	18
1	†Additional Deputy Secretary.	Mr. N. Mahadeva Ayyar.	1st August 1936 took precedence of Assistant Secretaries by virtue of his personal standing in the Warrant of Precedence. The present P. A. is also an Indian but does not rank above Assistant Secretaries.  2. Most of these officers officiated for one another at some time or other. R. B. S. K. Banerjee who has not been named officiated as Under Secretary from 12th March 1937 to 6th April 1937.  3. Mr. Clow was on leave from 8th July 1937 to 7th August 1937, i.e., on 8th August 1937. When he returned Secretary became a European and Joint Secretary an Indian. No other change.					†Created for a period of two years with effect from the 1st April 1936. Mr. N. Mahadeva Ayyar was appointed with effect from the 27th April 1936.
1	†Officer on Special Duty.	Mr. C. H. Reynolds.						‡ Created from the 22nd March 1937 to 4th November 1937.
1	Assistant Director of Purchase.	Mr. K. K. Bose (1st May 1936 to 8th July 1937).  Mr. R. P. Mathur (from 9th July 1937 to date).	Director, Industrial Research Bureau.—Mr. N. Brodie proceeded on long leave with effect from the 23rd February 1937 and Mr. E. F. G. Gilmore (previously employed as Superintendent, Government Test House, Alipore, Calcutta) was appointed to the post from the 10th March 1937. (Both Europeans).	60	62.5	..	..	..
2	Assistant Controllers of Purchase.	1. Mr. T. P. Barat (1st December 1936 to 21st June 1937).  2. Mr. P. G. Bhagat (2nd January 1937 to 8th July 1937).						



*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
		cumbent on deputation out of India. (a)		tor of Ad- ministration and Intelli- gence.	1	Assistant Di- rector of Inspection.		and Intelli- gence.
	1	Assistant Direc- tor of Inspec- tion.	1	Assistant Di- rector of Ad- ministration and Intelli- gence.	1	Assistant Di- rector, Indus- trial Research Bureau.		Assistant Di- rector of Ad- ministration and Intelli- gence.
	1	Assistant Direc- tor, Industrial Research Bu- reau.	2	Assistant Di- rectors of Purchase.			3	Assistant Di- rectors of Purchase.
			1	Assistant Con- troller of Purchase.			1	Assistant Con- troller of Purchase.
			2	Assistant En- gineers (Ins- pection).			2	Assistant En- gineers (Ins- pection).

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—contd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians re-placed by Europeans.	Number of Europeans re-placed by Indians.	Remarks.
New posts (if any) created.			Other changes (if any) in the personnel and number and character of posts.					
No.	Designation.	Name of officer appointed.						
10	11	12	13	14	15	16	17	18
			<p><i>Deputy Director of Administration and Intelligence.</i>—Rai Bahadur J. P. Ganguli, Deputy Director of Administration and Intelligence, proceeded on leave preparatory to retirement with effect from the 20th February 1937 and retired with effect from the 20th June 1937. He was replaced by Rai Bahadur Kirpa Ram who previously held the post of Assistant Director of Administration and Intelligence. (Both officers Indians).</p> <p><i>Assistant Director of Administration and Intelligence.</i>—Rao Sahib V. Subrahmanyam, who previously held the appointment of Personal Assistant to the Controller of Inspection, Calcutta Circle, was appointed as Assistant Director of Administration and Intelligence vice Rai Bahadur Kirpa Ram, with effect from the 15th May 1937.</p> <p><i>Assistant Controller of Purchase.</i>—Mr. R. P. Mathur (who was previously employed in the Karachi Purchase Circle) was posted to the Headquarters Office with effect from the 2nd November 1936 and Mr. A. R. Palit, an officer of the same class, was trans-</p>					

*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Office of the Controller of Printing and Stationery, India.	1	Controller of Printing and Stationery, India.	..	..	1	Controller of Printing and Stationery, India.	..	..
	1	Deputy Controller of Printing.	..	..	1	Deputy Controller of Printing.	..	..
Civil Aviation Office.	1	Director of Civil Aviation in India.	..	..	1	Director of Civil Aviation in India.	..	..
	1	Deputy Director of Civil Aviation in India.	..	..	1	Deputy Director of Civil Aviation in India.	..	..
	1	Chief Inspector of Aircraft.	..	..	1	Chief Inspector of Aircraft.	..	..
	1	Technical Officer (Temporary).	..	..	1	Technical Officer (Temporary).	..	..
	1	Engineer Officer I (Temporary).	..	..	1	Additional Technical Officer (Temporary).	..	..
	1	Engineering Officer II.	..	..	1	Engineering Officer I (Temporary).	..	..
					1	Engineer Officer II.		

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—contd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans.	Number of Europeans replaced by Indians.	Remarks.
New posts (if any) created.			Other changes (if any) in the personnel and number and character of posts.					
No.	Designation.	Name of officer appointed.		14	15	16	17	18
10	11	12	13					
			ferred to the Calcutta Purchase Circle with effect from the 24th December 1936. (Both Indians). <i>Assistant Engineers (Inspection).</i> —Mr. M. Samson proceeded on leave and Mr. T. B. Merchant (previously attached to the Bombay Inspection Circle in the same class) replaced him with effect from the 9th December 1936. Mr. Samson was posted to the Bombay Circle vice Mr. Merchant on the expiry of his leave. (Both Indians).					
..			..	..	..	..	..	..
..		..	..	..	..	..	..	..
1	Additional Technical Officer (Temporary).	Mr. B. S. Leete	..	..	..	..	..	

*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Office of the Controller of Broadcasting.	1	Controller of Broadcasting.	..		1	Controller of Broadcasting.	1	Deputy Controller of Broadcasting.
					1	Chief Engineer	..	..
Office of the Director General, Posts and Telegraphs.	1	Chief Engineer (Posts and Telegraphs).	1	Director-General.	1	Chief Engineer	1	Director General.
					1	Senior Deputy Director-General.	1	Deputy Director-General, Finance.
	1	Senior Deputy Director General.	1	Deputy Director General, Telegraphs.	1	Deputy Director General, Telegraphs.	1	Assistant to Deputy Director General, Foreign Mails.
	1	Deputy Director General, Wireless.	1	Deputy Director General, Postal Service.	1	Deputy Director General, Wireless.	1	Assistant Deputy Director General, Establishments B.
	1	P. A. to Chief Engineer.	1	Deputy Director General, Finance.	1	Deputy Director General, Postal Service.		Assistant Deputy Director General (Indian Mails).
	1	Assistant Director of Wireless.	1	Assistant Deputy Director General, Establishments B.	1	P. A. to Chief Engineer.		
	1	Assistant to Deputy Director General, Foreign Mails.	1	Assistant Deputy Director General, (Indian Mails).	1	Assistant Director of Wireless.		
	1	Assistant to Deputy Director General, Establishments A.	1	Assistant Deputy Director General (Traffic).	1	Assistant to Deputy Director General, Establishments A.		
	1	Assistant to Deputy Director General, Wireless.	1	P. A. to Director General.	1	Assistant Deputy Director General, Wireless.		
					1	Assistant Deputy Director General (Traffic).		
					1	P. A. to Director General.		

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—contd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans.	Number of Europeans replaced by Indians.	Remarks.
No.	Designation.	New posts (if any) created. Name of officer appointed.	Other changes (if any) in the personnel and number and character of posts.	14	15	16	17	18
1	Deputy Controller of Broadcasting.	Mr. A. S. Bokhari.		..	33.3	..	..	
1	Chief Engineer, All-India Radio.	Mr. C. W. Goyder		..	..	..	..	
2	Officers on Special Duty in Director-General's office.	1. Mr. L. C. P. Grant. 2. Mr. S. Shiva Rama Krishnan.	<i>Deputy Director-General, Telegraphs.</i> —Mr. P. N. Mitra on 1st April 1936. Mr. A. Brokenshaw on 1st August 1937.	50	31.3	4	1	*From 1st October 1936 to 31st October 1936. †Posts created on a temporary basis prior to 1st April 1936 and extended from time to time. The post of Assistant Deputy Director General, Budget was subsequently sanctioned permanently from 1st August 1936.
1	Officer on Special duty.*	K. B. S. R. Kothawala.	<i>Deputy Director-General, Postal Service.</i>					
1	Assistant Deputy Director General, Telephones.	1. Mr. G. Hunt †	Khan Bahadur Ramzan Ali on 1st April 1936. Lt.-Col. S. C. Sinclair on 1st August 1937.					
1	Assistant Deputy Director General, Budget.	1. Mr. A. Ghosh †.	<i>Deputy Director-General, Finance.</i> —Mr. Ghulam Mohammad on 1st April 1936. Mr. T. R. Sadasiyam on 1st August 1937. <i>Personal Assistant to Director-General</i> —Mr. J. B. Lal on 1st April 1936. Mr. K. S. Sheppard on 1st August 1937. <i>Assistant Deputy Director-General, Foreign Mails</i> —Mr. A. J. L. Gonet on 1st April 1936. R. S. S. P. Sarbadhikari on 1st August 1937. <i>Assistant Deputy Director-General, Indian Mails</i> —R. B. G. N. Naidu on 1st April 1936. Mr. H. L. Jernath on 1st August 1937.					The post of Assistant Deputy Director General, Wireless was created from the 1st April 1936 and it was filled on an officiating basis from the 1st April 1936 to the 13th April 1937 by Mr. W.A.G. Phillips, Mr. Taylor having been appointed to that post on a substantive basis from the 14th April 1937.

*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Department of Commerce.	1	Secretary ..	1	Deputy Secretary.	1	Secretary ..	1	Deputy Secretary.
	1	Joint Secretary			1	Joint Secretary.	1	Officer on Special Duty.
	1	Engineer-in-Chief, Lighthouse Dept.	1 1	Actuary .. Engineer, Lighthouse Department.	1 1	Under Secretary. Engineer-in-Chief, Lighthouse Department.	1	Engineer, Lighthouse Department.
	1	Nautical Adviser.	..	..	1	Nautical Adviser.		
	1	Chief Surveyor	..		1	Chief Surveyor		
Statistical Research Branch of the Commercial Intelligence and Statistics Department.	..	..	1	Director General of Commercial Intelligence and Statistics.	..	..	1	Director General of Commercial Intelligence and Statistics.
			1	Deputy Director of Statistical Research.	..		1	Deputy Director of Statistical Research.

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—contd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.

No.	New posts (if any) created.		Other changes (if any) in the personnel and number and character of posts.	Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians re-placed by Europeans.	Number of Europeans re-placed by Indians.	Remarks.
	Designation.	Name of officer appointed.						
10	11	12	13	14	15	16	17	18
			<i>Assistant Deputy Director-General, Traffic—</i> R. S. T. R. R. Iyengar on 1st April 1936. Mr. E. D. Gells on 1st August 1937. <i>Assistant Deputy Director-General, Wireless—</i> Mr. F. W. Taylor on 1st August 1937.					
1	Additional Secretary (Temporary).	Mr. H. Dow.	<i>Secretary</i> (Mr. H. Dow, appointed vice Sir Thomas Stewart).	37.5	33.3	..	..	The Actuary's post has been vacant since the death of Mr. N. Mukerji. The Assistant Actuary (Mr. A. Rajagopalan) is at present doing the duties of Actuary in addition to his own.
1	Under Secretary (Temporary).	Mr. H. Ronson.	<i>Joint Secretary</i> (Mr. M. Slade appointed vice Mr. H. Dow).					
1	Officer on Special Duty (Temporary).	Mr. S. O. Sen.	<i>Joint Secretary</i> (Mr. H. S. Malik appointed, vice Mr. M. Slade on leave).					
1	Do.	Mr. N. R. Pillai.						
1	Do.	Mr. Y. N. Sukthankar.						
1	Do.	Mr. R. K. Nehru	<i>Deputy Secretary</i> (Mr. R. K. Nehru appointed, vice Mr. Malik appointed as Joint Secretary).					
1	Do.	Mr. S. C. Sen.	<i>Deputy Secretary</i> (Mr. Y. N. Sukthankar appointed, vice Mr. H. S. Malik). <i>Chief Surveyor</i> (Engineer Commander J. E. Maloney appointed vice Engineer Captain T. S. Page on leave).					
..	..		..	100	100	..	..	



*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Legislative Department.	1	Secretary.	2	Joint Secretaries.	1	Secretary ..	1	
	1	Joint Secretary.			2	Joint Secretaries.		
	1	Deputy Secretary.			1	Deputy Secretary.	1	Deputy Secretary.
	2	Solicitors ..	1	Solicitor ..	1	Solicitor ..	2	Solicitors.
Railway Department (Railway Board).	1	Chief Commissioner.	1	Financial Commissioner.	1	Chief Commissioner.	2	Directors.
	1	Member ..	3	Directors ..	1	Financial Commissioner.	5	Deputy Directors.
	1	Secretary ..	5	Deputy Directors.	2	Members ..	1	Officer on Special Duty.
	1	Director ..			1	Secretary.		
	1	Deputy Director			3	Directors*.		
					1	Deputy Director.		

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—contd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans.	Number of Europeans replaced by Indians.	Remarks.
No.	Designation.	Name of officer appointed.	Other changes (if any) in the personnel and number and character of posts.	14	15	16	17	18
1	Joint Secretary.	Mr. A. deC. Williams, I.C.S.*	One post of Solicitor which was held by an European on 1st April 1936 is held by an Indian on 1st August 1937.	10.7	37.5	..	2	*Held the post of Deputy Secretary on 1st April 1936.
1	Deputy Secretary.	Mr. J. A. Mackeown, I.C.S.	One post of Deputy Secretary which was held by an European on 1st April 1936 is held by an Indian on 1st August 1937.					
1	Member	Mr. A. E. Tylden-Patterson.	(1) Appointment of Mr. B. M. Staig (European) as Financial Commissioner, vice Sir Raghvendra Rao.	64	47	2	..	†Mr. R. F. Mudie, was Officer on Special Duty from 23rd April 1936 to 6th June 1937.
1	Officer on Special Duty.	Mr. R. F. Mudie†	(2) Appointment of Mr. B. Moody (European) as Secretary, vice Mr. L. H. Kirkness (European).					Mr. K. C. Srinivasan, Officer on special duty from 1st January 1937 to date.
1	Do.	Mr. K. C. Srinivasan.	(3) Appointment of Mr. B. L. Cameron (European) as Secretary, vice Mr. B. Moody (European). (4) Appointment of Mr. Yaqub Shah as Deputy Director, vice K. B. Barkat Ali.					*One of the posts of Directors included in this year has been excluded in 1936. The permanent incumbent of the post was on leave on 1st April 1936 and his post was kept unfilled from 19th March 1936 to 17th September, 1936.

*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Office of the Chief Controller of Standardisation.	1	Chief Controller of Standardisation.	1	Assistant Chief Controller (Civil).	1	Chief Controller of Standardisation.	1	Assistant Chief Controller (Specification).
	1	Deputy Chief Controller (Civil).	1	Assistant Chief Controller (Specification).	1	Deputy Chief Controller (Mechanical).		
	1	Deputy Chief Controller (Mechanical).			1	Deputy Chief Controller (Civil).		
	1	Assistant Chief Controller (Mechanical).			1	Assistant Chief Controller (Civil).		
	2	Officer on Special Duty.*			1	Assistant Chief Controller (Mechanical).		
					2	Officer on Special Duty.*		

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—contd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans.	Number of Europeans replaced by Indians.	Remarks.
New posts (if any) created.			Other changes (if any) in the personnel and number and character of posts.					
No.	Designation.	Name of officer appointed.						
10	11	12	13	14	15	16	17	18
			(5) Appointment of Mr. F. M. Khan as Deputy Director, vice Mr. J. W. C. Holt (European).					
			(6) Appointment of Mr. C. G. W. Cordon (European) as Director, vice Mr. F. D'Souza (Indian) permanent incumbent being on leave.					
			(7) Appointment of Mr. J. Mackinnon (European) as Director, vice Col. H. L. Woodhouse (European) permanent incumbent on leave.					
			(8) Appointment of K. B. Barkat Ali as Director, vice Mr. T. S. Sankara on leave.					
			(9) Appointment of Mr. R. C. Case (European) vice Mr. E. Ingoldby (European) permanent incumbent on leave.					
..	..		(1) Mr. R. C. Case was appointed as Deputy Chief Controller (Mechanical), vice Mr. T. G. Creighton proceeded on leave.	25	12.5	1	..	*Mr. W. E. Geslon from 1st November 1935 (still continues).
			(2) Mr. Douglas Thompson (European) was appointed as Assistant Chief Controller (Civil), vice Mr. J. V. Stuart-Edwards (Indian).					Mr. E. A. Blockwood from 1st November 1935 (still continues).
			(3) Mr. W. A. Nightingale appointed as Assistant Chief Controller (Mechanical), vice Mr. T. T. Lambe on leave.					

*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Office of the Supervisor of Railway Labour.	1	Supervisor of Railway Labour.	..		..		1	Supervisor of Railway Labour.
Office of the Timber Advisory Officer.	1	Timber Advisory Officer.	..		1	Timber Advisory Officer.	..	
Finance Department (including the Central Board of Revenue).	1	Secretary.	1	Budget Officer.	1	Secretary.	1	Additional
	1	Deputy Secretary.	1	Financial Adviser, P. & T.	1	Joint Secretary.	1	Joint Secretary.
	2	Officers on Special Duty.			1	Deputy Secretary.	2	Under Secretaries.
	1	Under Secretary.	1	First Secretary, C.B.R.	1	Under Secretary.	1	Finance Officer, Posts and Telegraphs.
	3	Members, C.B.R. (and <i>ex-officio</i> Joint Secretaries, Finance Department).			1	Officer on Special Duty.	1	First Secretary Central Board of Revenue.
					1	Do.		
					2	Members, Central Board of Revenue.	2	Officers on Special Duty (Central Board of Revenue).

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—contd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans.	Number of Europeans replaced by Indians.	Remarks.
New posts (if any) created.			Other changes (if any) in the personnel and number and character of posts.					
No.	Designation.	Name of officer appointed.						
10	11	12	13	14	15	16	17	18
..			Mr. K. M. Haasan appointed as Supervisor of Railway Labour, vice Lt.-Col. H.W. Wagstaff.	..	100	..	1	
..				..	..	..	..	
1*	Joint Secretary A.	Mr. E. T. Cones, I.C.S.	A. 1. The post of Joint Secretary was created in lieu of the post of Deputy Secretary reserved for members of the I.C.S.	27.3	46.7	..	..	*These are temporary posts sanctioned for specified periods.
1	Deputy Secretary B.	Mr. K. Sanjiva Row, C.I.E.						
1*	Addl. Secretary C.	Mr. A. J. Raisman, C.I.E., I.C.S.						
1	Finance Officer, Posts & Telegraphs D.	Mr. S. P. Varma, C.I.E.	B. 2. The post of Deputy Secretary was created in lieu of the post of Budget Officer.					† These two posts were created for about 2 months each and do not exist at present.
1†	Additional Finance Officer, Posts & Telegraphs.	Mr. Ghulam Mohammad.						
		Mr. J. B. Shearer, I.C.S.	C. 3. The post of Additional Secretary was held in abeyance from 25th April 1937 to 19th August 1937.					
1†	Officer on Special Duty.	Mr. K. Sanjiva Row, C.I.E.						
1*	Additional Joint Secretary.	1. Mr. K. K. Chettur.	D. 4. The post of F.A., P. & T. was abolished from 1st July 1936 and a new post of F. O., P. & T. was created in its place from the same date. The post is being held by Mr. Ghulam Mohammad, an Officer of the I. A. & A. S. from 1st April 1937.					
2	Under Secretaries E.	2. Mr. Mohammad Ali.						
		1. Mr. L. A. Chapman, I.C.S.						
2*	Officers on Special Duty.	2. Mr. H. A. C. Gill, I.C.S.						
		1. Mr. M. P. Kapadia.						
2*	Officers on Special Duty, Central Board of Revenue.	2. Mr. Pyarelal.	E. 5. Two permanent posts of Assistant Secretary were abolished from 4th May 1937 and two permanent posts of Under Secretary were created in their place.					
			6. The temporary post of Additional Member, C. B. R. was abolished from 26th June 1936.					

*Statement showing the changes, etc., that have taken place above the rank of  
India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Military Finance Department.	1	Financial Adviser, Military Finance.	2	Deputy Financial Advisers.	1	Financial Adviser, Military Finance.	3	Deputy Financial Advisers.
	1	*Additional Financial Adviser, Military Finance.			1	Additional Financial Adviser, Military Finance.		
	3	Deputy Financial Advisers.			2	Deputy Financial Advisers.		
Legislative Assembly Department.			1	Secretary.			1	Secretary.
Imperial Council of Agricultural Research Department.	1	Vice-Chairman.	1	Secretary, Imperial Council of Agricultural Research.	1	Agricultural Expert.	1	Vice-Chairman (Offg.).
	1	Agricultural Expert to the Imperial Council of Agricultural Research.			1	Animal Husbandry Expert.	1	Assistant Agricultural Expert to the Council.
	1	Animal Husbandry Expert.						
*Office of the Agricultural Marketing Adviser to the Government of India.	1	Agricultural Marketing Adviser to the Government of India.	2	Senior Marketing Officers.	1	Agricultural Marketing Adviser to the Government of India.	2	Senior Marketing Officers.
	1	Senior Marketing Officer.			1	Senior Marketing Officer.		
Reforms Office	1	Reforms Commissioner.	1	Officer on Special Duty.	1	Reforms Commissioner.	1	Officer on Special Duty I.
	1*	Additional Secretary.	1†	Under Secretary.	1	Joint Secretary.	1	Deputy Secretary.
	1	Joint Secretary					1	Officer on Special Duty II.
	1*	Additional Joint Secretary.						

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—contd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.				Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans.	Number of Europeans replaced by Indians.	Remarks.
New posts (if any) created.			Other changes (if any) in the personnel and number and character of posts.					
No.	Designation	Name of officer appointed.		14	15	16	17	18
1†	Additional Financial Adviser, Military Finance.	Mr. A. Rowlands, M.B.E.	7. The permanent post of Under Secretary was held in abeyance from 4th July 1936 to 6th November 1936 and again from 23rd November 1936 to 8th April 1937.	28.6	42.9	..	1	*Temporary appointment from 1st April 1936 to 16th April 1936.
..	..	..		100	100	..	..	† Temporarily appointed to take up the post of F. A., M. F., from 1st October 1937.
1	Assistant Agricultural Expert	Rai Bahadur R. L. Sethi, I. A. S.		25	50	..	1	
1	Assistant Animal Husbandry Expert.	Vacant ..						
..				50	50	..	..	*The office of the Agricultural Marketing Adviser to the Government of India has been established for 5 years with effect from 1st January 1935.
1	Officer on Special Duty II.	Mr. K. V. K. Sundaram, I.C.S.	* Posts abolished. †Converted to post of Deputy Secretary.	33.3	60	..	..	



*Statement showing the changes, etc., that have taken place above the rank of India Secretariat and Attached Offices between*

Name of Department or Office.	1st April 1936.				1st August 1937.			
	Posts held by—				Posts held by—			
	Europeans.		Indians.		Europeans.		Indians.	
	No.	Designation.	No.	Designation.	No.	Designation.	No.	Designation.
1	2	3	4	5	6	7	8	9
Office of the Secretary to the Executive Council of the Governor General.	1	Secretary ..	..	..	..	1 Secretary	..	

*Assistant Secretary or the Chief Superintendent respectively in the Government of 1st April 1936 and 1st August 1937—concl'd.*

Details of changes that took place between the 1st April 1936 and the 1st August 1937.

No.	New posts (if any) created.		Other changes (if any) in the personnel and number and character of posts.	Percentage of Indians on 1st April 1936.	Percentage of Indians on 1st August 1937.	Number of Indians replaced by Europeans.	Number of Europeans replaced by Indians.	Remarks.
	Designation.	Name of officer appointed.						
10	11	12	13	14	15	16	17	18
..			<p>The post of Secretary was a full time appointment up to 31st July 1936 and was held by Sir Eric Mieville up to 28th May 1936 and by Captain A. J. Dring from that date to 31st July 1936. Thereafter, as a temporary measure, the duties of the post were discharged by Mr. G. H. Spence, Secretary, Legislative, Department, till 5th November 1936 when Mr. A. deC. Williams, Additional Joint Secretary, Legislative Department, took over charge. This Officer continues to perform the duties of Secretary to the Executive Council.</p>					

*Information promised in reply to unstarred question No. 50 asked by Mr. Govind V. Deshmukh on the 7th September, 1937.*

POSITION OF DOMICILED INDIANS IN BRITISH COLONIES.

*Statement showing the position of Indians lawfully domiciled in the British Colonies in respect of Political and Trading Rights and Rights to acquire Immovable Property in 1923 and 1936.*

Name of Colony or Dominion.	Political rights.		Trading rights.		Right to acquire immovable property.	
	Position in 1933.	Position in 1936.	Position in 1933.	Position in 1936.	Position in 1923.	Position in 1936.
1	2	3	4	5	6	7
<i>Australia—</i>						
Commonwealth	Indians did not enjoy Dominion Franchise.	No disability ..	No disability ..	No disability ..	Indians were disqualified from obtaining leases of land in certain irrigated and reclaimed areas.	No disability except in Western Australia, where it is understood there are certain restrictions with respect to Crown lands.
Queensland ..	Indians did not enjoy State Franchise.	Do. ..	Do. ..	Do. ..		
Western Australia.	Do. ..	Do. ..	Do. ..	Do. ..		
<i>New Zealand</i> ..	No disability ..	Do. ..	Do. ..	Do. ..	No disability ..	No disability.
<i>Canada</i> ..	Indians were excluded from the municipal, provincial and federal franchise in the Province of British Columbia. No disability elsewhere.	Same as in 1923 ..	Do. ..	Do. ..	Do. ..	Do.
<i>South Africa—</i>						
(Cape Province, Natal and Transvaal).	(i) Except in the Cape Province, Indians did not possess the political franchise.	(i) Do. ..	(i) Cape Province .. Indians have the same legal rights as other resident communities.	Same as in 1923	(i) In the Cape Province, Indians have the same rights as Europeans.	No change.

<p>(ii) In the Cape and Natal provinces Indians possessed the municipal franchise.</p>	<p>(ii) No change in the position in the Cape Province, but in Natal, while the electoral privileges of Indians already on the rolls were safeguarded, no further Indians may be added to the roll since 1924-25.</p>	<p>(ii) <i>The Transvaal—</i>  (a) <i>Outside public diggings.</i>  Indians could obtain General Dealers' licenses to trade anywhere and there was no legal racial discrimination.</p>	<p>(a) No change ..  (b) <i>Inside public diggings proclaimed under the Gold Law vide column 6 under the heading "Transvaal (b)".</i></p>	<p>(ii) <i>The Transvaal—</i>  (a) <i>Outside public diggings.</i>  (1) Indians could not own fixed property anywhere, either directly or indirectly, i.e., through nominal trustees of limited liability companies, except in such localities as the Government might for sanitary reasons assign to them for purposes of residence.  (2) They could acquire leasehold rights with respect to fixed property.  (3) Rights to fixed property acquired by Asiatics by means of forming companies before the 1st May 1916 were protected and not interfered with.  (3) Rights to fixed property acquired by Asiatics before 1st May 1930 are protected and not interfered with. Fixed property held through European trustees immediately prior to 15th May 1930 is also protected.</p>
--	---	--	---	---

Name of Colony or Dominion.	Political rights.		Trading rights.		Right to acquire immovable property.	
	Position in 1923.	Position in 1936.	Position in 1923.	Position in 1936.	Position in 1923.	Position in 1936.
1	2	3	4	5	6	7
					(b) <i>Inside public diggings under the Gold Law :</i>	(b) <i>Inside public diggings under the Gold Law :</i>
					(1) Indians could not own fixed property, including stands inside and outside townships directly or indirectly, i.e., through nominal trustees or limited liability companies anywhere within a public digging except in such localities as the Government might for sanitary reasons assign to them for the purposes of residence.	The position in regard to ownership and occupation of land and trading by Asiatics in the public diggings in the Transvaal has been very closely examined by the Union Government in recent years and amendments have been made by the Transvaal Asiatic Land Tenure Act of 1932, 1935 and 1936. The Acts are available in the Library of the House and their provisions are too long to be reproduced here. Generally speaking, rights of ownership and occupation acquired prior to 1919 and extended up to 1st May 1930 are protected. Also fixed property held through European trustees immediately prior to 15th May 1930 are protected and not interfered with. The Minister of the Interior may, in consultation with the Minister of Mines and the local bodies concerned, withdraw any land from the restrictive provisions of the Gold Law, in so far as they prohibit residence upon and occupation of land by Asiatics and such withdrawal is subject to the approval of both the Houses of the Union Parliament. In
					(2) They could continue to acquire leases with respect to stands outside townships which had been granted under the Mining Laws prior to 1908.	
					(3) They could not acquire leases in respect to stands outside townships granted after the Gold Law of 1908 came into force.	
					(4) They could not acquire leases with respect to stands inside townships whether then held under the Gold Law title or under a title converted into freehold under the Townships Act No. 34 of 1908.	
					(5) They could obtain trading licences to carry on a trade	

the areas so withdrawn, the law provides for the ownership of property by Asiatics. An impartial commission, presided over by a Judge, has scrutinised each case of Asiatic ownership and occupation in the Gold Law area and has compiled a register of legal and illegal occupations. Asiatics can trade freely in the areas withdrawn from the restrictive provisions of the Gold Law and on the stands included by the Commission in the register of legal occupations. If an application for a certificate which is necessary for the grant of a trading licence is refused by a local authority on the ground of insufficiency of title to occupy the land on which the business is to be carried on, an appeal may be preferred to the Magistrate of the District. The decision of the Magistrate on any such appeal is further subject to an appeal to the Transvaal Provincial Division of the Supreme Court.

(iii) *Natal.*

No change.

on any of the stands mentioned in (2) and (6), but not in respect of (3) and (4).

(6) Under the provisions of the Gold Law of 1908, Indians were safeguarded in the right they acquired with respect to stands inside and outside townships prior to the passage of that Law.

(7) Asiatics who on the 1st May 1919 were carrying on a duly licensed business on proclaimed land or in townships were exempted from the above disabilities as to trade; they, and their *bona fide* Asiatic employees, as well as their successors in title, were left undisturbed in their business, so long as the latter were confined to the same township in which they were being conducted at that date.

(8) Rights to fixed property acquired by Asiatics by means of forming companies before the 1st May 1919 were protected and not interfered with.

(iii) *Natal.*

There were no restrictions in respect of the acquisition by Asiatics of land owned by others than natives. Boroughs townships and similar local bodies, however, had the power to lease or sell land belonging to them to members of a particular community.

(iii) *Natal.*

Indians were on statutory equality with the other resident communities.

No change

Name of Colony or Dominion.	Political rights.		Trading rights.		Right to acquire immovable property.	
	Position in 1933.	Position in 1936.	Position in 1923.	Position in 1936.	Position in 1923.	Position in 1936.
1	2	3	4	5	6	7
<i>British Guiana</i>	No disability	No disability	No disability	No disability	No disability	No disability.
<i>Trinidad</i>	Do.	Do.	Do.	Do.	Do.	Do.
<i>Jamaica</i>	Indians born in the Colony or who had completed 10 years' residence possessed the same rights as the native population.	Same as in 1923	Do.	Do.	Do.	Do.
<i>Kenya</i>	The constitution provided for a communal electoral system for the Municipal and Legislative Councils with reservation of seats for Indians.	Same as in 1923 with increased Indian representation on the Municipal Council.	Do.	Do.	In practice, Indians were not allowed to own or lease land in the Kenya Highlands for agricultural purposes.	Same as in 1923.
<i>Uganda</i>	There was no political franchise in Uganda, but one Indian was nominated to the Legislative Council.	Same as in 1923, except that a second Indian member was nominated to the Legislative Council.	Do.	Do.	No disability	No disability.
<i>Tanganyika</i>	There was no Executive or Legislative Council.	A Legislative Council was constituted in 1926 and there are at present two nominated Indian members on it.	Do.	Do.	Do.	Do.
<i>Nyasaland</i>	No disability	No disability	Do.	Do.	Do.	Do.
<i>Mauritius</i>	Do. An Indian member was specially nominated to the Legislative Council to represent Indian interests.	Do. There are two nominated Indian members on the Legislative Council.	Do.	Do.	Do.	Do.

<i>Zanzibar</i>	No disability	No disability	No disability	Certain Decrees passed in 1934 have in practice interfered with normal Indian trade.	No disability	The Alienation of Land (Restriction and Evidence) Decree, 1934 prohibits the alienation of land by Arabs and Africans to others including Europeans except with the sanction of the British Resident.
<i>Northern Rhodesia.</i>	Do.	Do.	Do.	No disability	Do.	No disability.
<i>Ceylon</i>	Political franchise was restrictive owing to certain qualifications required of voters, viz., literacy and possession of property.	Removal of restriction re literacy enabled a large number of Indians to exercise political franchise.	Do.	Do.	Do.	Under the Land Development Ordinance No. 19 of 1935, Indians like other non-Ceylonese, unless they are domiciled in Ceylon and possess a Ceylon domicile of origin, cannot purchase Crown land set apart for systematic development by 'Ceylonese'. No disability.
<i>Malaya</i>	Indians, in common with other communities, had no political or municipal franchise.	Same as in 1923, with the exception that one Indian member is nominated to the Federal Council and another Indian member is nominated to the Straits Settlements Legislative Council.	Do.	Do.	Do.	
<i>Fiji</i>	There was one nominated Indian Member in the Legislative Council.	The new constitution introduced in 1923 provided for three elected Indian members for the Legislative Council.	Do.	Do.	Under the Native Lands Ordinance, No. 1 of 1905, and the rules issued thereunder, Indians and non-natives were prohibited from buying land outright from natives.	Same as in 1923.
<i>Southern Rhodesia.</i>	Resident Indians enjoyed full municipal and political franchise.	None as far as Government are aware.	Do.	There are certain restrictions in regard to grant of licences to Indians for purposes of trade in native areas.	No information	There are certain restrictions in regard to the sale or lease to Indians of Crown lands situated in proximity of native areas.

*N. B.*—(1) Dominions or Colonies not included in the statement either do not have a resident Indian population or do not discriminate against lawfully domiciled Indians.  
 (2) The statement has been prepared from the data available with the Government of India and deals only with the statutory position.



*Information promised in reply to starred question No. 969 asked by Mr. C. N. Muthuranga Mudaliar on the 1st October, 1937.*

# RECOMMENDATIONS OF THE IRVINE COMMITTEE GIVEN EFFECT TO BY THE INDIAN INSTITUTE OF SCIENCE, BANGALORE.

(a) and (b). The action taken or proposed to be taken on the various recommendations of the Irvine Committee is stated briefly in the appendix to this statement. Copies of the Report of the Committee and of the Regulations and By-laws referred to in the appendix are available in the Library of the House.

(c) The drift of Indian students to the West does not bear much relation to the educational facilities available in India; it depends primarily upon the inclination and resources of the individuals concerned or their guardians or parents. Government have no reason to believe, however, that the Council of the Institute are not alive to the desirability of making the Institute as efficient as possible.

## APPENDIX.

Para. of the Report of the Irvine Committee.	Brief subject of recommendation.	Action taken or proposed to be taken.
Para. 17 ..	Definition of the aims and objects of the Institute.	Accepted (See Regulation 4).
Paras. 22-23. ..	Correlation of the research work conducted at the Institute with the industrial needs of India.	Accepted.
Para. 33(a) ..	Security of tenure for Professors and Assistant Professors.	Accepted (See By-laws 47-48 and Regulation 32).
Para. 33(b) ..	Control of departmental equipment and personnel.	Accepted (See By-law 29).
Paras. 33 (c) and 44 (c)	Representation of Professors on the Council.	Rejected.
Para. 33 (d) ..	Presentation of Senate business to the Council.	Accepted.
Para. 33 (e) ..	Responsibility of Heads of Departments for courses of study and programmes of research in their Departments.	Final responsibility in the matter has been vested in the Senate of which Heads of Departments are members. [See Regulation 15(g)].
Paras. 34-35 and 52 (e).	Appointment of a Registrar. ..	Accepted (See Regulation 33 and By-law 31). Scale of pay modified.
Para. 39 ..	Composition of the Court. ..	Modified (See Regulation 9).
Para. 40 ..	Allocation of travelling allowance of members of the Court nominated by the Visitor, the Government of India and the Provincial Governments.	Accepted so far as nominees of the Visitor and Central Government are concerned. Reference has been made to Provincial Governments by the authorities of the Institute in respect of the travelling allowance of their nominees.

Para. of the Report of the Irvine Committee.	Brief subject of recommenda- tion.	Action taken or proposed to be taken.
Para. 41 ..	Powers and functions of the Court and term of office of members of the Court.	Accepted (See Regulations 10 and 17).
Para. 42 ..	Composition, powers and functions of the Standing Committee.	Rejected. The Standing Committee has been abolished.
Para. 43 ..	Constitution of a Finance Committee, its powers and functions.	Modified (See Regulations 12-13).
Para. 44 ..	Composition of the Council ..	Modified (See Regulation 11).
Para. 45 ..	Composition and functions of the Senate.	Accepted (See Regulations 14-15).
Para. 52 (a) and paras. 69-71.	Appointment of a Professor of Chemistry.	Action is being taken for the recruitment of a suitable person to fill this post.
Para 52 (b) and (c) and Paras. 72-73.	Appointment of Assistant Professors of (1) Physical and General Chemistry (2) Mineral and Inorganic Chemistry..	Action postponed pending retirement of existing lecturer in the Department, which is expected to take place this year.
Paras. 52(d), 74 and 77.	Appointment of an Assistant Professor of Pharmacological and Medicinal Chemistry.	No action taken as funds are not available for the purpose at present.
Para. 53 (a) ..	Suspension of the post of Professor of Mathematical Physics.	Accepted.
Para. 53 (b) (i) ..	Abolition of the post of Mineralogical and Industrial Chemist.	Will be considered when the present incumbent retired this year.
Para. 53 (b) (ii) ..	Abolition of the post of Personal Assistant to the Director.	Accepted.
Para. 53 (b) (iii) ..	Abolition of the posts of Lecturers in General Chemistry.	Will be considered when the present incumbents retire this year.
Para. 53 (b) (iv) ..	Abolition of the posts of Assistant Mechanics in the Departments of Chemistry and Bio-Chemistry.	Will be considered when the Professor of Chemistry is appointed and his opinion is available.
Para. 53 (c) ..	Replacement of posts of Senior Assistants by posts of Research Assistants on lower pay.	Accepted in principle provided suitable candidates become available on the reduced rate of pay.
Para. 53 (d) & (e) ..	Reduction in the annual grants for working expenses of various Departments and for capital expenditure.	Accepted.
Para. 53 (f) ..	Reduction in the pay of menial servants.	Not considered possible by the Council.

Para. of the Report of the Irvine Committee.	Brief subject of recommendation.	Action taken or proposed to be taken.
Para. 53 (g), (h) and (i).	Reduction in office expenses, Travelling expenses, contributions to societies.	Economies have been effected as far as possible.
Para. 53 (j) ..	Reduction in the pay of departmental clerks.	Not considered possible by the Council.
Para. 53 (k) ..	Reduction in the grant for workshop stores.	Will be considered in connection with the reorganization of the Central Workshop.
Para. 55 ..	Procedure for payment of Government of India's grant to the Institute.	Under consideration of the Government of India.
Para. 71 ..	Appointment of Dr. P. C. Guha as Assistant Professor of Organic Chemistry.	Dr. Guha is already permanent incumbent of this post of Assistant Professor though he has been acting as Professor for some years.
Para. 84 ..	Future of the Department of Electrical Technology.	No decision yet reached by the Council.
Paras. 86—89 ..	Control and management of the central workshop.	The Central Workshop has been placed under the control of the Electrical Department.
Para. 91 ..	Management of hostels ..	The post of Warden was abolished many years ago and students already control their own messing arrangements.
Para. 91 ..	Enlargement of hostel accommodation.	A temporary hostel has been engaged.
Para. 92 ..	Annual supply of information regarding the courses of study at the Institute and the scholarships available, to Universities, Scientific Institutions and Engineering Colleges in India, with a view to attracting more students.	Accepted.
Para. 93 ..	Tuitional fees for certificate courses to be retained.	Accepted.
Para. 94 ..	Number, value and distribution of scholarships.	Generally carried out.
Para. 97 ..	Procedure for filling the posts of Director and Professors.	Accepted (See Regulation 20).
Para. 98. ..	Procedure for filling appointments to the teaching staff below the rank of a Professor.	Accepted with slight modification (See Regulation 31).

*Information promised in reply to parts (a), (b) and (d) of starred question No. 11 asked by Mr. Lalchand Navalrai on the 31st January, 1938.*

### RAILWAY TRAIN ROBBERIES.

(a) The incident referred to occurred on the 15th October, 1937. One of the passengers travelling in a third class compartment (not reserved for women) attempted to wrench from the neck of a woman a necklace and chain valued at about Rs. 600. In the struggle that ensued, the woman who had a child in her arms and the assailant fell out of the train. There were other passengers, including the woman's husband, travelling in the same compartment. The communication cord was pulled and the train stopped. The woman who was slightly injured and the child were picked up, but the assailant escaped with the ornaments.

(b) The number of robberies from women reported in 1936 and 1937 was 16.

(d) Ten of these were in compartments reserved for women and robbers have boarded running trains on some occasions. The remaining six, including that referred to in (a) above, were in general compartments and were committed by other passengers travelling in the same compartment.

*Information promised in reply to parts (a) and (b) of starred question No. 168 asked by Sardar Sant Singh on the 7th February, 1938.*

### EXTENSIONS OF SERVICE GRANTED TO OFFICERS IN THE GOVERNMENT OF INDIA DEPARTMENTS.

*Statement showing the number of officers in the Government of India Secretariat who were permitted to continue in service after the age of superannuation during the calendar year 1937.*

Name of Department.	Number.	Designation.	Gazetted or Non-Gazetted.	Reasons for retention.
Legislative Department	1	Assistant Secretary	Gazetted	Extensions granted in the interests of the Public Service, e.g., on account of the desirability of retaining an experienced officer or on account of special qualifications of a particular officer.
Department of Education, Health and Lands.	1	Assistant Secretary	Gazetted	
Imperial Council of Agricultural Research Department.	1	Agricultural Expert to the Council.	Gazetted	
	1	Animal Husbandry Expert.	Gazetted	
Railway Department (Railway Board).	1	Officer on Special Duty.	Gazetted	

*Information promised in reply to starred question No. 287 asked by Mr. Sham Lal on the 15th February, 1938.*

### BUNGALOWS RESUMED IN CANTONMENTS.

(a) The information is given below :—

Cantonment.	Number of bungalow.	Name of the owner.	Price paid.		
			Rs.	A.	P.
Peshawar ..	8, Hospital Road ..	Mr. Rahim Bux .. ..	5,594	0	0
	44, The Mall .. ..	Mr. Murari Lal .. ..	9,378	0	0
	2, Warburton Road ..	Mr. Badrinath .. ..	8,583	8	0
	1, Sydney Road .. ..	Mr. Ganga Bishen .. ..	8,441	0	0
Kohat ..	26 .. ..	Mr. Mullan Ghulam Sadiq ..	12,500	0	0
	27 .. ..	Rai Sahib Makhan Singh ..	7,000	0	0
Lahore ..	44 .. ..	Sardar Ujjal Singh .. ..	17,534	0	0
Rawalpindi ..	160 .. ..	Sardar Sohan Singh .. ..	12,997	0	0
Karachi ..	228, E. I. Lines .. ..	Mr. Rustom Sorabji Pastakia and others.	11,500	0	0
	231, E. I. Lines .. ..	Mrs. L. Quanbrough .. ..	12,581	0	0
	32, Commissariat Lines ..	Miss M. and Miss D. Caesar ..	1,750	0	0

(b) So far the rebuilding of one bungalow has been completed at a cost of Rs. 82,000 so as to provide an officers' mess, and 12 single officers' quarters.

(c) All the bungalows except two were acquired under the Land Acquisition Act.

(d) So far 38 bungalows, for the accommodation of military officers and for municipal reasons.

— (e) No.

*Information promised in reply to part (a) of starred question No. 303 asked by Mr. Mohan Lal Saksena on the 16th February, 1938.*

### EXPENDITURE ON ADVERTISEMENTS BY STATE RAILWAYS.

*Statement showing the total expenditure incurred by the State-worked Railways on advertising in newspapers during the 12 months ending 31st March, 1937.*

Railways.	Amount.		
	Rs.	A.	P.
1. Eastern Bengal Railway .. ..	37,739	3	0
2. East Indian Railway .. ..	53,419	0	0
3. Great Indian Peninsula Railway .. ..	19,633	0	0
4. North Western Railway .. ..	34,797	10	0

*Information promised in reply to a supplementary question to starred question No. 325 asked by Babu Kailash Behari Lal on the 16th February, 1938.*

# CURTAILMENT OF FREE PASS CONCESSION OF WORKMEN ON THE EAST INDIAN RAILWAY.

The rule limiting the issue of passes to retired subordinates, with not less than 30 years' service, which had effect from the 1st January, 1937, applies also to employees who retired prior to that date.

*Information promised in reply to a supplementary question to starred question No. 353 asked by Dr. Sir Ziauddin Ahmad on the 17th February, 1938.*

# ELECTION TO THE CENTRAL LEGISLATIVE ASSEMBLY FOR THE SEAT VACATED BY THE HONOURABLE SIR MUHAMMAD YAKUB.

*Copy of letter No. F. 123-IX|38-C. & G., dated the 4th March, 1938, from the Secretary to the Government of India, Legislative Department, to the Secretary to the Government of the United Provinces, Legislative Department.*

SUBJECT :—*Dr. Sir Ziauddin Ahmad's question in the Legislative Assembly regarding publication of dates in connection with the bye-election in the Rohilkund and Kumaon Divisions (Muhammadan Rural) constituency.*

With reference to the correspondence ending with your telegram No. 342, dated the 11th February, 1938, on the above subject, I am directed to send herewith a copy of the question asked and the answer given in the Indian Legislative Assembly on the 17th February, 1938, together with the supplementary questions and answers thereon and to request with reference to the answer to the penultimate supplementary question the communication to this Department of any observations which the Provincial Government may desire to make.

*Copy of letter No. 1255, dated the 24th June, 1938, from the Secretary to Government, United Provinces, Legislative Department, to the Secretary to the Government of India, Legislative Department.*

SUBJECT :—*Dr. Sir Ziauddin Ahmad's question in the Legislative Assembly regarding publication of dates in connection with the bye-election in the Rohilkund and Kumaon Divisions (Muhammadan Rural) constituency.*

With reference to the Government of India, Legislative Department letter No. F. 123-IX|38-C. & G., dated March 4, 1938, on the above subject, I am directed to forward for the information of the Government of India copies of the letters received from the district officers in the Rohilkund and Kumaon divisions, reporting in detail the manner in which publicity was given to the date fixed for nomination of candidates in connexion with the above bye-election, and to say that the Provincial Government have no reason to suppose that due publicity was not given in the constituency or that the information was kept confidential.

2. I am to add that in future information about such matters will be given to the Press through the Director of Public Information, United Provinces.

*Copy of a letter No. 1111|XXIX-22, dated June 6, 1938, from the District Officer, Bareilly, United Provinces, to the Secretary to Government, Lucknow.*

With reference to your letter No. 646|XVII-148-1938, dated April 23, 1938, and a subsequent reminder No. 1187, dated May 31, 1938, I have the honour to state that notices were published on the notice board and appeared in the local vernacular papers. Unfortunately I have not been able to trace the particular paper or papers which published

the news. It has been traced in the District Gazette of Budaun, and all the leading daily papers, e.g., the *Pioneer* and the *Statesman*, published a report that Sir Raza Ali intended to stand for the vacancy. The occurrence of the vacancy was well known in Bareilly.

---

*Copy of a letter No. 1129, dated May 23, 1938, from the District Officer, Moradabad, to the Secretary to Government, Legislative Department, U. P., Lucknow.*

With reference to your letter No. 646|XVII-148-1938, dated April 23, 1938, I have the honour to say that the notices for the dates of nomination and election were pasted on the sadar Notice Board and also on the notice boards of the tahsils. A copy of notice was also circulated amongst the prominent persons in each tahsil. A few names, as required by you, to whom the notice was circulated are given below :—

1. S. Ali Muttaqi Khan of Amroha.
2. K. B. Syed Nabi Hadi of Amroha.
3. Masum Hasan, Rais of Amroha.
4. Riasat Ali, Moradabad.
5. Riaz Ahmad, Moradabad.

---

*Copy of a letter No. 648|XXIX-3, dated May 10, 1938, from the Collector, Budaun, to the Secretary to Government, Legislative Department, U. P., Lucknow.*

With reference to your letter No. 646|XVII-148-1938, dated April 23, 1938, I have the honour to say that the date of nomination of candidates was published in this district through the Tahsildars who deputed their Supervisor, Kanungos and village patwaris to give a wide publicity of these dates in their circles. Notices were also pasted on the Tahsil Notice Boards, and the Collector's office at Sadar Collectorate for general information of public. A notice was published in the district gazette newspaper of 1st February, 1938, the next issue of this paper after the receipt of the original G. O. No. 100 (2)|XVII-107-1938.

---

*Copy of letter No. 411|XXIX-1, dated May 7, 1938, from the District Officer, Shahjahanpur, to the Secretary to Government, Legislative Department, U. P., Lucknow.*

With reference to G. O. No. 646|XVII-148-1938, dated April 23, 1938, I have the honour to say that the date of nomination of candidates to the Central Legislative Assembly in the bye-election caused by the resignation of Sir Muhammad Yakub was published by posting the Urdu and Hindi notices at the Notice Board of Tahsils. A notice was also circulated among the prominent persons of the district and the Kanungos and Patwaris informed the public in general.

---

*Copy of letter No. 1606|XXIX-17, dated May 6, 1938, from the Deputy Commissioner, Almora, to the Secretary to Government, U. P., Legislative Department, Lucknow.*

With reference to your letter No. 646|XVII-148-1938, dated April 23, 1938, I have the honour to state that a copy of notification No. 100|XVII-107-1938, dated January 22, 1938, was forwarded to all the Sub-Divisional Officers of the District on January 24, 1938, for giving the widest publicity and a copy of the Notification was also pasted on the notice board of my court room for the information of the public.

*Copy of letter No. 1354|XXIX-23, dated May 3, 1938, from the Deputy Commissioner, Garhwal, to the Secretary to Government, United Provinces, Legislative Department.*

With reference to your letter No. 646, dated April 23, 1938, I have the honour to say that the dates were notified (1) in Barahsyun sub-division through circle Kanungos and notice board, (2) in Chamoli sub-division through Bar Association, circle patwaris and court and Tahsil notice board, and (3) in Lansdowne sub-division on notice boards.

---

*Copy of letter No. 2034, dated May 4, 1938, from the Deputy Commissioner, Naini Tal, to the Secretary to Government, U. P., Legislative Department, Lucknow.*

With reference to your letter No. 646|XVII-148-1938, dated April 23, 1938, I have the honour to state that the date was notified by each tahsil by beat of drum in the bazars and posting notices at important places in rural areas, for the information of the general public.

---

*Copy of letter No. 1207|XXIX-7-5, dated April 28, 1938, from the District Officer, Bijnor, to the Secretary to Government, Legislative Department, U. P., Lucknow.*

With reference to your letter No. 646|XVII-148-1938, dated April 23, 1938, I have the honour to state that copy of G. O. No. 100|2-XVII-107-1938, was published at each Tahsil and headquarters. A notice to that effect was also pasted to each Tahsil notice board and at the entrance of the Tahsil as well as at headquarters. Furthermore the date of nomination of candidates to the Central Legislative Assembly was also announced at each Tahsil and at headquarters by beat of drum.

---

*Copy of letter No. 509, dated April 30, 1938, from the District Officer, Pilibhit, to the Secretary to Government, U. P., Legislative Department, Lucknow.*

With reference to G. O. No. 646|XVII-148, dated 23rd April, 1938, I have the honour to say that copies of the notification No. 100|XVII-107, dated 22nd January, 1938, were sent to the Chairmen, Municipal and District Boards, Tahsildars, Secretary, District Congress Committee and the Rural Development, Inspector and a copy was pasted at the Kutchery Notice Board. Publicity was given by the Tahsildars through Patwaris and by the Chairman of Pilibhit Municipal Board by pasting it on municipal notice boards and at several other conspicuous places in the city. The Chairman, District Board, sent vernacular note of the notification to all the members of the Board and to the Chairman of the District Education Committee for public through teachers. The District Congress Committee gave publicity by pasting a copy on their Notice Board.

The following are the names of the prominent gentlemen who were informed personally.

S. Mohd. Zaki, Vakil.

M. Abdul Majid Khan, Vakil.

M. Abdul Rashid Khan, zamindar.

M. Maqsood Alam Khan—an old resident of Pilibhit.

M. Mohammad Husain, Trader.

M. Abdul Qayum, zamindar.

R. B. Babu Ram Bahadur Saxena, Mukhtar, Chairman, District Education Committee.



*Information promised in reply to parts (c) and (d) of starred question No. 362 asked by Mr. Manu Subedar on the 18th February, 1938.*

### MATCH FACTORIES IN INDIA.

(c) 42.

(d) 5.

---

*Information promised in reply to starred question No. 429 asked by Mr. C. N. Muthuranga Mudaliar on the 22nd February, 1938.*

### "INDIAN MUSEUM" IN ENGLAND.

(a) Yes.

(b) A proposal to remove the Indian collections from their present accommodation and to allocate them between the Victoria and Albert Museum and the projected new branch of the British Museum was once under consideration by the authorities concerned but has since been abandoned.

(c) Yes.

(d) Does not arise.

---

*Information promised in reply to parts (b), (c) and (d) of starred question No. 436 asked by Mr. Akhil Chandra Datta on the 22nd February, 1938.*

### FOOD RESEARCH INSTITUTE AT COONOR AND NOURISHMENT OF INDIANS.

The scheme of nutrition research drawn up at the first meeting of the Nutrition Advisory Committee of the Indian Research Fund Association in June, 1936, is designed to provide information of the type asked for. The scheme envisages the carrying out of surveys of the diet and state of nutrition of sample groups throughout the country in order to define accurately the problem of nutrition in India. For this purpose expenditure amounting to Rs. 1,50,000 over a period of 5 years, was sanctioned, and a special staff of field workers appointed by the I. R. F. A. Other workers, not financed by the I. R. F. A., but who are nevertheless in touch with the Director of Nutrition Research, are engaged in similar investigations.

Considerable progress has been made with this scheme, and surveys having been carried out, or are in progress, in a number of different areas, including Madras, Mysore, Assam, Kashmir, Punjab, Delhi Province, Bengal, United Provinces, Central Provinces, Orissa, etc. The results of surveys in the Madras Presidency have already been published in the Indian Journal of Medical Research.

Work of this nature will enable the deficiencies of the diets consumed in various parts of the country to be defined, and will provide a basis for the adjustment of local agricultural policy to nutritive requirements. Sir John Russell, in his Report on agriculture in India, recommended the carrying out of nutrition surveys in each Province in order to discover what are the chief deficiencies in dietary. The survey work which has already been carried out under the auspices of the I. R. F. A. and which will be extended to other areas in the near future is fully in tune with this recommendation. The nutrition Advisory Committee of the I. R. F. A., at its third meeting held in New Delhi in November, 1937, declared that "the present scheme of work is producing fruitful results and should be continued along similar lines. The main objective should be to obtain a clear cut picture of the problem of nutrition in India, and to discover methods of improving the diet of the population which are feasible under present economic conditions".

The data already collected show that it is impossible to generalise about diet in different parts of India. Unquestionably the diet of the average villager, in many parts of the country, is deficient in quality, being largely composed of rice or other cereals, and lacking such foods as milk, fruit and vegetables in sufficient quantities. Such a diet tends to impair physical development and is an important factor in the production of ill-health and disease. On the whole, deficiencies of diet are more marked in the rice-eating areas of India, particularly South India, than areas in which the staple cereal is whole wheat, and milk and vegetables are available in greater abundance.—

In many parts of the country the diet of a considerable percentage of the population may be insufficient in quantity. This percentage will naturally vary from place to place, being highest in areas subject to recurrent famine.

Experiments and surveys on the matters referred to by the Honourable Member are at present being actively pursued. Although results to date indicate that owing to the allocation of large areas to a limited variety of crops diet deficiencies do characterise these areas, the data so far available do not permit the detailed information asked for being given.

---

*Information promised in reply to starred question No. 455 asked by Mr. C. N. Muthuranga Mudaliar on the 23rd February, 1938.*

#### POLITICAL PRISONERS IN THE CENTRALLY ADMINISTERED AREAS.

(a) Apart from three persons confined as State Prisoners under Regulation III of 1818 there were in February last 11 persons convicted for offences committed from what might be considered political motives who were confined in the Chief Commissioners' Provinces (except Baluchistan).

(b) Of the fourteen (including State Prisoners) five belonged to the United Provinces, two each to Bengal and the Central India Agency, and one each to Bombay Presidency, Central Provinces, Ajmer-Merwara, Loharu State and Alwar State.

(c) No.

(d) Only one prisoner made a request for a transfer, which was granted.

(e) Apart from three State Prisoners, six persons were imprisoned for violent and five for non-violent offences. The five persons imprisoned for non-violent offences were sentenced to short terms of imprisonment which have expired.

---

*Information promised in reply to unstarred questions Nos. 38 and 40 asked by Qazi Muhammad Ahmad Kazmi on the 24th February, 1938.*

#### PAY OF SORTERS ON STATE RAILWAYS AND IN POSTAL DEPARTMENT.

*Unstarred question No. 38.*—(a) Presumably the Honourable Member is referring to non-gazetted staff; if so, the reply is in the negative.—The rates of pay on railways are fixed in relation to the nature of the work to be done.

(b) Government are informed that the scale of pay of sorters on the East Indian Railway is Rs. 18—1—27, and of cover sorters on the Eastern Bengal Railway is Rs. 30—2—40. Sorters are not employed on the North Western and Great Indian Peninsula Railways.

A statement showing the scales of pay of sorters in the Posts and Telegraphs Department is laid on the table of the House.

*Statement showing the Scales of Pay of Sorters in the Indian Posts and Telegraphs Department.*

Old scales.		New scales.	
Upper Division.	Lower Division.	First Grade.	Second Grade.
Rs.	Rs.	Rs.	Rs.
35—5—135	35—4—75	90—4—110	35—35—3—80
40—5—140	40—4—80	95—4—115	40—40—3—85
45—5—145	45—4—85	100—4—120	45—45—3—90
40—6—100—5—150	40—5—90		
50—5—150	50—4—90		....
50—6—110—5—160	50—5—100		
60—5—160	60—4—100	....	....

**CLASSIFICATION OF EMPLOYEES PERFORMING CLERICAL WORK AS MENIAL SERVANTS ON STATE RAILWAYS.**

*Unstarred question No. 40.*—(a) The Rule on the subject is as follows :—

“ Inferior service ” means any kind of service in a scale of pay the maximum of which does not exceed Rs. 30 per mensem and any other kind of service which may be specially classed as such by the Governor General in Council or in the case of staff belonging to a railway by the Agent of that Railway.

(b) Presumably the Honourable Member is referring to the Letter Delivery Clerks of the East Indian Railway. If so, the position is that in 1935, posts of Letter Delivery Clerks, classified as subordinate, were abolished and were replaced by sorters in the inferior establishment. The Letter Delivery Clerks were eligible to subscribe to the Provident Fund while the sorters are not so eligible. When the change was made the Letter Delivery Clerks continued on their own scales of pay and allowances until they could be absorbed in other vacancies for which they were considered suitable. In September, 1935, however, those men whom the Administration had not been able to absorb were placed in the new category of sorters (Inferior establishment) to save them from discharge. From the date of their transfer as sorters they became ineligible for membership to the Provident Fund.

*Information promised in reply to Mr. T. S. Avinashilingam Chettiar's supplementary question to starred question No. 528 asked by Mr. Sham Lal on the 1st March, 1938.*

**NEPOTISM IN THE AGRA CANTONMENT BOARD.**

The result of the enquiry shows that the Bazaar Choudri, Faiyaz Mohammad Khan, a tax collector, Aijaz Mohammad Khan, are brothers and their cousin is the wife of Bher Mohammad Khan, a member of the Cantonment Board, Agra. The mother of

the Assistant Hackney Carriage Inspector, Manzoor Ali, is also a cousin of Sher Mohammad Khan. These officials were appointed prior to the enactment of sub-section (4) of section 36 of the Cantonments Act, 1924, which now regulates such appointments.

---

*Information promised in reply to part (c) of starred question No. 532 asked by Mr. Mohan Lal Saksena on the 1st March, 1938.*

#### RELEASE OF POLITICAL PRISONERS IN THE CENTRALLY ADMINISTERED AREAS.

(c) On the 1st March, 1938, there were 14 prisoners including four repatriated from the Andamans, who were convicted in the Chief Commissioner's Provinces, for offences connected with terrorist and other subversive movements. Six of these prisoners have since been released.

---

*Information promised in reply to starred question No. 579 asked by Bhai Parma Nand on the 2nd March, 1938.*

#### DISTINCTION BETWEEN LITERATE AND ILLITERATE CLEANERS AND FIREMEN ON THE NORTH WESTERN RAILWAY.

Government are informed as follows :

(a) and (b). The instructions in the letter referred to by the Honourable Member related to cleaners only and not to fireman, and aimed at the recruitment of a greater number of literate cleaners (grade II). These instructions did not imply preferential treatment of literate cleaners for promotion to the posts of firemen or shunters over illiterate ones.

(c) and (d). Yes.

(e) The orders were cancelled for administrative reasons in 1934 and not in 1933 as stated by the Honourable Member.

(f) It was not the intention of the North Western Railway administration to accord preferential treatment to literate cleaners over illiterate ones.

(g) Government do not consider any reconsideration of the question is called for.

---

*Information promised in reply to starred question No. 599 asked by Babu Kailash Behari Lal on the 2nd March, 1938.*

#### BOGIE CARRIAGES ON RAILWAYS.

(a) The Honourable Member is referred to statement 10-B of the Report by the Railway Board on Indian Railways for 1936-37, Volume II.

(b) and (c). The attention of the Honourable Member is invited to the reply given in the Legislative Assembly on the 3rd September, 1937, to Mr. Amarendra Nath Chattopadhyaya's starred question No. 303. Statements showing carriages, providing third and intermediate class accommodation to improved designs, programmed for construction during 1937-38 and 1938-39 are attached.

*Statement showing lower class carriages and compartments which have been constructed to improved designs on State-owned Railways during 1937-1938.*

*(Figures include throw-forwards from previous years and exclude carry-forwards into 1938-39).*

Railways.	Broad Gauge.	Metre Gauge.	Remarks.
Assam Bengal ..	....	6 Bogie III class .. * 2 Bogie III Class ..	* Rebuilt on old underframes.
Bombay, Baroda and Central India.	1 Bogie II and III .. 19 Bogie III ..	2 Bogie I, II and III. 10 Bogie III. 5 Bogie III and Mail. 6 Bogie III and Brake.	
Eastern Bengal ..	1 Bogie I, II and Inter.	....	
East Indian ..	24 Bogie I, II and Inter.	....	
Madras and Southern Mahratta.		2 Bogie III. † 1 Bogie III, Brake and Luggage.	† M. S. Railway stock.
Rohilkund and Kumaon.		† 4 Bogie III ..	† Rebuilt on old underframes.
South Indian ..	....	1 Bogie Post and III.	
Total ..	45	39	

*Statement showing lower class carriages and compartments which will be constructed to improved designs on State-owned Railways during 1938-39.*

*(Figures include throw-forwards from previous years.)*

Railways.	Broad Gauge.	Metre Gauge.	Remarks.
Bengal Nagpur ..	7 Bogie Brake Luggage and III .. 2 Bogie III .. 1 Bogie Inter and III .. 28 Bogie III .. 1 Bogie Inter .. 26 Bogie III .. 6 Bogie III, Luggage and Brake. 3 Bogie III, Luggage, Brake and Postal.	....	
Assam Bengal ..		8 Bogie III. * 7 Bogie III class ..	* To be rebuilt on old underframes.
Bengal and North Western.	....	9 Bogie Lower class. 30 Six-wheeled Lower class. 20 Bogie Lower class.	} To be built on old underframes.

Railways.	Broad Gauge.	Metre Gauge.	Remarks.
Bombay, Badora and Central India.	3 Bogie III, Luggage and Guard compartment. 1 Bogie I, II and III 3 Bogie II and III .. 1 Bogie III and Mail 1 Bogie Inter and Mail 8 Bogie III .. ..	3 Bogie III and Mail. 13 Bogie III and Brake. ..... ..... ..... ..... .....	
Eastern Bengal ..	4 Bogie Inter and III 6 Bogie III .. .. 4 Bogie III, Luggage and Brake. 4 Bogie I, II, Inter and III. 7 Bogie III, Luggage and Brake. 4 Bogie I, II, Inter and III. 8 Bogie Inter and III 12 Bogie III .. .. 9 Bogie III, Luggage and Brake. 12 Bogie III .. .. 1 Bogie III and Brake	3 Bogie I, II and Inter. 4 Bogie III. 1 Bogie Inter and III. 2 Bogie III, Luggage and Brake. 1 Bogie III and Postal. 5 Bogie I, II, Inter and III. 1 Bogie Inter and III 5 Bogie III. 2 Bogie III, Luggage and Brake. 17 Bogie III. 1 Bogie III and Postal.	
East Indian ..	9 Bogie I, II and Inter 8 Bogie III, Luggage and Brake. 12 Bogie III .. .. 4 Bogie Inter .. .. 4 Bogie II and Inter	..... ..... ..... .....	
Great Indian Peninsula.	3 Bogie I, II and III 6 Bogie I, II and III	..... .....	
Madras and Southern Mahratta.	1 Bogie II, Inter and III 2 Bogie II, Inter and III  1 Bogie II, Inter and III. 3 Bogie II and III .. 3 Bogie III, Brake and Luggage.	2 Bogie II, Inter and III 7 Bogie III, Brake and Luggage. 2 Bogie II and III. 2 Bogie II, Inter and III 1 Bogie II and Inter. 5 Bogie III, Brake and Luggage. 4 Bogie III .. .. 2 Bogie Inter and III ..	} To be rebuilt on old underframes.
Rohilkund and Kumaon.			
South Indian ..	1 Bogie III .. .. 1 Bogie III .. ..	4 Bogie I, II and III. 1 Bogie III and Brake. 1 Bogie Indian Buffet and III. 70 Bogie III. 14 Bogie III. 3 Bogie III and Postal. 6 Bogie II and III. 22 Bogie III and Brake. 16 Bogie III. 2 Bogie Indian Buffet and III.	
Total ..	220	296	

*Information promised in reply to unstarred questions Nos. 48, 49 and 50 asked by Qazi Muhammad Ahmad Kazmi on the 2nd March, 1938.*

### PROMOTION OF C CLASS GUARDS IN THE MORADABAD DIVISION OF THE EAST INDIAN RAILWAY.

*Unstarred question No. 48.*—(a) 'C' class guards may be promoted to 'D' class without passing the assistant station master's examination, but they are required to pass it before confirmation.

(b) The Honourable Member is referred to Rule 15 of the Rules for the recruitment and training of non-gazetted staff (except apprentice mechanics, trade mechanics, labourers and inferior staff) on State-managed railways, a copy of which is in the Library of the House.

(c) The maximum pay of a 'C' class guard is Rs. 130 and that of an 'F' class assistant station master is Rs. 290. These posts are not on the same or indential time-scales.

---

### GRIEVANCES OF F CLASS ASSISTANT STATION MASTERS ON THE EAST INDIAN RAILWAY.

*Unstarred question No. 49.*—(a) The Honourable Member is referred to Rules 10 and 15 of the Rules for the recruitment and training of non-gazetted staff (except apprentice mechanics, trade mechanics, labourers and inferior staff) on State-managed railways, a copy of which is in the Library of the House.

(b) Normally Controllers are qualified in assistant station masters' duties. The posts of Transportation Inspectors are selection posts and both Controllers and Assistant Station Masters are in the same avenue of promotion leading to the posts of Transportation Inspectors. Presumably the Honourable Member is seeking information as to how many Controllers, who are not qualified as assistant station masters, have been promoted as Inspectors. If so, the position is that all men promoted permanently as Transportation or Commercial Inspectors during the last two years on the East Indian Railway are qualified in assistant station masters' duties. As regards the pay of 'F' class assistant station masters, it is not clear to which day the Honourable Member is referring but the pay of 'F' class assistant station masters of the Oudh and Rohilkund Railway cadre is Rs. 260—10—290. As regards the last part, staff would not be promoted to the posts of Inspectors unless they were considered competent to perform the duties of those posts.

(c) The combined seniority list of higher grade Transportation staff maintained by the Chief Operating Superintendent of the East Indian Railway for the purpose of regulating promotions to posts controlled by that officer, other than selection grades, is followed subject to suitability for promotion, a condition which is clearly essential.

---

### GRIEVANCES OF F CLASS ASSISTANT STATION MASTERS ON THE EAST INDIAN RAILWAY.

*Unstarred question No. 50.*—(a) There is no old grade of station masters starting at or rising to Rs. 200. Rs. 200 is the revised (1934) grade corresponding to old Oudh and Rohilkund Railway grade Rs. 300—10—340, and there are no men in that revised grade as yet. The question of comparative seniority, therefore, does not arise.

(b) On the Moradabad Division of the East Indian Railway, there is a definite restriction against the posting of 'F' class assistant station masters as 'D' class station masters because such a procedure would deprive the 'C' class station masters of their avenue of promotion. On the Lucknow Division, there is no such restriction, but 'F' class assistant station masters are not promoted to 'D' class station masters if such a step would be unfair to any of the 'C' class station masters.

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

(d) The number of permanent 'F' class station masters at present is 7, of them one reached the maximum of the grade in 1926, one in 1927, one in 1928, two in 1930, one in 1931 and one in 1933.

*Information promised in reply to starred question No. 654, asked by Maulvi Muhammad Abdul Ghani on the 5th March, 1938.*

COMMUNAL COMPOSITION OF APPRENTICES TAKEN FOR TRAINING IN THE  
WORKSHOPS OF CERTAIN RAILWAYS.

*Statement showing the number of apprentices recruited in the Engineering Department of State-managed Railways during the period 1934 to 1937.*

Railways.	Hindus.	Muslims.	Sikhs.	Europeans and Anglo- Indians.	Indian Chris- tians.	Others.	Total.
			1934.				
E. R...	..	..		..	..	..	..
E. I. ..	1	1		1	..		3
G. I. P.	..	..		1	..		1
N. W.	..		..		..	..	..
			1935.				
E. B...	7	3		1			11
E. I. ..	7	2		4			13
G. I. P.	..	..	..	..	..	..	..
N. W.	4	10	3	1	..		18
			1936.				
E. B...	..	..		..			..
E. I. ..	3	1	..	1	..	..	5
G. I. P.	3	2	..	5	1	..	11
N. W.	..	4	1	2	..	..	7
			1937.				
E. B.	1	2		2		..	5
E. I. ..	..	..		..		..	..
G. I. P.	..	1		8		1	10
N. W.	..	..	..	..	..	..	..



*Information promised in reply to a supplementary question to starred question No. 721 asked by Mr. Manu Subedar on the 9th March, 1938.*

**BEGGARS, ETC., ON RAILWAY PLATFORMS.**

GOVERNMENT OF INDIA.

**RAILWAY DEPARTMENT.**

(RAILWAY BOARD.)

No. 610-T.

*Dated Simla, the 30th May, 1938.*

To

THE AGENTS, ASSAM BENGAL, BENGAL AND NORTH WESTERN, BENGAL NAGPUR, BOMBAY, BARODA AND CENTRAL INDIA, EAST INDIAN, EASTERN BENGAL, GREAT INDIAN PENINSULA, MADRAS AND SOUTHERN MAHRATTA, NORTH WESTERN, ROHILKUND AND KUMAON, AND SOUTH INDIAN RAILWAYS.

*Beggars on railway premises.*

DEAR SIR,

I am directed to enclose a copy of the following questions asked by Mr. Manu Subedar in the Legislative Assembly :—

No. 721 on the 9th March, 1938,

No. 1123 on the 31st March, 1938,

of the replies given to them and of the supplementary questions and answers that followed. As these indicate other members of the Legislature also appeared to be of the opinion that the nuisance caused by beggars obtaining access to railway premises called for action.

2. The Railway Board are aware, from your reply to their letter No. 610-T., dated the 26th August, 1936, of the instructions you have already issued to your staff on the subject, but would be glad if the matter were again brought to the notice of the staff, with a view to more stringent action being taken for an improvement in the position.

3. I am to suggest that Station Masters might be encouraged to exercise more freely the power they have, under rule 15, Chapter II, Part II, of the General Rules for working Open Lines of Railways, of removing from railway premises " any person not being a *bona fide* passenger nor having any business connected with the railway ".

Yours faithfully,

FRANK D'SOUZA,

*Director, Railway Board.*

D. A. Questions and Answers referred to.

No. 610-T., dated the 30th May, 1938.

Copy with a copy of the questions and answers referred to, forwarded for information, to the—

Manager, Jodhpur Railway,

Agent, H. E. H. the Nizam's State Railway,

Agent, Mysore State Railway.

By order,

FRANK D'SOUZA,

*Director, Railway Board.*

*Extracts from the Legislative Assembly Debate, dated the 9th March, 1938.*

### BEGGARS, ETC., ON RAILWAY PLATFORMS.

721. \**Mr. Manu Subedar* : Will the Honourable Member for Railways and Communications state :

- (a) whether the railway authorities invite or permit cripples or any other beggars on the railway platforms or on the permanent way to importune for alms ;
- (b) whether the railway authorities have prosecuted any beggars for trespass during the last five years anywhere in India ;
- (c) whether any complaints have been received from passengers or others of the nuisance ; and
- (d) if the reply to part (a) be in the negative, why such a nuisance continues almost everywhere on the railways ?

*The Honourable Sir Thomas Stewart* : (a) No.

(b) Government have no information.

(c) Yes.

(d) By reason of the pertinacity of the class in question.

*Mr. Manu Subedar* : Are the Government satisfied that they have full legal rights to prosecute any such persons ?

*The Honourable Sir Thomas Stewart* : I must ask for notice of a question as to the legal position.

*Mr. N. M. Joshi* : In view of the fact that these beggars are giving a lot of trouble to the railways, will the Indian railways approach the Provincial Governments asking them to pass poor laws and making arrangements for these people ?

*The Honourable Sir Thomas Stewart* : I do not think it is the function of the railway administration to initiate legislation.

*Mr. K. Ahmed* : In view of the fact that the Nominated Member representing labour is very unkind to the nuisance created by these beggars.

*Mr. N. M. Joshi* : No, no ; I am asking that these beggars should be properly provided for by poor laws.

*Mr. K. Ahmed* : . . . will the Government refer the matter to a society called the Calcutta Society for the Prevention of Cruelty to Animals, both as regards the East Indian and the Eastern Bengal Railways ?

*The Honourable Sir Thomas Stewart* : If the Honourable Member is referring to the S. P. C. A., I suggest that he addresses his question to my Honourable friend, Sir Girja Shanker Bajpai.

*Mr. K. Ahmed* : Are Government aware that a certain amount of money is spent by the Government towards the Society and that a number of officers are also appointed semi-officially to conduct the affairs of the Society successfully ?

*Mr. President* (The Honourable Sir Abdur Rahim) : I cannot allow that question.

*Mr. Manu Subedar* : Have Government sent any circulars on the subject to the railway station masters and others ?

*The Honourable Sir Thomas Stewart* : I am informed that the railways have been paying attention to this question and I am prepared to draw their attention again to the necessity for doing something to improve matters.

*Mr. Manu Subedar* : If any such circular is sent, will the Honourable Member place it on the table of the House ?

*The Honourable Sir Thomas Stewart* : Yes, Sir.

L184LAD

### BEGGER NUISANCE TO TRAVELLER INSIDE THE RAILWAY PRECINCTS.

1123. \**Mr. Manu Subedar* : Will the Honourable Member for Communications state :

- (a) whether Government have satisfied themselves that they have got full legal rights to prosecute any trespassers, whether such trespassers are using railway platforms or railway permanent way, for purposes of begging or otherwise ;
- (b) whether any prosecutions have taken place for beggary ;
- (c) what sort of punishments are given at present ;
- (d) whether Government are advised that the law at the present moment in this respect is not adequate ; and
- (e) what steps Government have taken to reduce the beggar nuisance to travellers inside the railway precincts ?

*The Honourable Sir Thomas Stewart* : (a) Yes.

(b) and (c). Government have no information : the matter being one for local railway officials to take cognizance of as and when occasion arises.

(d) No.

(e) No action was necessary, as Government were aware that Railway Administrations were taking such steps as they considered expedient to deal with the situation. I will, however, as already stated in my reply to the Honourable Member's supplementaries in connection with his question No. 721 on the 9th March, 1938, draw their attention to the desirability of improving matters in this respect.

*Seth Govind Das* : Are Government aware that this beggary is increasing on account of the economic policy of Government and on account of increasing unemployment.

*The Honourable Sir Thomas Stewart* : No.

*Mr. Lalchand Navalrai* : Is the Honourable Member aware that these beggars are allowed on the platform, out of pity, by the station staff themselves ?

*The Honourable Sir Thomas Stewart* : I can easily believe that this is the reason why beggars are allowed on the platform.

*Mr. Badri Dutt Pande* : Is it a fact that this nuisance of beggary is the greatest on the Rohilkund and Kumaon Railway ?

*The Honourable Sir Thomas Stewart* : I am not aware of it.

*Mr. Lalchand Navalrai* : Is the Honourable Member going to issue a circular to Station Masters through Agents not to allow beggars in as they are causing great inconvenience and are a nuisance to passengers ?

*The Honourable Sir Thomas Stewart* : I refer him to my reply to part (e) of this question.

*Mr. N. M. Joshi* : May I ask whether Government will make a representation to Provincial Governments for providing poor houses or other institutions for these beggars ?

*The Honourable Sir Thomas Stewart* : No, Sir, I do not think that is the function of this Government.

*Mr. Badri Dutt Pande* : Are they running special trains for the free carriage of *sadhus* to Hardwar ?

*Mr. President* (The Honourable Sir Abdur Rahim) : That does not arise.

*Information promised in reply to part (b) of starred question No. 725 asked by Mr. Mohan Lal Saksena on the 9th March, 1938.*

### AIR-CONDITIONED CARRIAGES ON RAILWAYS.

During the months of December, 1937 and January, 1938, 27 per cent. of A class passengers travelled in air-conditioned coaches from Bombay Central and stations en route to Delhi and 35 per cent. from Delhi and stations en route to Bombay Central.

*Information promised in reply to starred question No. 731 asked by Mr. J. D. Boyle on behalf of Lieut.-Colonel Sir Henry Gidney on the 9th March, 1938.*

#### UPPER SUBORDINATES PROMOTED TO LOWER GAZETTED SERVICE ON RAILWAYS.

(a) Since the introduction of the Lower Gazetted Service on the State-managed Railways, the number of upper subordinates permanently promoted to that service is 45 on the East Indian Railway, 15 on the Eastern Bengal Railway 51 on the Great Indian Peninsula Railway and 42 on the North Western Railway.

(b) and (d). Under the Rules no officiating promotion is permissible from the Lower Gazetted Service to the junior scale, but when an officer of the Lower Gazetted Service officiates in the senior scale he is given an officiating allowance of Rs. 100 per mensem. There is, at present, only one officer officiating in the senior scale who was promoted from the Subordinate to the Lower Gazetted Service. He is on the North Western Railway.

(c) Of the Lower Gazetted Service Officers referred to in part (a) above, three have been permanently promoted to the junior scale on the East Indian Railway, two on the Eastern Bengal Railway, two on the Great Indian Peninsula Railway and one on the North Western Railway. None of these has been promoted permanently to the senior scale.

(e) According to the present policy, of the total vacancies in the superior services to be filled by Indian recruitment 20 per cent. are filled by promotion of suitable and deserving men belonging to the subordinate or the Lower Gazetted Service. Government do not consider any revision of this policy is called for.

*Information promised in reply to starred question No. 789 asked by Mr. H. M. Abdullah on the 17th March, 1938.*

#### HORSE-BREEDING AND MULE-BREEDING GRANTS IN LYALLPUR AND SHEIKHUPURA DISTRICTS.

	Total number of lambardars.	Total area given.
(a).—		
Lyallpur	1,636	43,864 acres.
Sheikhu-pura	245	6,517 acres, 6 kanals and 14 marlas.

*Information promised in reply to starred question No. 821 asked by Sardar Sant Singh on behalf of Mr. H. M. Abdullah on the 18th March, 1938.*

#### GENERATING COST OF THE RAILWAY POWER HOUSE AT KALKA.

The generating costs at the North Western Railway Power House at Kalka are :—

Running costs	.. .. .	0.904 annas per unit.
Fixed charges	.. .. .	0.988 annas per unit.
Total cost per unit	.. .. .	1.892 annas per unit.

*Information promised in reply to starred question No. 828 asked by Mr. B. B. Varma on behalf of Mr. Muhammad Azhar Ali on the 18th March, 1938.*

# CRITERION OF EFFICIENCY AND INEFFICIENCY APPLICABLE TO TEACHERS IN THE EAST INDIAN RAILWAY SCHOOLS.

Government are informed as follows :—

(a) The efficiency or inefficiency of a teacher is judged by the standard of his work and the general conduct in the school in which he is serving.

(b) This depends on circumstances.

(c) The executive officer appointed by the Divisional Superintendent to manage the school.

(d) (i). For European or Indian schools in the plains, the Executive Officer and for the Oak Grove School, two Governors.

(ii) The reply to the first part is in the affirmative, but it is pointed out that the answer given to unstarred question No. 100 referred to staff removed from service without the assigning of any reason. The second part does not arise.

(e) As regards the first part, the reply is in the affirmative. The second part does not arise.

---

*Information promised in reply to part (b) of unstarred question No. 85 asked by Mr. Kuladhar Chalkha on the 18th March, 1938.*

# ACCIDENTS ON THE DIBBU SADIYA RAILWAY AND ABSENCE OF FENCING.

(b) A parcel van in the rear of the train was derailed, but no one was injured.

---

*Information promised in reply to part (g) of starred question No. 856 asked by Bhai Parma Nand on the 21st March, 1938.*

# SCHEME PROPOSED BY THE SHRADHANAND DEPRESSED CLASSES MISSION TO ESTABLISH A DEPRESSED CLASSES SETTLEMENT IN DELHI.

(g) Subsequent information from the Chief Commissioner shows that neither of the two persons who made the claim was in fact a Rajput. This modifies the answer already given to part (d) and the second part of part (e) of the Honourable Member's question.

---

*Information promised in reply to starred question No. 876 asked by Mr. Akhī Chandra Datta on the 21st March, 1938.*

# ALLEGED CORRUPTION IN THE HEALTH DEPARTMENT OF THE DELHI MUNICIPALITY.

A memorial signed by the Secretary, Mehtar's Union, and accompanied by a typed list of the names of 139 sweepers was received by the Medical Officer of Health on the 22nd April, 1937. This memorial contained a complaint of corruption among the supervising staff. The Medical Officer of Health informed the Secretary that he would enquire into any specific case of corruption brought to his notice. On the 2nd May, 1937, the Secretary replied suggesting the appointment of a special

officer and attaching a second typed list of the names of 380 sweepers. The Medical Officer of Health then invited the Secretary to see him, but he did not do so. No special officer has been appointed, but the sweepers have been told repeatedly to report cases of corruption direct to the Medical Officer of Health.

---

*Information promised in reply to unstarred question No. 105 asked by Maulvi Syed Murtuza Sahib Bahadur on the 23rd March, 1938.*

#### COLLISION OF SPECIAL MELA TRAINS AT KALAT RAILWAY STATION, NORTH WESTERN RAILWAY.

The Agent of the North Western Railway states that, subsequent to the reply given to starred question No. 1050 on the 10th October, 1936, it was decided not to prosecute the Assistant Station Master who was, however, discharged from the service in accordance with the terms of his agreement.

The pointsman was found guilty under sections 304-A and 338 of the Indian Penal Code and sentenced to three years' rigorous imprisonment.

---

*Information promised in reply to starred questions Nos. 1035 and 1049 asked by Mr. Mohan Lal Saksena on the 28th March, 1938.*

#### CLASSIFICATION OF JOURNEYMEN ON THE EAST INDIAN RAILWAY IN THE SENIORITY LIST.

*Starred question No. 1035.*—Government are informed as follows :

(a) Yes. It may, however, be mentioned that the statement in part (d) of starred question No. 1324 asked by Mr. D. K. Lahiri Chaudhary on the 2nd April, 1935, and referred to in part (b) of starred question No. 258 asked by Mr. A. N. Chattopadhyaya on the 11th February, 1936, related to the lower journeymen grade to which *mistries*, etc., were promoted, and not to the journeymen grade Rs. 100/130—10—170 to which technically trained apprentices were appointed.

(b) A common seniority list has lately been drawn up chiefly for the purpose of eliminating inequality in treatment of the staff in the various workshops of the East Indian Railway. In the seniority list only those who were technically trained as 1st class apprentices have been ranked as chargemen (T. T.).

(c) No. This is a matter within the competence of the Agent, and as explained above no person other than those who were technically trained have been classed as chargemen (T. T.).

(d) Government have delegated full powers to local administrations in such matters and are not prepared to interfere.

---

#### CLASSIFICATION OF JOURNEYMEN ON THE EAST INDIAN RAILWAY IN THE SENIORITY LIST.

*Starred question No. 1049.*—The Honourable Member is referred to the information laid on the table of the House in connection with parts (b) and (c) of starred question No. 1035 asked on the 28th March, 1938.

*Information promised in reply to starred questions Nos. 1053, part (h), and 1054 asked by Mr. Kuladhar Chaliha on the 28th March, 1938.*

#### ACCIDENT BETWEEN LANGCHALIET AND LAILALUNG ON THE ASSAM BENGAL RAILWAY.

*Starred question No. 1053.*—(h) The Railway Administration deposited on the 14th May, 1938, with the Deputy Commissioner, Nowgong, a sum of Rs. 3,000 as compensation payable to the relations of the deceased driver.

The spare crew, three in number, travelling by the train who were injured, have been given their full pay under the rules of the railway for the period they were absent under medical treatment, as follows :—

(i) driver	..	Rs. 22-8-0 on 16th April, 1938.
(ii) fireman	..	Rs. 10-1-0 on 16th April, 1938.
(iii) augwalla	.. ..	Rs. 8-9-0 on 12th April, 1938.

Augwalla Aliarzam was paid Rs. 45-12-0 on 11th June, 1938, in accordance with the Railway's rules, and a further amount of Rs. 10-9-0 will be paid to him shortly.

Augwalla Mizazar Rahman is still in hospital and the compensation due to him under the rules has not yet been paid.

#### ACCIDENT FROM A SHUNTING ENGINE AT AMLAPUTTI ON THE DIBRU SADIYA RAILWAY.

*Starred question No. 1054.*—(a) Yes.

(b) No ; the police report found that the railway was in no way to blame.

(c) Government have no reason for believing that the existing precautions are inadequate.

*Information promised in reply to unstarred question No. 128 asked by Mr. Satya Narayan Sinha on the 1st April, 1938.*

#### WATER METER RENTS FOR QUARTERS IN NEW DELHI.

The rent for water meters in New Delhi is as follows :—

Size of meter.	Rate.
$\frac{1}{2}$ " diameter or below .. ..	Rs. -/12/- per meter per month.
$\frac{1}{2}$ " and 1" diameter .. ..	Rs. 1 per meter per month.
Above 1" diameter .. ..	Rs. 2 per meter per month.

The rent naturally varies according to the size of the meter installed ; there is no distinction between orthodox and unorthodox quarters.

*Information promised in reply to starred question No. 1160 asked by Mr. Mohan Lal Saksena on behalf of Mr. Sri Prakasa on the 4th April, 1938.*

**DIRECTIONS TO MUNICIPALITIES IN AJMER-MERWARA NOT TO GIVE PRINTING WORK TO CERTAIN PRESSES.**

(a) Yes.

(b) No.

(c) Does not arise.

(d) Yes ; under rule 129 of the Municipal Account Code (published in the Gazette of India, Part II-A, dated the 22nd May 1937).

(e) It was considered necessary in the public interest to impose this restriction.

(f) Two of them were ordered to deposit security in 1937 under the provisions of the Indian Press Act, while a third printed a book which was declared forfeited by the Local Administration as it contained matter the publication of which was punishable under section 124-A, Indian Penal Code. The remaining presses are not considered suitable for receiving Government work, since they print matter which shows hostility to Government or is likely to excite communal hatred.

---

*Information promised in reply to parts (a) and (b) of starred question No. 1165 asked by Mr. Manu Subedar on the 6th April, 1938.*

**CONCESSION IN POSTAGE RATES ON SPECIAL NUMBERS OF NEWSPAPERS.**

(a) In the United Kingdom, special issues of newspapers which do not form part of the regular series but are issued apart from or in addition to the series are not allowed to be transmitted at the concessional rates of postage for registered newspapers. Likewise, special numbers, which though forming part of the regular series, do not consist wholly or in great part of political or other news or articles relating thereto or to other current topics or are otherwise of a character which is at variance with the description of newspapers, as contained in the Post Office Act, are not entitled to the concessional rate.

(b) The practice is the same in India.

---

*Information promised in reply to part (b) of starred question No. 1166 asked by Mr. T. S. Avinashilingam Chettiar on the 6th April, 1938.*

**NEPAL POST OFFICE.**

(b) The present monthly income of the Nepal Post Office is Rs. 1,313 while the estimated average monthly cost is Rs. 2,293.

---

*Information promised in reply to starred question No. 1191 asked by Mr. Badri Dutt Pande on the 6th April, 1938.*

**ACCIDENTS DUE TO LACK OF WIRE-FENCING ALONG THE RAILWAY LINE IN ALLAHABAD CITY.**

(a) No.

(b) The Railway land is protected by standard wire-fencing properly erected.

(c) Yes.



(d) The East Indian Railway pointed out to the applicant that there could be no danger to children or cattle unless they trespassed within the railway fencing, and informed her that there was no objection to her erecting a fence on her own land at her own cost in addition to the railway fence as had been done by some of her neighbours.

(e) One woman was run over and killed on 28th June, 1933, while trespassing on the line at mile 514 which is near the residence above-mentioned. There is no record of cattle having been run over near the site.

---

*Information promised in reply to parts (a), (b) and (c) of starred question No. 1204 asked by Mr. Mohan Lal Saksena on the 6th April, 1938.*

#### PROVISION OF CERTAIN AMENITIES TO LESSEES AND AUCTION OF PLOTS IN NEW DELHI.

(a) Yes. The perpetual lease-hold of 268 plots in Block No. 205 was auctioned on the 2nd February, 1936. The amount realised by the sale was Rs. 4,25,140.

(b) No.

(c) Only about 20 houses have so far been built on the 268 plots sold. Government are not aware that any great inconvenience is being experienced by the lessees. The question of providing the necessary amenities is receiving attention. There is no reason for waiving the recovery of the ground rent.

---

*Information promised in the reply to starred question No. 1224 asked by Mr. Amarendra Nath Chattopadhyaya on the 6th April, 1938.*

#### QUALIFICATIONS AND SALARIES OF THE PROFESSORS OF BENGALI AND ENGLISH IN THE DELHI UNIVERSITY.

(a) Bengali is not a separate Department of study in the Delhi University. There is a joint Department of Sanskrit, Hindi and Bengali. The Head of this Department is Mahamahopadhyaya Pandit Lachmi Dhar, M.A. (Punjab), M.O.L. (Punjab), Shastri (Punjab). He is *ex-officio* Convener of the Committee of Courses and Studies in Bengali and has some knowledge of the subject. He is a member of the staff of St. Stephen's College, Delhi, and his salary is Rs. 450 per mensem.

(b) The Head of the English Department of the Delhi University is Mr. C. B. Young, M.A. (Oxon.). He had a distinguished career at Oxford and has been a successful teacher of English for more than 25 years. He is a member of the staff of St. Stephen's College, Delhi, and his salary is Rs. 750 per mensem.

(c) Most of the teachers of the University are employees of the constituent Colleges which meet their pay. Government have no information as to the exact amount of work which each of these teachers is required to do, and are unable to interfere with the arrangements made by the College authorities.

---

*Information promised in reply to starred question No. 1227 asked by Sardar Sant Singh on the 6th April, 1938.*

#### REPRESENTATION OF SIKHS IN THE STAFF OF THE DELHI MUNICIPALITY.

(a) and (b). A statement giving the information asked for by the Honourable Member is attached. There are 17 Sikhs of whom 12 are employed in the junior clerical staff.

(c) and (d). In making appointments the rules made by the Delhi Municipal Committee for the registration of candidates for Municipal employment are followed. Under these rules candidates are selected by a Board consisting of the President and the two Vice-Presidents of the Committee. There is a 10 per cent. reservation of all posts for Christians, Jews, Parsis and Sikhs, but there is no specific reservation for members of any one of these four minority communities. In the circumstances no question of completing a quota of Sikhs arises.

*Statement showing the total Strength of the Junior Grade Clerks, the Senior Grade Clerks and Superintendents and Officers and Teachers employed by the Delhi Municipality.*

Grades.	Total strength.	No. of Sikhs employed.
(i) Junior Grade Clerks .. .. .	359	12
(ii) Senior Grade Clerks, Superintendents and Officers ..	84	2
(iii) Teachers in Municipal Schools .. .. .	541	3
Total .. .. .	984	17

*Information promised in reply to part (a) of starred question No. 1237 asked by Mr. Lalchand Navalrai on behalf of Sardar Sant. Singh on the 7th April, 1938.*

#### REPRESENTATIONS FROM THE INDIAN ARMY SERVICE CORPS CIVILIAN ASSOCIATION.

(a) 45 up to end of March, 1938. None of them attained the maximum pay of the grade.

*Information promised in reply to starred question No. 1249 asked by Mr. Badri Dutt Pande on the 7th April, 1938.*

#### RESIGNATION OF ELECTED MEMBERS OF THE NASIRABAD CANTONMENT BOARD.

(a) Four out of the seven elected members of the Cantonment Board, Nasirabad, submitted their resignations on account of differences of opinion with other members of the Board.

(b) Yes.

*Information promised in reply to starred question No. 1267 asked by Mr. Manu Subedar on the 8th April, 1938.*

#### SUGGESTIONS FOR REDUCTION OF RATES ON THE GREAT INDIAN PENINSULA AND BOMBAY, BARODA AND CENTRAL INDIA RAILWAYS.

It is regretted that it has not been found practicable to compile the information required by the Honourable Member, as no special record is maintained of the requests received for the quotation of reduced or special rates and a very large number of files would have to be examined involving more time and labour than are commensurate with the use to which the information could be put.

*Information promised in reply to part (b) of starred questions Nos. 1275 and 1276 asked by Qazi Muhammad Ahmad Kazmi on the 8th April, 1938.*

### CRIMINAL PROSECUTION IN CONNECTION WITH THE BAMRAULI RAILWAY COLLISION.

*Starred question No. 1275.*—One senior and two junior counsel were engaged at fees of Rs. 105, Rs. 64 and Rs. 50, respectively, per hearing. The approximate cost of the case is Rs. 4,700.

### THIRD AND INTERMEDIATE CLASS SEATS ON THE SHAHDARA-SAHARANPUR LIGHT RAILWAY.

*Starred question No. 1276.*—Government are informed that :

(a) No reduction in the length of the seats in intermediate class compartments has been effected. The centre bench has been removed and side seats have been widened. No inconvenience to passengers should be caused by this procedure as the available seats in intermediate class are adequate for the number of tickets sold per trip.

(b) This is being done as and when opportunity offers. Up to date an equal number of third and intermediate class carriages have had their seats widened.

(c) Government are informed that the seats in both third and intermediate class compartments run the full length of the coach. The question of lengthening them does not, therefore, arise.

*Information promised in reply to unstarred questions Nos. 150, 153, parts (a) and (b), 158 and 166 asked by Mr. Muhammad Azhar Ali on the 8th April, 1938.*

### COMMUNAL REPRESENTATION IN SERVICES ON STATE RAILWAYS.

*Unstarred question No. 150.*—(a) Government are informed that the action of the Divisional Superintendent, North Western Railway, Delhi, was in order as the case referred to in the letter quoted by the Honourable Member related to the promotion of a person in an inferior post to a subordinate post, in which case the orders regarding communal percentage would apply, vide paragraph 5 (b) of the Memorandum of Supplementary Instructions referred to in the reply to part (a) of his unstarred question No. 86 asked on the 18th March, 1938.

(b) and (c). In view of the reply to part (a) above, these do not arise.

### VAN PORTERS IN THE DELHI DIVISION OF THE NORTH WESTERN RAILWAY.

*Unstarred question No. 153.*—Government are informed as follows :

(a) The Hours of Employment Regulations do not apply to travelling van porters, but, as far as practicable, their hours of work are regulated within the limits laid down by these regulations.

(b) No mileage or overtime allowance is allowed to this class of staff, but when fixing their scales of pay the fact that their duties involved frequent travelling was taken into consideration.

### EXEMPTION OF THE SHAHDARA-SAHARANPUR LIGHT RAILWAY FROM THE OPERATION OF SECTION 62 OF THE INDIAN RAILWAYS ACT.

*Unstarred question No. 158.*—The Shahdara-Saharanpur Railway have been exempted from the orders issued regarding the provision of means of communication between passengers and railway servants on trains. Government do not propose to withdraw this exemption as :

- (i) the booked speed of the trains is low,
- (ii) the distance between stations is short,
- (iii) practically all trains stop at every station,
- (iv) the heavy expenditure that would be involved in the provision of means of communication is not justified under existing conditions.

### CONDUCTOR GUARDS ON STATE RAILWAYS.

*Unstarred question No. 166.*—Government are informed as follows :

(a) Of the remaining two conductor guards on the East Indian Railway one was withdrawn in April, 1937, and the other retired in April, 1938.

(b) and (c). Conductor guards are not now employed on the State-managed Railways, except on the North Western Railway where there are 11, of whom five are Europeans, three Anglo-Indians, two Parsis and one Hindu. Their employment is considered desirable by the administration.

*Information promised in reply to unstarred question No. 168 asked by Mr. Satya Narayan Sinha on the 8th April, 1938.*

### SENIORITY IN A GRADE OR CLASS OF NON-GAZETTED STAFF ON STATE RAILWAYS.

Government are informed as follows :

On the Eastern Bengal and East Indian Railways temporary or probationary service of non-gazetted staff in a grade or class does not ordinarily count towards seniority. Exceptions are, however, sometimes made on the merits of a case.

On the Great Indian Peninsula Railway probationary service of non-gazetted staff in a grade or class counts in calculating continuous service towards seniority in that grade. Temporary service is only counted for seniority when the service is rendered in a permanent post continuously, followed by confirmation in that post.

The practice on the North Western Railway is that seniority in a grade or class is reckoned from the date an employee is confirmed in that grade or class, and confirmation is considered on the expiry of period of one year's probation subject to report on working being satisfactory and is made from the date the employee was placed on probation. If, however, the report on working is not satisfactory and the period of probation is extended, then confirmation is made from the date from which the period of extension of probation commenced subject to report on working being satisfactory.

Continuous officiating or temporary service counts towards the probationary period of one year, but confirmation is only made from the date of occurrence of a permanent vacancy.

*Information promised in the reply to starred question No. 1295 asked by Mr. Muhammad Azhar Ali on the 11th April, 1938.*

### SALARY AND TRAVELLING ALLOWANCE OF THE SUPERINTENDENT OF EDUCATION FROM DELHI, AJMER-MERWARA AND CENTRAL INDIA.

The Superintendent of Education, Delhi, Ajmer-Merwara and Central India, drew Rs. 14,400 as pay and Rs. 2,229-1-0 as travelling allowance during 1937-38. The expenditure was borne by the three Administrations concerned in the proportion of 3 : 2 : 1, respectively.

*Information promised in the reply to unstarred question No. 178, asked by Maulvi Abdur Rasheed Chaudhury on the 11th April, 1938.*

**TEACHERS GETTING ALLOWANCES FOR EVENING CLASSES IN THE GOVERNMENT COMMERCIAL INSTITUTE, DELHI.**

(a) Yes.

(b) The evening classes are merely preparatory classes and no diploma examination is held for students attending them. Students usually leave as soon as they feel that they have acquired sufficient knowledge of their subjects. Information as to the number of students enrolled and the amount paid in allowances to teachers in 1935-36, 1936-37 and 1937-38 is given below :

Year.	Number of students admitted.	Amount paid in allowances to teachers.
		Rs.
1935-36 (for 6 months from October, 1935) ..	39	775
1936-37 .. .. .	87	1,550
1937-38 .. .. .	97	1,550

*Information promised in the reply to unstarred questions Nos. 179 to 182 asked by Khan Bahadur Nawab Saddique Ali Khan on the 11th April, 1938.*

**ABSENCE OF MUSLIMS IN THE TEACHING AND MENIAL STAFF OF THE GOVERNMENT COMMERCIAL INSTITUTE, DELHI.**

*Unstarred question No. 179.—*(a) Yes.

(b) Muslim interests have not suffered in the Commercial Institute.

**CERTAIN PARTICULARS REGARDING STUDENTS IN THE GOVERNMENT COMMERCIAL INSTITUTE, DELHI.**

*Unstarred question No. 180.—*The information is given below :—

Year.	No. of students admitted.			No. of withdrawals before completing the course.			Free concessions.			Cost per capita.
	H.	M.	Others.	H.	M.	Others.	H.	M.	Others.	
										Rs.
1932-33 ..	36	4	1	13	3	..	3	1		102
1933-34 ..	35	4	2	16	3	1	6	2		97
1934-35 ..	42	4	..	19	1		5	2		94
1935-36 ..	42	4	1	11	3		7	1		91
1936-37 ..	39	7	1	12	6	..	6	2	..	88

**RECRUITMENT OF MUSLIMS ON THE STAFF OF THE GOVERNMENT COMMERCIAL INSTITUTE, DELHI.**

*Unstarred question No. 181.—*No. The present staff hold permanent appointments. Communal proportions can be maintained only in a department as a whole.

### PURCHASE OF STATIONERY USED IN THE GOVERNMENT COMMERCIAL INSTITUTE, DELHI.

*Unstarred question No. 182.*—The stationery used in the office of the Institute is supplied by the Government Stationery Department. The typewriting stationery used by students is purchased locally out of the typewriting stationery fee collected from students.

---

*Information promised in reply to part (a) (i) of starred question No. 1336 asked by Bhai Parma Nand on the 12th April, 1938.*

### SCALES OF PAY AND GRADES OF CLERKS OF THE ROYAL INDIAN ARMY SERVICE CORPS.

Two clerks reached the maximum and two approximated to it.

---

*Information promised in reply to part (a) of unstarred question No. 188 asked by Mr. K. S. Gupta on 12th April, 1938.*

### SALARIES OF THE NON-GAZETTED STAFF OF THE INCOME-TAX DEPARTMENT IN THE MADRAS PRESIDENCY.

(a) The rates of pay of the non-gazetted staff in the Income-tax Department, Madras, are based on those of similar establishments under the Provincial Government. Subject to certain slight modifications made for reasons of the nature of the work and organisation, the same is true of those establishments of the Customs Department (*e.g.*, clerical) for which corresponding establishments can be found in the Departments of the Provincial Government. I understand that when the scales of pay for the Posts and Telegraphs Department were framed due account was taken of the scales of pay for similar staff in the various departments of the Central Government as well as in the Provincial Government.

The extent of the differences between the rates of pay in the departments mentioned has been over-stated in the question and is not sufficient to merit the use of the expression "discrimination".

---

### MOTIONS FOR ADJOURNMENT.

**Mr. President** (The Honourable Sir Abdur Rahim) : I have received a number of notices of motions for adjournment of the business of the House. The first one is in the name of Sardar Mangal Singh. He wants to move the adjournment of the business of the House to discuss a definite matter of urgent public importance, namely, the refusal of the Government of India to change the exchange ratio of the rupee from 1s. 6d. to 1s. 4d. as stated in their recent communiqué.

**Sardar Mangal Singh** (East Punjab : Sikh) : I am not moving it.

**Mr. President** (The Honourable Sir Abdur Rahim) : Mr. Thirumala Rao has got a motion in connection with the appointment of Mr. Sargent.

**Mr. M. Thirumala Rao** ((East Godavari and West Godavari *cum* Kistna : Non-Muhammadan Rural) : Sir, I am not moving it.

### APPOINTMENT OF A NON-INDIAN AS SUPERINTENDENT OF INSURANCE.

**Mr. President** (The Honourable Sir Abdur Rahim) : The next one is in the name of Mr. Avinashilingam Chettiar who wants to move that the House may be adjourned to discuss a definite matter of urgent public importance, namely, the appointment of a non-Indian by the Government of India for the post of the Superintendent of Insurance.

**Mr. T. S. Avinashilingam Chettiar** (Salem and Coimbatore *cum* North Arcot : Non-Muhammadan Rural) : I want to move it.

**The Honourable Sir Muhammad Zafrullah Khan** (Member for Commerce and Labour) : I object to the motion. I am aware that on previous occasions motions have been discussed with regard to the appointment of individual officers, the recent cases being those of Dr. Gregory and Mr. Chambers. On that occasion you were pleased to point out as follows. This relates to the second of those motions, namely, the appointment of Dr. Gregory as Economic Adviser :

“ I must make the position of the Chair quite clear with respect to this motion and yesterday's motion. It has been laid down more than once that in the case of any appointment, even an important appointment, that cannot be made the subject-matter of a motion for adjournment unless there is some important principle involved and neither in regard to this motion nor yesterday's motion should my ruling be construed to the contrary.”

Now, the question is whether there is an important question of principle involved with regard to this particular motion.

**Mr. President** (The Honourable Sir Abdur Rahim) : That, no doubt, is my view. Will Mr. Chettiar explain what is the question of principle involved ?

**Mr. T. S. Avinashilingam Chettiar** : The principle is that Government have appointed a non-Indian when suitable Indians are available. May I also point out that when the Bill was discussed, there was a sort of undertaking given by the Government which I will quote in the evening. It was agreed that when Indians are available, they will be preferred.

**Mr. President** (The Honourable Sir Abdur Rahim) : There was an undertaking given ?

**Mr. T. S. Avinashilingam Chettiar** : I will show that in the evening.

**The Honourable Sir Muhammad Zafrullah Khan** : Mr. Chettiar has submitted that the question of principle involved is that a non-Indian has been appointed when suitable Indians were available.

**Mr. President** (The Honourable Sir Abdur Rahim) : He says that an undertaking was given.

**The Honourable Sir Muhammad Zafrullah Khan** : I am not aware of it. I was not here.

**Mr. T. S. Avinashilingam Chettiar** : A definite statement was undoubtedly made by the member in charge of the Insurance Bill that if Indians are available, they will be appointed.

**Mr. President** (The Honourable Sir Abdur Rahim) : I have no particular recollection of that. I know the matter was discussed.

**The Honourable Sir Muhammad Zafrullah Khan** : Let us see what the position actually was. With regard to this appointment, the statutory obligation laid upon Government is that the person appointed should be a qualified actuary. Mr. Satyamurti, when speaking on the third reading, specifically stated, and I entirely agree with him, “ that the success or otherwise of this Bill depends to a very large extent on the personality of the first Superintendent of Insurance, and I hope that in making this appointment no racial or communal considerations will be brought into effect ”.

**Mr. S. Satyamurti** (Madras City : Non-Muhammadan Urban) : Hear, hear ! You have brought racial considerations into this subject !

**The Honourable Sir Muhammad Zafrullah Khan** : That was the obligation laid upon the Government, coupled with Mr. Satyamurti's anxiety to secure the best man available irrespective of the question of race. Let us come to the question of the field of choice.

**Mr. T. S. Avinashilingam Chettiar** : That is going into the merits.

**The Honourable Sir Muhammad Zafrullah Khan** : This subject has been raised and I am going to show that the statement made in regard to it is not correct.

**Mr. Bhulabhai J. Desai** (Bombay Northern Division : Non-Muhammadan Rural) : That may be a good answer in defence.....

**Mr. President** (The Honourable Sir Abdur Rahim) : I have yet to see whether there is a *prima facie* case or not. If there is a *prima facie* case, that will have a bearing on the admissibility of the motion.

**The Honourable Sir Muhammad Zafrullah Khan** : The point of my submission is that the adjournment motion is out of order unless there is a question of principle involved. The question of principle involved is stated to be that there were Indians available out of whom a choice could be made. I have contested that and, therefore, I have to answer the point whether there were Indians available. At the time when the appointment had to be made there were altogether—as I think was even stated in the debates—six Indians available who were qualified in that manner. Four out of the six obtained their certificate of fellowship in 1937. That is to say, they had not even a year's standing as fellows of the Institute of Actuaries in London or Scotland. Out of the men one had passed out two years previously and his age was thirty-two. There was only one person available who could be considered and who was considered and he was occupying a position and drawing a salary from which it could easily be seen that he would not have accepted this appointment. Apart from that question, even if it was possible that he may have accepted this appointment, there was practically no field for choice and I submit it cannot be said that there were plenty of Indians available out of whom a choice could be made. If the principle is to be accepted that no non-Indian is to be appointed so long as there is a single Indian available irrespective of what his qualifications or position may be, then I would submit that the Assembly is taking into their own hands a matter which is the concern of the Government.

**Mr. Bhulabhai J. Desai** : The point of principle is quite clear from the very statement of the Honourable Member. The point of principle is in the last words mentioned, *viz.*, so long as one Indian is available and there is only one appointment, so long as one Indian is available, we say he ought to be preferred : and that is the point of principle on which we want to insist. Of course, it is entirely a matter for the House to decide whether it is a correct principle or not, but it is admitted that at least one Indian was available.

**Mr. President** (The Honourable Sir Abdur Rahim) : Apart from any other question, what was the exact undertaking given ?



**Mr. S. Satyamurti** : I have not got the reference, Sir, but I want to submit now that when the actual definition in the Bill as to the qualifications of the actuary was being considered by this House, the Honourable Sir Nripendra Sircar, who was in charge of the Bill, told the House that if the amendment of Mr. Aikman were passed, all Indians would be ruled out, and, on that basis, we amended the Bill in order to make it possible for Indians also to be considered for the appointment.

**Mr. President** (The Honourable Sir Abdur Rahim) : I should like to know the exact words of the undertaking given.

**Dr. Sir Ziauddin Ahmad** (United Provinces Southern Divisions : Muhammadan Rural) : Sir, it has been mentioned that the Government gave an undertaking that the Superintendent of Insurance will be an Indian. I followed the debate very carefully, and I do not find it mentioned anywhere in the debates on the floor of the House that an Indian would be appointed at this post. There may have been a private understanding between the Leader of the House and the Leader of the Opposition, but we do not know anything about it. The second point is that the original Bill provided that the Superintendent should not necessarily be an actuary, and in that case there would have been a wider choice, but it was pressed from the Congress Party that he should be an actuary. This limited the scope of enquiry and we found that only one man was available. Therefore, I think there is no principle involved here.

**The Honourable Sir Muhammad Zafrullah Khan** : So far as I recollect, there was no undertaking whatever.

**Mr. S. Satyamurti** : Sir, we are entitled to the vote of the House on the point as to whether, if one Indian was available, he ought not to have been appointed. It had been pressed from various sections of the House that for all appointments we should appoint qualified Indians, wherever possible. That is the principle observed all over the world, and in this country also we are trying to assert the principle that even if one qualified Indian is available he should be appointed.

**Mr. President** (The Honourable Sir Abdur Rahim) : Is the Honourable the Leader of the House in a position to say that that particular gentleman was approached at all ?

**The Honourable Sir Muhammad Zafrullah Khan** : He was considered, but he was drawing such emoluments that it could not reasonably be expected that he would accept this post.

**Mr. S. Satyamurti** : The point is whether an Indian was available. It was perfectly open to the Government to offer him a higher salary. The future of the Insurance Act depends upon the sincere sympathy of an Indian administering the Act, and not a foreigner. We seek to censure the Government on two grounds,—first, for not accepting the principle mentioned and, secondly, for not keeping the undertaking given. But, assuming that the undertaking was not given, I still submit that we are entitled to censure the Government for not carrying out the principle we laid down.

**Mr. President** (The Honourable Sir Abdur Rahim) : Was any attempt made that the principle should be inserted in the Act itself ?

**Mr. S. Satyamurti** : It was not possible to insert in the Act such a provision. It would have been *ultra vires*. This is the only way in which this House can impress upon the Government the need for not importing racial considerations. Our submission is that this man is a European; and we say that an Indian ought to be appointed.

**Mr. M. S. Aney** (Berar : Non-Muhammadan) : Apart from the fact whether a specific undertaking was given or not, there is a general principle involved—a principle for which this part of the House has stood all these years, whether that principle is acceded to by the other part of the House, that is, by the Government, or not is immaterial,—and it is this that whenever qualified Indians are available Government ought to make the choice out of such qualified Indians and not make any preference for any foreigner. Whether the Government agrees to that principle or not is a different thing. If they do not agree, we have a right to censure them and to vindicate that principle. I submit that the motion cannot be ruled out on the ground that no principle is involved here, as the Government are trying to make out the case that no Indian is available. That is a matter for the House to decide when the question will be discussed on the merits. The case now before the House is that a principle is involved, viz., that the claims of Indians have not been duly considered by the Government in making this appointment.

**The Honourable Sir Muhammad Zafrullah Khan** : Sir, there is no quarrel at the moment between the different sides of the House with regard to the merits of this appointment generally. The question that you have to consider at the moment is whether such a matter can form the subject-matter of an adjournment motion. There has been plenty of time after the appointment was announced.

**Mr. K. Santhanam** (Tanjore *cum* Trichinopoly : Non-Muhammadan Rural) : Does the Honourable Member suggest that we should move a Resolution that he should dismiss this particular gentleman ?

**The Honourable Sir Muhammad Zafrullah Khan** : The question is this, whether the exception that you were pleased to indicate in your ruling on the previous occasion when an adjournment motion was moved has been made out by the Honourable Member moving this motion.

**Mr. President** (The Honourable Sir Abdur Rahim) : His case is that even if one qualified Indian was available, he ought to have been appointed. The question of principle that is said to be involved is that, if there was any Indian available, he should have been appointed rather than importing a non-Indian from outside. Admittedly, the field of choice was very limited. As the Leader of the House has said, there was one qualified Indian actuary available whose case was considered, but the Government preferred to appoint the present gentleman who is a non-Indian. I have only to see whether there is a *prima facie* case. Apparently, there was a qualified Indian available, and it is pressed by the Opposition that whenever there are qualified Indians available for any such appointment, an Indian ought to be appointed rather than a non-Indian. It is for the House to decide and not for me whether this is the proper principle which should be adopted in making such appointments. I have only to see whether there is a *prima facie* case on the point of order that has been raised, and as I think a *prima facie* case has been made out, I rule that the motion is in order.

[Mr. President.]

As objection has been taken, will those Honourable Members who are in support of the motion rise in their places ?

(Many Honourable Members rose.)

As not less than 25 Members are in favour of the leave being granted, leave is granted and the motion will be taken up at 4 o'clock or earlier if the business of the House is finished before 4 o'clock. I take it the Government have no objection to that.

**The Honourable Sir Muhammad Zafrullah Khan :** No, Sir.

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

**Secretary of the Assembly :** Sir, information has been received that the following Bills, which were passed by both Chambers of the Indian Legislature during the last Session, have been assented to by His Excellency the Governor General under the provision of sub-section (1) of section 68 of the Government of India Act, as continued by section 317 of the Government of India Act, 1935 :

- (1) The Repealing Act, 1938,
- (2) The Indian Companies (Amendment) Act, 1938,
- (3) The Dangerous Drugs (Amendment) Act, 1938,
- (4) The Insurance Act, 1938,
- (5) The Manoeuvres, Field Firing and Artillery Practice Act, 1938,
- (6) The Destructive Insects and Pests (Amendment) Act, 1938,
- (7) The Child Marriage Restraint (Amendment) Act, 1938,
- (8) The Indian Tea Control Act, 1938,
- (9) The Workmen's Compensation (Amendment) Act, 1938,
- (10) The Cutchi Memons Act, 1938,
- (11) The Hindu Women's Rights to Property (Amendment) Act, 1938,
- (12) The Durgah Khawaja Saheb (Amendment) Act, 1938,
- (13) The Sind Salt Law Amendment Act, 1938,
- (14) The Sugar Industry Protection (Temporary Extension) Act, 1938,
- (15) The Indian Coffee Cess (Amendment) Act, 1938,
- (16) The Indian Tariff (Amendment) Act, 1938,
- (17) The Trade Disputes (Amendment) Act, 1938,
- (18) The Delhi Joint Water Board (Amendment) Act, 1938, and
- (19) The Child Marriage Restraint (Second Amendment) Act, 1938.

#### STATEMENTS LAID ON THE TABLE.

##### NET EARNINGS OF CERTAIN NEWLY CONSTRUCTED RAILWAY LINES.

**The Honourable Mr. A. G. Clow** (Member for Railways and Communications) : Sir, I lay on the table a statement, giving the information at present available as to the net earnings of certain newly constructed railway lines, during the financial year 1936-37, and a comparison of the return given by these earnings on the capital outlay with the return anticipated in the original estimates.

Statement showing net earnings during the financial year 1936-37 of new lines opened after 1st October 1927, throughout for traffic for a full year.

Serial No.	Name of Project.	Working Railway.	Gauge.	Mileage.	Date of opening.	Net income creditable to the project for 1936-37.	Percentage return of income (column 6) on capital outlay.		Estimated percentage return of income on capital outlay after some years opening as estimated originally.
							1935-36.	1936-37.	
	1	2	3	4	5	6	7	8	9
						Rs.	Rs.	Rs.	Rs.
1	Chittagong-Nazirhat	A. B.	3'-3-3/8"	22.97	17-3-30	41,018	*1.09	1.82	8.50
2	Chittagong-Dohazari	A. B.	3'-3-3/8"	25.05	10-6-31	-61,877	-1.91	-1.18	8.50
3	Feni-Belonia	A. B.	3'-3-3/8"	16.88	1-12-29	-20,008	*-2.30	-2.03	5.80
4	Furkating-Badulpara-Jorhat	A. B.	3'-3-3/8"	42.28	1-8-28	79,334	*3.00	2.31	7.00
5	Karimganj-Longai Valley	A. B.	3'-3-3/8"	39.45	1-1-29	-47,522	-2.61	-1.36	5.50
6	Netrokona-Mohanganj	A. B.	3'-3-3/8"	17.55	1-4-29	2,736	*-0.84	0.13	9.60
7	Shahtaganj-Habiganj-Balla	A. B.	3'-3-3/8"	25.29	1-12-29	33,613	*-1.85	1.55	6.47
8	Senchoa-Mairabari	A. B.	3'-3-3/8"	30.25	20-4-30	2,24,020	*-1.48	(m) 9.96	13.00
9	Sibsagar Road-Khowang	A. B.	3'-3-3/8"	38.79	10-11-27	42,456	*1.40	1.22	7.60
10	Mashrak Thawe Extension	B. and N. W.	3'-3-3/8"	39.32	12-1-31	75,858	(a) 2.91	(a) 3.13	6.00
11	Raipur-Parvatipuram	B. N.	5'-6"	240.00	31-3-32	35,24,971	*8.53	7.16	5.40

Serial No.	Name of Project.	Working Railway.	Gauge.	Mileage.	Date of opening.	Net income creditable to the project for 1936-37.	Percentage return of income (column 6) on capital outlay.		Estimated percentage return of income on capital outlay after some years opening as estimated originally.
							1935-36.	1936-37.	
	1	2	3	4	5	6	7	8	9
						Rs.	Rs.	Rs.	Rs.
12	Boriavi-Vadnal ..	B. B. and C. I.	5'-6"	3.71	18-4-29	-6,504	-2.65	-2.89	5.00
13	Jambusar-Kavi ..	B. B. and C. I.	2'-6"	17.87	1-8-29	30,853	2.44	3.87	8.00
14	Samni-Dahej ..	B. B. and C. I.	2'-6"	24.72	1-3-30	-7,183	-1.56	-0.71	8.90
15	Vasad-Kathana ..	B. B. and C. I.	5'-6"	26.61	1-9-30	2,36,193	7.55	10.9	8.00
16	Abdulpur-Nawabganj ..	E. B.	5'-6"	57.15	10-2-30	2,16,000	1.85	2.39	6.20
17	Barupur-Lakshmikanthapur ..	E. B.	5'-6"	23.26	15-12-28	1,19,000	2.55	2.84	7.00
18	Dinajpur-Rubee ..	E. B.	3'-3-3/8"	47.80	8-5-28	4,57,000	9.16	13.42	6.50
19	Kakthali-Bhateopara ..	E. B.	5'-6"	53.49	1-3-32	1,11,000	9.88	1.88	5.00
20	Purnee-Murliganj ..	E. B.	3'-3-3/8"	51.98	1-10-29	3,79,000	9.62	11.72	6.50
21	Tangla Rangapara ..	E. B.	3'-3-3/8"	52.50	6-2-33	2,98,000	(m) 5.92	(m) 5.68	(b) 0.68
22	Calcutta Chord Railway ..	E. I.	5'-6"	8.50	1-2-32	6,20,719	*-0.44	1.35	†
23	Chandpur-Bijnor-Muazzampur-Narain ..	E. I.	6'-6"	37.00	5-1-30	2,90,714	*9.59	(m) 8.60	6.10

24	Dalkonanj-Barkana Section of Central India Coalfields Railway (I).	E. I.	..	5'-6"	115-00	31-1-29	8,741	*0.72	(m) 0.02	(c) 6.88
25	Annapur-Chirmiri Branch of Central India Coalfields Railway (I).	B. N.	..	5'-6"	53.84	23-1-31	11,78,154	*5.32	(m) 6.47	
26	Lucknow-Sultanpur-Zafarabad	E. I.	..	5'-6"	136.00	25-5-32	3,77,651	*2.72	(m) 2.90	5.80
27	Unao-Madhoganj	E. I.	..	5'-6"	48.00	21-12-30	95,062	*4.75	(m) 2.17	6.30
28	Agra-Bah ..	G. I. P.	..	5'-6"	43.00	10-4-29	-52,103	-1.55	-1.68	6.30
29	Darwaha-P ..	G. I. P.	..	2'-6"	42.65	23-11-31	17,498	-0.55	0.51	6.81
30	Jhudo-Pithoro	Jodhpur	..	3'-3-3/8"	64.11	1-6-35	67,227	..	2.91	6.12
31	Cocanada-Kotipalle ..	M. and S. M.	..	5'-6"	27.38	1-11-29	-23,013	†1.58	†0.54	6.00
32	Guntur-Machherla ..	M. and S. M.	..	3'-3-3/8"	79.83	15-1-30	2,50,359	†3.45	†5.48	5.25
33	Gudivada-Bhimavaram	M. and S. M.	..	3'-3-3/8"	40.60	17-9-28	4,52,954	†5.84	†11.12	6.61
34	Nidadavolu-Narasapur	M. and S. M.	..	5'-6"	47.16	3-2-29	3,16,757	†4.73	†4.62	
35	Kanivihalli-Samchalli Extension.	M. and S. M.	..	3'-3-3/8"	11.74	15-3-28	1,46,558	†74.74	†52.05	§
36	Amritear-Narwal	N. W.	..	5'-6"	39.11	6-5-29	2,47,590	(m) 12.18	3.62	5.50
37	Batala-Qadian (I) ..	N. W.	..	5'-6"	12.04	30-12-28	63,842	5.40	(m) 6.87	(c) 5.7
38	Chak Jhumra Kushab	N. W.	..	5'-6"	70.47	12-3-32	2,43,900	(m) 16.84	1.43	6.00
39	Jaesar Shakargarh Chak Amru	N. W.	..	5'-6"	25.97	21-12-27	1,34,449	7.58	8.18	6.00
40	Lyallpur-Jaranwala ..	N. W.	..	5'-6"	20.75	3-12-27	-29,462	(m) -0.18	-1.85	5.48
41	Rohtak-Gohana-Panipat	N. W.	..	5'-6"	44.01	15-5-28	48,985	(m) 0.63	1.92	6.33
42	Shahdara Narowal ..	N. W.	..	5'-6"	48.33	21-12-26	1,74,990	4.80	5.93	4.84 (n)
43	Sind Left Bank Feeder Railways	N. W.	..	5'-6"	164.49	10-12-31	6,80,521	(g) 7.51	(m) 9.71	(e) (f)

Serial No.	Name of Project.	Working Railway.	Gauge.	Mileage.	Date of opening.	Net income creditable to the project for 1936-37.	Percentage return of Income (column 6) on capital outlay.		Estimated percentage return of income on capital outlay some years after opening as estimated originally.
							1935-36.	1936-37.	
	1	2	3	4	5	6	Ra.	Ra.	Ra.
44	Kangra Valley ..	N. W.	2'-6"	102.99	1-4-29	-2,89,246	-(f) 0.68	(f) 0.92	5.50
45	Cuddalore-Vriddhachalam	S. I.	3'-3-3/8"	35.59	21-6-28	-20,713	*(a) 0.27	(a) 0.78	(g)
46	Dindugal Pallachi ..	S. I.	3'-3-3/8"	75.10	19-11-28	1,41,034	*(a) 0.81	(a) 1.73	9.44
47	Madura Bodinayakanur	S. I.	3'-3-3/8"	55.94	20-11-28	-54,013	(a) 0.83	(a) 1.00 (m)	(m) 8.73
48	Pollachi Palghat	S. I.	3'-3-3/8"	33.45	1-4-32	11,379	*(a) 0.18	(a) 0.21	5.20
49	Salem Mettur Dam ..	S. I.	5'-6"	23.20	15-4-29	-5,767	*(a) 2.01	(a) 0.45 (m)	4.75(l)
50	Salem Attur Vriddhachalam ..	S. I.	3'-3-3/8"	82.53	17-8-31	21,741	*(a) 0.11	(a) 0.26	5.80—
51	Shoranur Nilambur ..	S. I.	5'-6"	41.35	26-10-27	-60,488	(a) 0.72 (k)	(a) 0.75 (k)(m)	4.00(k)
52	Villupuram Trichinopoly ..	S. I.	3'-3-3/8"	109.00	1-2-29	2,06,687	*(a) 1.12	(a) 1.02	6.50
53	Trichinopoly Mannadura Chord	S. I.	3'-3-3/8"	94.22	1-7-30	35,922	*(a) 0.56	(a) 0.32	5.37
54	Agastampalli-Point Calimere..	S. I.	3'-3-3/8"	5.50	20-1-36	-17,604	..	(a) 5.36 (m)	-10.5(r)

## REMARKS.

\* Revised figures.

† Justified on broad grounds of improving transportation facilities particularly quick despatch of coal traffic to the docks.

‡ Calculated on capital expenditure only excluding interest during construction.

§ This line was sanctioned for construction on the assurance that a minimum output of 35,000 tons of Manganese Ore annually by the Sandur Mining Company would be enough to guarantee the railway against loss.

|| Includes a guarantee of Rs. 3,37,534 payable by the Provincial Governments.

(a) Excludes net earnings of existing lines from new traffic interchanged with new railway but estimated return took into account such credit.

(b) Government of Assam have agreed to pay the actual loss incurred in working the railway for an indefinite period subject to a maximum of Rs. 1,75,000 each year provided that, if and when, the line yields a return of over 5 per cent. on its capital cost, the balance will be utilised in repaying sums that may have been paid under the guarantee.

(c) Represents estimated return on capital outlay for the entire project.

(d) The annual loss in working the Sind Left Bank Feeder Railways was estimated at Rs. 4.60 lakhs during the first five years after opening and Rs. 2.63 lakhs after the first five years of opening for traffic. To recoup the loss the Provincial Government will pay a fixed sum of Rs. 4 lakhs annually for each of the first five years and thereafter the actual loss in working subject to a maximum of Rs. 2 lakhs per annum.

(f) Includes a guarantee of Rs. 4,00,000 payable by the Punjab Government.

(g) The line was considered unremunerative but the District Board of South Arcot who were interested in it expressed their willingness to guarantee the Government of India against loss, if any, arising from the construction and working of the line.

(i) The estimated percentage return took into account a maximum payment of Rs. 41,000 to be made good by the Madras Government against loss.

(k) Includes a maximum guarantee of Rs. 1,39,000 from the Government of Madras.

(l) Only part of the whole project was actually built.

(m) Under further investigation.

(n) Loss to the extent of Rs. 20,000 guaranteed by local Government so as to obtain a return of 5.5 per cent. on capital outlay.

(q) Includes a guarantee of Rs. 4,00,000 payable by the Provincial Government.

(r) Government were committed to the construction of the line as part of the terms of transfer of the Tanjore District Board lines to the South Indian Railway. It was estimated that a loss of Rs. 37,500 would accrue to Government on an outlay of Rs. 3½ lakhs.



## STATEMENTS LAID ON THE TABLE.

### NOTIFICATION PROHIBITING THE EMIGRATION OF UNSKILLED LABOURERS FROM THE MADRAS PRESIDENCY TO MALAYA.

**Sir Girja Shankar Bajpai** (Secretary, Department of Education, Health and Lands) : Sir, I lay on the table a copy of the Notification issued by the Department of Education, Health and Lands, No. F. 44/38-L. and O., dated the 8th June, 1938, prohibiting the emigration of unskilled labourers from the Madras Presidency to Malaya.

*Notification (Overseas), No. F. 44/38-L & O., by the Government of India, Department of Education, Health and Lands, dated Simla, the 8th June, 1938.*

Whereas it appears that the number of unskilled Indian labourers now in the Malay States is in excess of the present requirements of industry and continuance of emigration to those States is therefore undesirable, the Central Government, in exercise of the powers conferred by sub-section (1) of section 13 of the Indian Emigration Act, 1922 (VII of 1922), is pleased to prohibit, with effect from the 15th June, 1938, all persons from emigrating from the territories under the administration of the Provincial Government of Madras to the Straits Settlements, the Federated Malay States of Perak, Selangor, Negri-Sembilan and Pahang and to the Unfederated Malay States of Kedah, Perlis, Johore, Kelantan, Trengganu and Brunei for the purpose of unskilled work.

## THE MOTOR VEHICLES BILL.

### PRESENTATION OF THE REPORT OF THE SELECT COMMITTEE.

**The Honourable Mr. A. G. Clow** (Member for Railways and Communications) : Sir, I present the Report of the Select Committee on the Bill to consolidate and amend the law relating to motor vehicles.

## THE CRIMINAL LAW AMENDMENT BILL.

**Mr. C. M. G. Ogilvie** (Defence Secretary) : Sir, I move for leave to introduce a Bill to amend the criminal law.

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

“ That leave be granted to introduce a Bill to amend the criminal law.”

The motion was adopted.

**Mr. C. M. G. Ogilvie** : Sir, I introduce the Bill.

## THE INDIAN COTTON CESS (AMENDMENT) BILL.

**Sir Girja Shankar Bajpai** (Secretary, Department of Education, Health and Lands) : Sir, I move for leave to introduce a Bill further to amend the Indian Cotton Cess Act, 1923.

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

“ That leave be granted to introduce a Bill further to amend the Indian Cotton Cess Act, 1923.”

The motion was adopted.

**Sir Girja Shankar Bajpai** : Sir, I introduce the Bill.

#### THE INDIAN EMIGRATION (AMENDMENT) BILL.

**Sir Girja Shankar Bajpai** (Secretary, Department of Education, Health and Lands) : Sir, I move for leave to introduce a Bill further to amend the Indian Emigration Act, 1922.

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

“ That leave be granted to introduce a Bill further to amend the Indian Emigration Act, 1922.”

The motion was adopted.

**Sir Girja Shankar Bajpai** : Sir, I introduce the Bill.

#### THE INDIAN AIRCRAFT (AMENDMENT) BILL.

**Sir Girja Shankar Bajpai** (Secretary, Department of Education, Health and Lands) : Sir, I move for leave to introduce a Bill further to amend the Indian Aircraft Act, 1934.

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

“ That leave be granted to introduce a Bill further to amend the Indian Aircraft Act, 1934.”

The motion was adopted.

**Sir Girja Shankar Bajpai** : Sir, I introduce the Bill.

#### THE INDIAN OATHS (AMENDMENT) BILL.

APPOINTMENT OF MR. N. A. FARUQUI TO THE SELECT COMMITTEE.

**The Honourable Mr. R. M. Maxwell** (Home Member) : Sir, I move :

“ That Mr. N. A. Faruqui be appointed to the Select Committee on the Bill further to amend the Indian Oaths Act, 1873, for a certain purpose, in place of Mr. P. A. Menon, who has ceased to be a member of the Assembly.”

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

“ That Mr. N. A. Faruqui be appointed to the Select Committee on the Bill further to amend the Indian Oaths Act, 1873, for a certain purpose, in place of Mr. P. A. Menon, who has ceased to be a member of the Assembly.”

The motion was adopted.

## THE PREVENTION OF CRUELTY TO ANIMALS (AMENDMENT) BILL.

**The Honourable Mr. R. M. Maxwell** (Home Member) : Sir, I move :

“ That the Bill to amend the law relating to the prevention of cruelty to animals be referred to a Select Committee consisting of Mr. N. A. Faruqui, Dr. R. D. Dalal, Mr. Govind V. Deshmukh, Mr. K. M. Jedhe, Shrimati K. Radha Bai, Subbarayan, Prof. N. G. Ranga, Mr. C. C. Miller, Babu Baijnath Bajoria, Mr. Amarendra Nath Chattopadhyaya, Mr. Muhammad Azhar Ali, Mr. Umar Aly Shah and the Mover, and that the number of members whose presence shall be necessary to constitute a meeting of the Committee shall be five.”

Sir, there is little, I think, I need say at this stage to commend this motion to the House. When the motion for circulation of this Bill was under discussion at the last Session, there was some feeling expressed in the House that the Bill, instead of circulation, ought to have been referred at once to a Select Committee, and it was then arranged, with the approval of the House, that the opinions should be called for by the 30th of June in order that a Select Committee might be appointed at the very commencement of this Session and that it might be possible for the Bill to pass through its final stages during the current Session. Those opinions have now been received and they are before Honourable Members of this House. I now take the earliest opportunity open to me to move for a Select Committee and I believe that this motion will commend itself to the House. As regards the criticism that was offered at the time of the last discussion that further circulation of the Bill was not necessary, in view of the opinions already ascertained, I think that the result of the circulation as given in the printed opinions will show that there was some merit in the procedure which was actually adopted. While these opinions reveal that there is a substantial majority of opinion throughout the country in favour of the principle of this Bill, at the same time, the circulation has elicited several constructive suggestions and has also directed attention to various points of which a more critical examination will possibly be necessary in the Select Committee. I think that the many thoughtful and interesting opinions received on this Bill will be of material advantage to the Select Committee when it gets down to its task and I hope that the Bill will emerge in a form in which it will satisfy not only the Members of this House but also those who have expressed an interest in this subject. Sir, I move.

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

“ That the Bill to amend the law relating to the prevention of cruelty to animals be referred to a Select Committee consisting of Mr. N. A. Faruqui, Dr. R. D. Dalal, Mr. Govind V. Deshmukh, Mr. K. M. Jedhe, Shrimati K. Radha Bai, Subbarayan, Prof. N. G. Ranga, Mr. C. C. Miller, Babu Baijnath Bajoria, Mr. Amarendra Nath Chattopadhyaya, Mr. Muhammad Azhar Ali, Mr. Umar Aly Shah and the Mover, and that the number of members whose presence shall be necessary to constitute a meeting of the Committee shall be five.”

The motion was adopted.

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

The Assembly re-assembled after Lunch at Half Past Two of the Clock, Mr. Deputy President (Mr. Akhil Chandra Datta) in the Chair.

### MOTION FOR ADJOURNMENT.

#### APPOINTMENT OF A NON-INDIAN AS SUPERINTENDENT OF INSURANCE.

**Mr. T. S. Avinashilingam Chettiar** (Salem and Coimbatore *cum* North Arcot : Non-Muhammadian Rural) : Sir, I move that the House do now adjourn.

Before I go into the matter of this adjournment motion I must congratulate the Honourable the President on giving the ruling that he has given today, protector as he is of the rights of this House. Things would have become impossible if we were not allowed to raise our voice in protest even on occasions like this when Government go wrong. The matter of this adjournment motion may be viewed from two points of view ; one, whether there has been a promise that this Superintendent of Insurance will be an Indian when a suitable Indian candidate is available ; and, secondly, whether according to the Act that we have passed we have suitable Indians available today. I shall not go very much into the first because people who come after me may deal with it in greater detail. As to the second, I will read the wording of clause (15) of section 2 of the Act :

“ ‘ Superintendent of Insurance ’ means the officer who shall be a qualified Actuary appointed by the Central Government to perform the duties of the Superintendent of Insurance under this Act.”

And who is a qualified Actuary ? For this I must take the House back to the proceedings on the Insurance Bill, and read from page 1276 of Volume V of last year's proceedings in Simla. Replying to my Honourable friend, Mr. Sri Prakasa, the Honourable Sir Nripendra Sircar said :

“ I have got to save my young friend, Mr. Sri Prakasa, from himself. He says he finds no difference between his amendment and Mr. Aikman's amendment. I am willing to accept his, but I am not willing to accept Mr. Aikman's amendment. May I just point out to him what the difference is ? Unfortunately, my friend is right in saying that English is not our language and one word makes all the difference. Mr. Aikman's amendment is ‘being a fully qualified actuary’. He explained it by saying that before you become a fully qualified actuary you must be an actuary for fifteen years. The result of that will be that all Indian actuaries are shut out. None of them will come in.”

The Honourable Sir Nripendra Sircar opposed Mr. Aikman's amendment. By that he meant to say that a ‘qualified actuary’ shall mean anybody who has become a Fellow of the Institute of Actuaries in London ; and, advisedly, he has refused to qualify it by saying ‘fully qualified’, that shall mean one with 15 years' experience. And no one in India has got that experience. And today what have the Government done ? They have appointed a certain gentleman. I must be grateful to my Honourable friend, Sir Muhammad Zafrullah Khan, for some information that he has given me about Mr. Thomas who has been appointed Superintendent of Insurance. He told me and he told the House this morning that one of the reasons why Mr. Thomas was appointed was that he has about 15 years' experience and that no Indian actuary has an equal amount of experience except one. May I remind him and the House that no experience for any number of years is required under the Act ? It is enough and it will suffice if he is a qualified actuary.

[Mr. T. S. Avinashilingam Chettiar.]

And now, Sir, I will refer you to another question. On page 2642 of the Simla proceedings last year, in answer to a question as to how many Indians have acquired qualifications as actuaries, the Honourable Sir Saiyid Sultan Ahmad replied as follows :

“Five Fellows of the Institute of Actuaries, London, one Fellow of the Faculty of Actuaries in Scotland, and fifteen Associates of the Institute of Actuaries, London.”

I take it that it is not intended under the Act that the Associates of the Institute of Actuaries are competent to hold this appointment. They are not competent to hold this appointment but the Fellows of the Institute of Actuaries in London are qualified to hold this appointment ; and the gentleman who has been.....

**Mr. N. M. Joshi** (Nominated Non-Official) : Why do you take it that the Associates are not qualified ?

**Mr. T. S. Avinashilingam Chettiar** : Because he must be an actuary.

**The Honourable Sir Muhammad Zafrullah Khan** (Member for Commerce and Labour) : An Associate cannot perform all the statutory duties of an actuary because he is not really an actuary.

**Mr. T. S. Avinashilingam Chettiar** : The Honourable Sir Muhammad Zafrullah Khan told us this morning that in the matter of the appointment of Superintendent of Insurance they have considered and they could consider the claim of only one Indian because only he had the requisite experience. May I know what happened to the other four actuaries who admittedly exist in this country, according to the statement of the Honourable Sir Saiyid Sultan Ahmad ? I may be told, and, I daresay, I will be told that they do not have the requisite experience ; but, in this connection, I want to say one thing. I am told, and I hope I am correct, that in England people who become actuaries may be articulated clerks under actuaries who may afterwards become qualified actuaries ; they may not have the highest academical qualifications. But in India the matter is different. People who appear in the examinations of these actuaries are men of the highest academic qualifications ; and to insist upon experience and so much experience is wrong in the case of these people. That being the case, and having regard to the text of the Act itself which merely refers to a “qualified actuary” and also having regard to the fact that Mr. Aikman’s amendment referring to a “fully qualified actuary” by which he meant an actuary with 15 years’ experience was rejected, it has been the intention of Government and this House that the words “qualified actuary” will only mean a Fellow of the Institute of Actuaries in London or Scotland. And that is what Mr. Thomas is ; and, according to the statement of the Honourable Sir Saiyid Sultan Ahmad, there are in India today five Fellows of the Institute of Actuaries in London. Having these five men who are qualified to act as Superintendent of Insurance, it does not lie in the mouth of Government to say that they considered the case of one only. I believe the other four should also have been considered and I believe there are men of experience even among the other four. My information as gathered

from the Honourable Member concerned is that only one was considered and the others were not considered at all ; and I do not see any reason why Government should fight shy of appointing those other persons who are qualified under the Act. So, Sir, I do think that in a matter like this it is wrong to say that they have no experience. We have seen in the last one year what the value of experience is. People in public life about whom it was said by the Government that they had no experience are now governing the provinces, and the world has testified and British politicians have testified that the rule of such politicians who have had no previous administrative experience has been eminently successful. I do not refer to any party—from the Punjab to Madras ; there have been ministers and prime ministers who have had no administrative experience before but who now hold office with dignity and efficiency which anyone can envy.

Having regard to all these things I do believe and feel that having appointed a non-Indian to this appointment when qualified Indians were available is something wrong ; and when we see what is going on in other departments, it becomes more amazing. For every department we seem to think that only a foreigner is properly qualified for the post. I say this thing should be stopped. Sir, I move that the House do now adjourn.

**Mr. Deputy President** (Mr. Akhil Chandra Datta) : Motion moved :

“ That the House do now adjourn.”

**Mr. M. Thirumala Rao** (East Godavari and West Godavari *cum* Kistna : Non-Muhammadan Rural) : Sir, in rising to support the motion moved by my friend, Mr. Chettiar, I wish to draw the attention of Government that it has been their consistent policy to take advantage of every opportunity, that comes in their way to import some foreigner or other into jobs that carry fat salaries. When the discussion was going on in the Council of State, last November, an amendment was definitely tabled, moved and discussed, but was lost because Government opposed it—that the clause demanding that a qualified actuary should be appointed for this post should be deleted. In the Act itself there is the definition of “actuary”—actuary means an actuary possessing such qualifications as ‘may be prescribed’. The Act does not leave the definition to the accepted sense of the word, as it is known to the actuaries or to the department of insurance. Government have taken the responsibility upon themselves, so that they have reserved a certain amount of margin and latitude in appointing their personnel, to choose such men whom they want to fix up with suitable qualifications. With regard to the definition of Superintendent of Insurance, it says : “an officer who shall be a qualified actuary appointed by the Central Government to perform the duties of the Superintendent of Insurance under the Act”. That means they have defined the word “actuary” and here they have incorporated the words “qualified actuary”. Therefore, in the discussion that raged on the amendment of Mr. Aikman when the European Group wanted so to manage that the Act makes it incumbent on the Government to bring in an European with 15 years’ experience, the Law Member, perhaps with an idea to leave certain

[Mr. M. Thirumala Rao.]

discretion to the Government of India, fought that amendment and introduced the words merely "qualified actuary". Again, under the Act, the word "actuary" itself is so defined that the Government should not find any difficulty in fixing up a suitable Indian in this place.

When there were adjournment motions last year when Prof. Gregory was imported and also Mr. Chambers, the opinion of this House was made quite clear to the Government that we are not going to tolerate any more importations from foreign countries. In spite of that expressed opinion and censure on the Government by this House, the Government goes on merrily importing one gentleman after another for one purpose or another. Recently we have seen that they have brought out a gentleman all the way from England to fill the place of the Educational Commissioner with the Government of India. When Provincial Autonomy is being worked out in the provinces under Indian Ministers, to seek to bring foreigners to control the educational policy of this country is quite unjustified and it is an open flouting of public opinion. With regard to insurance there are several young men qualified in India. This Act has been newly brought in ; it is very drastic and extensive. Insurance was governed by the Act of 1912 till this new Act came into force. Now we have incorporated many changes in this system and we have sought to control foreign companies that have been exploiting the field without any let or hindrance. Now, if you want to entrust the administration of this Act and the control of this business to a gentleman who has absolutely no connection with this country, whose sympathies are bound to be with his own country rather than with this country, and the interests of whose country at this moment are at logger heads with the interests of this country, we cannot sit with folded hands and say that the Government has done the right thing. Now you say you have brought in this gentleman on a contract for five years. After five years, after having gained the experience of working the new Act, after overcoming all the initial difficulties that have to be faced, this gentleman gets out of the country ; and if we say that an Indian should be appointed, you will come out with the argument that this gentleman has gained five years' experience after a hard struggle and that he has obtained full knowledge of how the Act should be worked and that he should, therefore, get an extension for five or ten more years. I am sure you will advance this argument. Why do you not train up young Indians about 34 or 35 years of age while the advice of an Indian actuary is being taken and followed by the Commerce Department ? As I have said the Act does not unnecessarily fetter the discretion of the Government of India. There is more than one man who is qualified for the post. This morning the Honourable the Commerce Member was pleased to say that there is only one gentleman who is qualified to fill the place in their view. Even taking for granted that that view is correct, have they asked this gentleman whether he will accept the post ? Perhaps they have been thinking of their own standard of fat salaries. Why do not they think of the Congress Governments ? The cabinet ministers there get only Rs. 500 : when this was pointed out, the previous Law Member said : " For the sake of publicity, for the sake of public service and for the love of seeing their own pictures every day in the newspapers the Congress Ministers are serving on Rs. 500 ".

Perhaps for this same vanity of serving his country a man may prefer to take a lesser salary for this post also. Have they tried to find out any person who has got a more public-spirited outlook than those who fill the Government Benches opposite and who may be available in this country for this post? And particularly when this thing has happened under the management of an Indian Member, while he is capable of leading this House, and of running a large department like the one of which he is in charge, why did he not feel that he should fight the battle for an Indian and Indianise the whole department under him, particularly when there are people in India, I mean qualified Indians, who are capable of filling this post with credit to themselves and advantage to the country?

Sir, I need not dwell on this aspect of the question at great length. Of course, the Government of India are accustomed to this sort of censure, and to go on unheeded, because they are the least responsive and antediluvian in spite of the march of events in the country. They know that the days of irresponsible power they have been enjoying are being numbered and they must make hay while the sun shines. I am reminded of a saying of Dr. Johnson that the brightest prospect for a Scotchman is the road to England, so also the brightest prospect for a Britisher has been the high seas that lead him to India to exploit as long as Indians were unable to resist their demands. Therefore, the only way for us is to make feeble attempts to censure the Government of India by means of adjournment motions. Sir, I support this motion.

**The Honourable Sir Muhammad Zafrullah Khan :** Sir, the object of this motion is to censure Government for their failure to select for appointment as the first Superintendent of Insurance an Indian. The gist of my reply was mentioned this morning, and I will try to explain the matter at slightly greater length now. The first question is what were the qualifications necessary for this appointment. The last speaker has attempted to import into the discussion some question of the definition of an actuary, a qualified actuary, and a fully qualified actuary. So far as the question of an actuary under the Act is concerned, he is right in stating that the Act does not fetter the Government; the definition of an actuary has still to be laid down, and that will be as may be prescribed by the rules. There was no difference of opinion between Honourable Members when this provision was under discussion as to what a 'qualified actuary' meant. That means qualified under the ordinary law. There is no difference between a qualified actuary and a fully qualified actuary.

When Mr. Aikman's amendment was sought to be moved, the Honourable the Law Member pointed out that it had been suggested to him by the European Group that a fully qualified actuary meant a qualified actuary of 15 years' standing. From that the point has been sought to be made that if you have available people who are qualified actuaries then the question of experience does not arise. I am afraid it does arise as was pointed out by Mr. Satyamurti. I read it out this morning. I said I agreed entirely with the sentiment that to a very large extent the success of this Act would depend upon the qualities possessed by the first Superintendent of Insurance. And you could not say that merely because a man possessed the minimum qualification prescribed by the Act, therefore, he would be a suitable choice for this



[Sir Muhammad Zafrullah Khan.]

post. I may cite a parallel example. I believe it is provided by the Government of India Act that a barrister of five years' standing is eligible to be appointed a High Court Judge, but I doubt whether on any occasion a person possessing only that minimum qualification has been so appointed. Though that is the minimum qualification prescribed, the appointment always goes to a person who also possesses the necessary experience. And the same was the case here, nay much more so was the case here, because it was a new appointment, a first appointment to administer an Act which, Honourable Members themselves have the best reason for knowing, contains very important, very drastic and very complicated provisions. Therefore, the question was what was the field of choice available to Government, and as I pointed out this morning, there are in India six qualified actuaries, or there were, at the time when this appointment had to be made as was mentioned by Sir Sultan Ahmad in his reply, five Fellows of the Actuaries' Institute of London, one Fellow of the Faculty of Actuaries of Scotland. But let us see how many of them were really eligible for this post, apart from satisfying the minimum qualification laid down by the Act. Now, as I said this morning, five of them had acquired their qualifications when this measure was under consideration or shortly before it was taken up in this House,—four in 1937 and one in 1934, and the ages of these, at the time when they secured this qualification, were 30, 31 and 32 years.

**Prof. N. G. Ranga** (Guntur *cum* Nellore : Non-Muhammadian Rural) : What was your age when you were appointed an Executive Councilor ?

**The Honourable Sir Muhammad Zafrullah Khan** : I think the point is irrelevant, and in any case that is a question which ought to be addressed to those who were responsible for the appointment. But even then—I have said the point is irrelevant,—I had 21 years' experience at the bar at the time of my appointment.

**Mr. K. Santhanam** (Tanjore *cum* Trichinopoly : Non-Muhammadian Rural) : What was the experience of these people ?

**The Honourable Sir Muhammad Zafrullah Khan** : Ordinary experience with Insurance Companies, and obviously at that age their experience could not be very wide.

Another question that arose in connection with its being a first appointment was that in framing rules and in setting the machinery of the Act in motion it would be an advantage if one could get somebody fully qualified and possessing the necessary experience who was not connected with any of the companies to whom the Act and the rules would become applicable. However, there were these five people. One Honourable Member stated that Government did not consider these five. It is not correct to say that. They considered all the six, and they found that of these, five had acquired the qualification just before the Act was passed and had not had the necessary experience. Supposing one or more of them had had a good deal of experience of these matters and had acquired the qualification only recently, then one could have looked at the matter in this way, 'he has now obtained the technical qualification and he previously possessed the necessary

experience', but these five gentlemen, had acquired the technical qualification very recently and had not the necessary experience. That left only the case of one gentleman.

**Mr. T. S. Avinashilingam Chettiar** : What about the man who had four years' experience ?

**The Honourable Sir Muhammad Zafrullah Khan** : Three years. Honourable Members may differ, but Government thought that that was not sufficient. With regard to the sixth gentleman who became a qualified actuary in 1926, he has a good deal of insurance experience and he also possesses the qualifications.....

**Mr. Manu Subedar** (Indian Merchants' Chamber and Bureau : Indian Commerce) : The greatest qualification being an Indian.

**The Honourable Sir Muhammad Zafrullah Khan** : I am always prepared to accept the point of view that in equal cases an Indian must get preference.

**Mr. Manu Subedar** : That is how we got you in your place here.

**The Honourable Sir Muhammad Zafrullah Khan** : The question was  
3 P.M. whether for the kind of work that would have to be done in pursuance of this Act that was the best kind of officer to select and, secondly, whether he would be available. I think it would not be fair on my part in defending Government's action in this matter to discuss the qualifications of this gentleman on the floor of the House when he has not been appointed to the post. But I will say this that even assuming that he had the kind of experience necessary for this post, the post which he is at present occupying and the emoluments that he receives in respect of his services there are such that Government would have had to pay him an exceedingly high salary if they wanted to obtain his services.

**Mr. S. Satyamurti** (Madras City : Non-Muhammadan Urban) : How do you know ?

**The Honourable Sir Muhammad Zafrullah Khan** : I can judge from the emoluments that he is receiving at present....

**Mr. S. Satyamurti** : But did you consult him ?

**The Honourable Sir Muhammad Zafrullah Khan** : No.

**Mr. S. Satyamurti** : Then, how did you know that he would not accept the job at a lower salary ?

**The Honourable Sir Muhammad Zafrullah Khan** : That is the ordinary presumption that one makes in such a case. However, if the Honourable Member will permit me to continue,....

**Sardar Sant Singh** (West Punjab : Sikh) : May I rise to a point of order ? The conversation that is being carried on between those two Benches there is not audible to us here. We cannot hear what is being said there and we are not being fairly treated when they talk in that fashion.

**Mr. Deputy President (Mr. Akhil Chandra Datta)** : Let the Honourable Member proceed uninterrupted.

**The Honourable Sir Muhammad Zafrullah Khan :** My information is that that particular gentleman is at present drawing from the company that he is serving Rs. 2,500  $\frac{1}{2}$  a month as salary, free of income-tax, *plus* an annual bonus and is permitted consulting practice. The salary of the officer appointed as Superintendent of Insurance is Rs. 2,000 a month with Rs. 100 per annum increment rising to Rs. 2,500, subject to income-tax, no bonus and no consulting practice.

**An Honourable Member :** What about overseas allowance ?

**Another Honourable Member :** When you accepted this appointment did not you do it at a sacrifice ? Did you not make more money before ?

**The Honourable Sir Muhammad Zafrullah Khan :** Is my appointment under discussion ?

**An Honourable Member :** The principle is under discussion.

**The Honourable Sir Muhammad Zafrullah Khan :** Shall we keep these other appointments outside the discussion ? With regard to his qualifications, he is a Fellow of the Institute of Actuaries of fifteen years' standing. When I mentioned that this morning, I did not mean that 15 years was an essential qualification. I am afraid there has been some misunderstanding on that point, but the actual fact is that he became a Fellow of the Institute of Actuaries in 1923 and, therefore, he is a Fellow of 15 years' standing as against the 12 years' standing of the Indian gentleman whom I have mentioned. And he has had a much longer experience than that, I believe, amounting to 23 years, with regard to insurance work. He was employed in the Actuaries Department in His Majesty's Government in London for 23 years, and, since 1929, has been engaged upon exactly the kind of work that he will have to do as Superintendent of Insurance here, that is to say, the administration of Assurance and Friendly Societies Acts and the question of new legislation. I am fully persuaded that with regard to the kind of work that he has to do, his qualifications, as compared with the qualifications of the only gentleman available here, are very much better qualifications and that, therefore, his appointment was not an act of racial discrimination against an Indian as was suggested this morning, I believe, by Mr. Satyamurti. No racial consideration was imported into the selection. Out of two men, the man better qualified for this particular kind of work was selected,—incidentally also a man who was available at a lower salary than the one who might have been available here would have been willing to accept.

**Mr. Sri Prakasa** (Allahabad and Jhansi Divisions : Non-Muhamadan Rural) : Was not a German available ?

**The Honourable Sir Muhammad Zafrullah Khan :** Those are the merits of this particular appointment. I would beg the House to remember that when the field of choice is so limited as that, surely there must be left some discretion to Government, and some room for differences of opinion and judgment must be recognised. There was on the one side an obligation laid upon the Government to select the very best man for this purpose : there was, on the other side, this very limited choice open to them ; they tried to do the very best that they could in the circumstances, having regard to the very valuable interests that would be affected by the administration of this Act. Personally, I think if the Government had acted in any other manner they would

have failed in the discharge of the obligation that had been laid upon them by the Act. It must be remembered also that this appointment was obligatory under the Statute, and the Statute to a very large extent indicated what kind of individual should be selected to fill this appointment. I, therefore, hope, that the House will remember that this is not like one of the cases to which they have taken exception previously and that Government have really done nothing which should deserve any censure.

**Sardar Sant Singh :** In supporting the motion I just want to mention some of the view points of the Opposition which are, at any rate, materially different from the view points of those who are occupying the Government Benches today. I do not think that the argument that the appointment goes to the best man available can help the Honourable the Leader of the House if we carry the argument to its logical conclusion. May I ask him a simple question ? If the choice was of the best man available, why limit the choice to the Britishers alone ? Why not search for a more competent German, French, a Russian or an American with better qualifications ? I do not think the Government of India ever thought of giving such an appointment to Germans, Russians or people of other nationalities. They always limit their choice to Britishers alone. Therefore, the argument that the choice was to be made of the best man available cannot bear any serious examination. The question is this. Are we to be stamped with inferiority complex for all times to come ? During the last year or two this House has given its definite verdict against the importation of experts from the British Isles. This is not the first time, nor I am afraid it will be the last time, when this House will censure the Government for their extra-territorial outlook whenever they make any appointment of persons from England. Rightly the question has been put by those Members sitting on this side of the House, about the Honourable the Leader of the House himself and about other Indian Members, by asking what experience, administrative or otherwise, of the commerce or the railway department the Honourable Member had when he was appointed. None whatsoever. But the lack of special experience has not stood in the way of his success. He has filled that place eminently. He has been going about carrying on negotiations of a very delicate and technical type. Nobody has taken exception to his want of experience on that score. If this argument were to hold good, then no Indian would have been today in the Executive Council at all. This is an hackneyed argument which is always thrust upon us, that no Indian is available. If we are to train our Indians for various posts requiring expert knowledge we shall have to train a dozen, and even then they will have to wait dozens of years before they can be considered qualified for an appointment in India.

**The Honourable Sir Muhammad Zafrullah Khan :** May I point out that this appointment is only for five years and one of the duties of Mr. Thomas will be to train an Indian to take his place when he leaves ?

**Sardar Sant Singh :** The hackneyed argument has been advanced that this appointment is only for five years. May I ask him one more question. How many appointments have been made in various departments of the Government of India under the plea of bringing in men

[Sardar Sant Singh.]

for five years only and how many of them are still in service after the lapse of 15 or 20 years? What is this argument? This argument means nothing. It only means the extension of the patronage to foreigners, however well qualified and eminent they may be, at the expense of Indian experts. That is what it comes to. Our point is that India shall be first, shall be second and shall be last in all these appointments. That is what we demand. That we have been demanding and we will continue to demand it till the Government becomes responsible to public opinion and appoints Indians as their experts and not outsiders. I had occasion to point this out in the Railway Standing Finance Committee when this new committee which has been recently announced was considered.

**Sir Abdul Halim Ghuznavi** (*Dacca cum Mymensingh : Muhammadan Rural*) : On a point of order, Sir. Can the Honourable Member refer to the proceedings of the Standing Finance Committee which are confidential?

**Mr. M. S. Aney** (*Berar : Non-Muhammadan*) : The proceedings of the Finance Committee are public.

**Mr. K. Santhanam** : It was Sir Halim Ghuznavi himself who gave a press interview regarding the proceedings of the Standing Finance Committee in this connection.

**Mr. Deputy President** (*Mr. Akhil Chandra Datta*) : I feel that the Honourable Member has every right to refer to this.

**Sardar Sant Singh** : I submit that the same arguments are advanced in all cases wherever the appointment of an Indian is advocated on this side and opposed on the other side. We do concede that it is the business of the executive branch of the Government to make appointments but we certainly do not concede that they have the liberty in making the appointments outside India when such appointments can be made from India itself. When there are five or six Indians with the requisite qualifications, satisfying the terms of the Act, I fail to see why such appointments should go to an outsider. I shall ask another simple question. Can the Government Benches give me a single instance where a single foreigner has been employed by Great Britain under similar circumstances? If Great Britain does not employ any outsider to teach them to become expert in various branches, where is the justification for appointing Britishers in this country? I really cannot understand the fallacious argument used in justifying the appointment of non-Indians, where no justification is possible.

**Mr. Sri Prakasa** : Indians are appointed as lascars by England.

**Sardar Sant Singh** : My point is that whenever the Government decide to make an appointment their choice must be limited to India alone and only in cases where no Indian is available they should go to an outsider and, that too, for a very limited time, say two or three years, my grievance is the Government of India's outlook is different. The mentality is different.

**Maulana Zafar Ali Khan** (East Central Punjab : Muhammadan) : What about the Government which consists of foreigners ?

**Sardar Sant Singh** : That is our misfortune and that is responsible for all these questions. Our complaint is that the mentality with which such questions are approached by the Government of India is entirely different from the one with which Indians approach such questions. It is not a question of the merits or demerits of the candidate appointed. I do not say that the gentleman who has been appointed is not qualified or is not competent. I do not attack on that score. I attack the mentality behind this, the background which goes to make such appointments. I, therefore, want to censure the mentality of the Government and I, therefore, support this motion.

**Mr. N. M. Joshi** : I heard very carefully the speech of the Honourable Member for Commerce. I thought he would tell us that the Government of India had made an offer to the only Indian who was qualified. I was sorry to note that he did not tell us that fact. He only told us that the only Indian who is available in the opinion of the Government was getting a larger salary than the Government of India was prepared to give for the post of Superintendent of Insurance. The Honourable Member or the Government of India depended on human nature. Is he right in allowing ordinary human nature to play its part in a matter of this kind ? Have we not heard or do we not know of many instances of Indians earning very large salaries accepting posts carrying smaller salaries ? Let me mention the case of Lord Sinha. When he accepted a post under the Government, he made a very large sacrifice. Why did he do it ? He did it in the interests of the country. He is not the only man who did it. Moreover, barristers are not the only people who accept lower salaries under the Government when their earnings are very much higher in their own profession. I know of many commercial men who have accepted jobs under the Government and made very large sacrifices. We Indians are bound to make sacrifices in order to hold important positions under the Government.

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

We know that very recently a Britisher has accepted a post under the Government of India making sacrifices in his earnings. A gentleman serving in Great Britain in some county has become the Commissioner for Education in India and I have heard it stated that he has made a sacrifice in his salary. Why does he do it ? I am quite sure that he has done it out of a spirit of adventure. He was tired of serving in his own country and he wanted to see new lands. He came to India under the belief that the Indian job was more worth doing. It was an important job where he could make suggestions for educating Indians and where there is very great need for education. If a Britisher could make a sacrifice by accepting a job under the Government of India, why should we not expect Indians to accept jobs under the Government of India on a lower salary. Therefore, I feel that the Government of India have failed in their duty in not making an offer to the Indian who was available. The Honourable Member said 'You must make room for some difference of opinion'. I do not know whether the Honourable Member of the Government of India was actually afraid

[Mr. N. M. Joshi.]

that the gentleman in question would accept the appointment. I shall not attribute motives. But I also want the Honourable Member to remember this. When the Government of India tells us that they appointed a man with the best qualification and not on racial grounds, and when the Honourable Member asked me to believe that he is right in this case, I would like him to remember this. We do not judge the Government of India on this solitary case alone. We judge the Government of India by their past acts and past policy and what do we find there ? We find that Europeans of much less qualifications have been appointed. Junior Europeans, boys whom we may call, have been appointed over the heads of experienced Indians ! If that is our experience and continuous experience for several years, why should the Honourable Member ask us to believe in this particular case that the Government of India did justice as between one Indian who was available and the European who has been appointed. I feel, Sir, that the Government of India must make out a stronger case if they want to avoid this censure.

[At this stage, both Mr. Bhulabhai J. Desai and Sir Abdul Halim Ghuznavi rose in their seats, but the latter afterwards himself sat down.]

**Mr. Bhulabhai J. Desai** (Bombay Northern Division : Non-Muhamadan Rural) : Mr. President, I am sorry, my friend, Sir Abdul Halim Ghuznavi, thinks he might follow better than lead,—and I wish he would remember that lesson when he votes on this motion. In supporting this motion the House should not only weigh what the Honourable the Leader of the House told them, but weigh them in the light of the issue which I hope even he will approve of ; the issue as I see it is not a question between one Englishman and one Indian as some of my friends presented it to be. I hope that when I approach my friends of the European Group they will have the decency to admit that there is such a thing as the employing of nationals in the services of their own country. Therefore, if they think that that is a sound and salutary principle for the purpose of spending their own money, training their own men and manning their own services and making their own Government their own real Government, if they stand for that principle in their own country, I hope the idea that Britain has dominated this land would at least be given up by the Leader of the House. I will not use any *argumentum ad hominem* in my arguments ; I am averse to such arguments but it is perfectly true that they began in this country with a belief enforced upon us and almost accepted by some of us that any foreigner and particularly an Englishman was always better than a man with the similar qualifications in India. We are, fortunately, getting out of that unfortunate mentality ; and I am not of those who feel any need of any justification for presenting the claims of an Indian as some people appear to do in an apologetic way. The Government of India, represented at all events in part by Indians, might certainly consider, not in that detached, unemotional, cold way the Honourable the Leader of the House half-heartedly sought to support this appointment, but it is a matter which every Government, to the extent to which it is composed of nationals,

ought to look upon in a better light than it has hitherto been regarded. It is perfectly true that if you put down on paper certain qualifications, as my friend points out, you may hope to make out a case though in this particular case that is not true. My friend says that there were five Indians, and he gave the years of their qualifications as actuaries,—one thirty-four, one twenty-six, and the other twenty-seven and he proceeded to use an amusing argument....

**The Honourable Sir Muhammad Zafrullah Khan :** Not five but six.

**Mr. Bhulabhai J. Desai :** Anyway, I have not added, and there are no two appointments. I shall presently point out to the House the somewhat unjustifiable nature of an argument which says and employs the vicious assumption that there must be an unlimited choice ; I do not know what that means. After all, there is one appointment and there is one man ; is not that quite enough choice, so that the talk of a limited field and limited experience is like talking to people who might be taken in by this type of formula ? They say, in this country, " Oh, we are Indianizing the services ". It is a very sad thing to us to reflect that this is a kind of thing which is supposed to be a favour or an act of grace done to this country. I hope there is enough self-respect developed in this country and on this side of the House not to accept that kind of argument. Did they accept it in England when their English Acts were passed ? They said, " yes, we may be inexperienced but we will not go to Germany, we will not go to France and we will not go to America ". The Englishman is proud enough not to do that. He says, " I will work my own insurance legislation, acquire experience, even make blunders, and in the end I shall find myself in the right place ". And unless that sort of mind is induced or infused into the Government of India as it is composed today however short its present existence may be, we cannot just help pointing out to them that that kind of justification is no credit to themselves. In this particular instance it was pointed out when the Act was in the process of being discussed and we visualised this possibility of an excuse of finding a man with more experience elsewhere. It is not an issue between an Englishman and an Indian as I have already pointed out, but it is an issue for which every national ought to fight, *viz.*, that a national is entitled, in so far as preferences are concerned, to get them, not merely for the purpose of serving his country but even for the purpose of training him in order that his country may not be landed in difficulty. You will soon find that this abstract idea of getting an expert wherever you can will soon land you in a disaster. They always seem to imagine that all you have to do is to get out a specification on paper and then to expect others to submit helplessly and sheepishly. We visualized this possibility when this Bill was under consideration and the fact remains that Mr. Aikman of the European Group moved an amendment differing from the language of the amendment moved by Mr. Sri Prakasa, the language of the amendment of Mr. Aikman being " a fully qualified actuary " and the language of the amendment of Mr. Sri Prakasa being " a qualified actuary ", and at one time, notwithstanding the accuracy of his understanding in English, Mr. Sri Prakasa almost fell into the trap that " fully qualified " was the same as " qualified " and was prepared to allow my friend, Mr. Aikman, to run away with it. Sir Nripendra Sircar had at least the



[Mr. Bhulabhai J. Desai.]

decency to see, knowing the facts of Indian life at that time and the qualifications, that by that process by a statutory method the Indians were not ruled out, and he came, as he said, to the rescue of Mr. Sri Prakasa, but he really came to the rescue of the principle for which we stand, the principle of standing by one's nationals, and, therefore, he pointed out, that as Mr. Aikman put it, "a fully qualified actuary" means "with fifteen years' experience": wherever he got it from is not the point, but that is the reason why, according to him at all events, a qualification was put down—intended or unintended I do not know—but I have here a speech which clearly shows what Sir Nripendra Sircar had in mind. This is what he said at page 1276 :

"I am willing to accept his, but I am not willing to accept Mr. Aikman's amendment. May I just point out to him what the difference is? Unfortunately, my friend is right in saying that English is not our language and one word makes all the difference. Mr. Aikman's amendment is 'being a fully qualified actuary'. He explained it by saying that before you become a fully qualified actuary you must be an actuary for fifteen years. The result of that will be that all Indian actuaries are shut out."

If this does not tantamount to a promise on the part of the Government to appoint an Indian, I should like to know in what better language it could have been put. He was being led into a statute in which he would have found himself helpless. But he would not walk into the trap. He succeeded in getting out of it in the hope and the belief that as and when the time came, knowing that there are qualified actuaries but not "fully" qualified actuaries, he would be able to appoint one of them.

**The Honourable Sir Muhammad Zafrullah Khan :** A qualified actuary is a fully qualified actuary.

**Mr. Bhulabhai J. Desai :** I do not accept it even from the Leader of the House, who was not here at the time when the actual distinction between a fully qualified and qualified actuary was under discussion.

**The Honourable Sir Muhammad Zafrullah Khan :** It was then pointed out that that was not correct.

**Mr. Bhulabhai J. Desai :** It was pointed out quite clearly at that time that Mr. Aikman's amendment was negatived by the House and Mr. Sri Prakasa's amendment was carried by the House. But, at all events, the House is pledged to this, whatever may have been the motives of those who moved the other amendments, that it was the intention of the House, clearly expressed and supported by the then Leader of the House, that we must leave the door open, knowing that there were qualified actuaries in India, in order that one of them may be appointed. If this is the way in which every care was being taken during the course of legislation for inquiry being made on the eve of the appointment which must be made when the Bill becomes law, if this is the way in which promises are to be broken and the Government stand justified, I do not know how further irresponsibility can go. And what is more. My friend said: "I consider this inroad of European servants in a somewhat different manner which has never been perceived" except, I believe, by my Honourable friend Sir James Grigg looking after what happens to the ratio and the reserves of the Reserve Bank. Every rupee that we have got to pay out abroad or every tax that we pay

abroad is an economic burden which we must attempt as far as possible to resist. It is not this one thousand but the many thousands and thousands, which at the end of the year multiply themselves into crores, for which we have got to pay in sterling at the other end not only when they are here but even after they have retired. In the economic interests of the country, even if the salary was the same, I would prefer an Indian. Apart from the fact that I would prefer a nationalist—and any decent nationalist would prefer a nationalist—on economic grounds it is also justified on other grounds. Another point which my Honourable friend attempted to make was this : “ I did not ask him : I acted on human nature ”. The human nature, according to him, must be very low and poor indeed. Human nature also admits of that nobility of temperament which he himself possesses : serve the country even at a pecuniary loss. Therefore, let us not abuse freely and unnecessarily human nature when we want to evade the issue and when we want to evade the inquiry lest, if the man should agree, we may not be able to appoint the man whom we want to appoint. Where is human nature ? Sir Nripendra Sircar sits here on Rs. 6,000. Was that his income before he came here ? And Sir John Simon gets £5,000 a year. Was that his income before he got into the Treasury ? We have been suffering from this inferiority complex. I was asked by some of my friends before the Congress took office in a disgraceful way : “ They want to serve on Rs. 500 a month ; where is the rest to come from ? ” I knew the insinuation he was driving at. I told him : “ I hope you will grant us the same decency that at least some of you, if not all of you, possess in the service of your own motherland ”. Therefore, I have not the smallest doubt that the Government in this case deliberately evaded looking for an Indian lest they should have to appoint him and now they cannot be allowed to make an excuse of that very default and come here and say : “ There was a man but we thought, according to our reading of human nature, that he would not have accepted the appointment.” But whose human nature were you considering ? Was it the estimate of your own self or was it the estimate of him or was it the estimate of patriotic Indians ? If you had only accepted the estimate of genuine patriotic Indians, I am quite certain that there would have been no occasion for this motion. I, therefore, suggest that this question is not a question between an Indian and an Englishman. This motion asserts a principle, which every Englishman is proud to assert in his own land and I hope and trust that they will have the decency to support it as the nationals or, at all events, the wage-earners and capital-earners in this land. Therefore, I have not the smallest doubt that it is not a party issue but a national issue. There is not the slightest doubt that every multiplication of men from abroad is an economic burden which we must lighten from time to time, otherwise the result will continue to be what it is today. There is the difficulty of the balance of trade and there is the difficulty of the reserves. Let me tell you this that the reserves of the Reserve Bank are in danger of being absorbed if the present ratio continues any longer, and if the balance of trade is against India. Therefore, I appeal to this House that we should not make this issue of a smaller magnitude than it is. Let us not make it an issue of bitterness or hostility. The least that the Government of India could have done in this case was to have appointed an Indian and allowed him to acquire

[Mr. Bhulabhai J. Desai.]

experience just as in other lands they make their own laws and they make and train their own talents. And the potentiality of an Indian talent has been more than amply proved notwithstanding the many doubting Thomases on the other side, and I have not the smallest doubt that the reassuring Thomas who has come is but of doubtful quality, at all events from the point of view of those who would rather have their own national. I, therefore, support the motion.

**Sir Abdul Halim Ghuznavi :** Mr. President, on behalf of the Muslim League Party I may at once say that we are at one with our friends of the Opposition for the principle that where a qualified Indian is available, it is the duty of the Government to appoint him and to give him preference over foreigners. For that principle, we are ready to fight side by side with our friends in season and out of season. That is the principle for which we also stand. The question today is whether the Government deliberately appointed a non-Indian when they knew that a qualified Indian was available. If it could be shown that they did act in this manner, then we, on this side, will at once join the Opposition and censure the Government. But if anyone is responsible for the appointment of a non-Indian, it is the Congress Party itself. My friend, Mr. Sri Prakasa, is responsible for this appointment.

Sir, in the original Bill that was presented to this House there was no such qualification that the Superintendent should be an actuary. The field of choice was left wide open and any competent Indian—of whom there were many—could have been appointed as the Superintendent. It was also suggested that in order to give training to Indians a subordinate actuary should be appointed as the subordinate of the Superintendent. That was refused by my friend, Mr. Sri Prakasa, in his amendment. He did not like the idea of two functionaries. He wanted only one whoever he might be. He never said that this one should be an Indian. He wanted a qualified man irrespective of caste, creed or colour, but he was not in favour of two appointments. Today if the Superintendent was not to be an actuary, two Indians might have been appointed. The actuary, after five years' training, would have become a qualified actuary and he would then have taken the place of the Superintendent. But that was prevented by the action of the Congress Opposition, because they would not have a Superintendent who was not also an actuary. All the fight now is whether he should be a subordinate actuary or a fully qualified actuary. Surely, a man who is to be the Superintendent of all the Insurance Companies in India should be a fully qualified actuary of experience. There cannot be any doubt about it. It is a known fact that there were only six actuaries available in this country. Of them, four passed from the Institute of Actuaries in 1937, one in 1933 and one in 1926. These are the six gentlemen with whom we are concerned. It is said that the Government should have offered the post to the one who was fully qualified and ascertained whether it was acceptable to him or not. The complaint is that the Government did not deliberately offer it to any of these six gentlemen, because they wanted to appoint a non-Indian. It is all very easy to give examples of what Sir Nripendra Sircar sacri-

ficed or what Lord Sinha sacrificed. Well, Sir, they made their piles at the bar, and, after having done so, they wanted to have a quiet time and, at the same time, serve the country. My Honourable friends contend that this fully qualified actuary, who is drawing a higher salary with additional commission on the top of it, would gladly have served the Government of India on a less salary, if he had been given the chance.

**An Honourable Member :** And thus serve the country.

**Sir Abdul Halim Ghuznavi :** Do not say that these actuaries are serving the country as a matter of choice. Their business is their means of livelihood and the interest of insurance business is of secondary consideration. What I want to submit is this. The Congress Party, by their action during the debate on the Insurance Bill, deliberately restricted or limited the choice of a Superintendent to one who is qualified as an actuary. What can the Government do under the circumstances ? They found only one gentleman fit. The Government had the certain knowledge that this gentleman was in the service of one of the biggest insurance companies in India. Is it seriously suggested that this gentleman would have resigned his post and joined the Government of India as Superintendent for only five years ?

**An Honourable Member :** Why did not the Government try ?

**Sir Abdul Halim Ghuznavi :** What was there to try ? He was serving one of the biggest insurance companies and he would not even dream of resigning his post to join the Government on a less salary and for the limited period of five years. We, on this side of the House, feel that no case has been made out by all the speeches that we have listened to this afternoon for censuring the Government on this particular count. So far as the principle is concerned, we are with them. We are prepared to fight day in and day out if a qualified Indian is available and to insist upon his appointment. As regards this particular job with respect to which this censure motion has been brought forward, we feel that the Government are not to blame. It is not that the Government deliberately made this appointment. They had no other choice. You restricted their selection only to a particular class of which there was only one who was already better employed and in insurance business too. On all these grounds, I oppose this motion.

**Mr. M. S. Aney :** Sir, I did not expect that any of my Honourable friends on this side of the House, whether belonging to the Muslim League Group, the Congress Group or any other Indian non-official Group, would stand on his legs to oppose this motion. However, my Honourable friend, Sir Abdul Halim Ghuznavi, who says he has got so much solicitude for the principle for which the Congress Benches have been fighting thought it necessary to enter a protest and record his dissent on the motion which is under discussion now.

Sir, my great objection to the attitude of the Government on this motion is this. Attempt was made by the Honourable the Leader of the House to explain to us that in making this appointment Government tried their best to find out a qualified man within the meaning of the terms of the insurance law which was passed by this House. I

[Mr. M. S. Aney.]

would rather request him to consider the spirit in which that legislation was passed by this House. It was virtually a spirit of co-operation between the non-official Benches and the official Benches that enabled the Government to carry on successfully this measure and place it permanently on the Statute-book. What was the reason for the non-official Benches to give their support materially to some of the important provisions of that Bill? Because it was thought that the Bill was intended to promote the best interests of the country as well as that it would be administered and worked in the spirit of doing real and substantial service to this country and that it will be worked in a really national spirit. That was the understanding and that was at any rate the feeling which prompted the Members of this side of the House to make numerous compromises and allow that Bill to have a safe passage. The spirit of co-operation was there in the expectation that a national outlook will be maintained by the Government in carrying out and administering the various provisions of this Act. Leaving aside the wording of this section here and there, can it be consistently said that the wording 'qualified actuary' which was put in there was intended with a view to leave some loophole for importing a foreigner from outside? In fact, the very nature of the debate on the floor of the House indicates that the House had its mind firmly fixed upon getting an Indian and none but an Indian for the most important job that has been provided for in this Act, in whose hands the administration of the Act has been placed. That was the reason why the suggestion made by my Honourable friend to my left was criticised by the then Leader of the House that if they were to accept the interpretation of a fully qualified actuary given by my friend, Mr. Aikman, then Indians will be altogether excluded. Why a reference was made to the exclusion of Indians? Because Sir Nripendra Sircar received the co-operation of this House and he knew fully well that this House would insist and it had been even then insisting upon the working of this Act in a truly national spirit. I can never expect that whatever be the qualifications of a man otherwise, if he is a foreigner, he can work any Act in India in a truly national spirit. I submit he cannot but bring with him his foreign spirit and work any Indian law only in that spirit. Without meaning any disrespect to the gentleman who has been appointed for this particular job, I have no doubt in my mind that the working of this Act in a truly national spirit is an impossibility so long as you do not put in there a truly national man to work. The office of the Superintendent of Insurance is so important that upon a proper attitude of that officer the whole success of that Act depends and the prosperity and good business of the various insurance companies in India will largely depend upon the spirit in which the Superintendent works the provisions of the Act. That being the case, it was a measure in which I may say that for the first time the Opposition gave a good deal of support to Government and it was up to Government to show that they were in a position to appreciate the support and the co-operation of the Opposition by accepting their point of view in the matter of the appointment of the most important post which was created by the Act. In that they have failed to appreciate the spirit and they are not interpreting the Act in the proper spirit in which it ought to be interpreted. In

fact the spirit in which that co-operation was given is now forgotten by Government and they are importing their own spirit in interpreting these sections and in the administration of the Act. I am very much apprehensive of the consequences that may follow if this spirit continues hereafter.

After that there has been one argument advanced to which I want to give a reply. My Honourable friend, Sir Abdul Halim Ghuznavi, has thought it fit to support the Honourable the Leader of the House in the very sinister suggestion he made that it was not possible for Government, and they did not think it necessary, to consult the one man who at least according to them was fully qualified. His suggestion was that it was human nature that prompted the Government of India not to approach that gentleman, and therefore they did not think it worth while to consult the man as he was already making more money and naturally would not have accepted the job which carried a lower salary. To that a reply was given by my Honourable friend, Mr. Joshi, as well as the Leader of the Opposition that Indians are not found wanting who can make sacrifices when the interests of the country demand it. There have been noble examples which are present in the minds of every one of us here and I need not recapitulate those names. But the uncharitable remarks made by my Honourable friend, Sir Abdul Halim Ghuznavi, have gone even beyond my comprehension and I never thought that an Indian was ever capable of making such remarks on the floor of this House. What of the sacrifice that Lord Sinha made and Sir Nripendra Sircar made or other Indians have made? That is nothing because, it is said, they made money in their own time. My Honourable friend generally takes the word of the Government of India and the Secretary of State and other such highly placed Englishmen as gospel truths. I will, therefore, like to remind him of what was said by Lord Morley in the House of Lords about Lord Sinha and the enormous sacrifices made by the latter. And who does not know of the heavy sacrifice made by Sir Nripendra Sircar in coming here? My Honourable friend, if he has got the fairness and the dispassionate outlook required for these things, will see that today in India there are persons who have made great sacrifices and are working on a petty salary of Rs. 500 only to serve their motherland.

**Maulana Shaukat Ali** (Cities of the United Provinces : Muhammadan Urban) : Many of them are not worth even Rs. 500.

**Mr. M. S. Aney** : I am not surprised at this interruption from Maulana Shaukat Ali : he has only shown himself to be a bird of the same feather, using the same language. Men who have made sacrifices and are capable of making sacrifices will not only lose thousands, but lose their lives also in the service of their motherland. And if Government, after being here for so many years, have not studied the situation in the country and do not know the real feelings of the people and their spirit of sacrifice and capacity for sacrifice which has been manifesting itself, that Government stands condemned. Sir, it was the gravest blunder and a mistake of the highest type that the Government of India, having known that there was at least one man who possessed the highest qualifications and came up to their requirements in the matter of occupying this post, did not even care to make

[Mr. M. S. Aney.]

an offer to him and receive his refusal. I think my Honourable friend, Mr. Joshi, made a very shrewd suggestion. Was it the apprehension, that he might accept it which deterred the Government of India from making that offer? Have Government made him an offer and received his refusal? He was the most capable man and if he did not accept it they could have appointed a suitable person from elsewhere. The question is, why did the Government of India think it necessary to prejudge the matter without making a formal offer to this gentleman and giving him a chance to say yes or no? I have no doubt that this most competent gentleman would not have hesitated to sacrifice his own income for the time being and for a period of five years and would have assumed the administration of this new Act in the interest of the insurance companies in whose service he has passed so many years of his life. Then there is one more question. What is the meaning of "15 years' experience" in England? A man may have as well got that experience in Brazil or Timbuctoo, but how is that going to help him in administering the law in a country of which he has absolutely no knowledge? He will be making himself acquainted with the conditions here at a cost of Rs. 2,000 a month for a period of five years, and for the first time in this country; and by the time his study is complete his term will be over. So that all this experience in a foreign country is not necessarily a safe guide to enable a man to carry on a responsible office like that. Therefore, on the ground of experience also, even if an Indian had less experience I would consider him preferable because his experience is gained under conditions in which the Act has to be administered. I deny that any foreigner can claim that intimate acquaintance with the conditions of India as an Indian can. Therefore, I feel that my Honourable friend, Sir Muhammad Zafrullah Khan, persuasive as he always is, has on this occasion failed to appreciate the spirit of the adjournment motion, and his arguments did not therefore appeal to me at all. And I appeal to the House and also to my Honourable friends on my right to take a broad and national view of the question and record their votes in favour of the motion.

4 P.M.

**Several Honourable Members :** The question may now be put.

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

"That the question be now put."

The motion was adopted.

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

"That the House do now adjourn."

The Assembly divided :

AYES—55.

Abdul Qaiyum, Mr.

Abdul Wajid, Maulvi.

Abdur Rasheed Chandhury, Maulvi.

Aney, Mr. M. S.

Asaf Ali, Mr. M.

Ayyangar, Mr. M. Ananthasayanam.

Bajoria, Babu Baijnath.  
 Banerjee, Dr. P. N.  
 Chattopadhyaya, Mr. Amarendra Nath.  
 Chaudhury, Mr. Brojendra Narayan.  
 Chettiar, Mr. T. S. Avinashilingam.  
 Chetty, Mr. Sami Vencatachelam.  
 Das, Mr. B.  
 Das, Pandit Nilakantha.  
 Datta, Mr. Akhil Chandra.  
 Desai, Mr. Bhulabhai J.  
 Deshmukh, Mr. Govind V.  
 Gadgil, Mr. N. V.  
 Govind Das, Seth.  
 Gupta, Mr. K. S.  
 Hans Raj, Raizada.  
 Hedge, Sri K. B. Jinaraja.  
 Hosmani, Mr. S. K.  
 Ismail Khan, Haji Chaudhury Muham-  
 mad.  
 Jedhe, Mr. K. M.  
 Jogendra Singh, Sirdar.  
 Joshi, Mr. N. M.  
 Kailash Behari Lal, Babu.  
 Lahiri Chaudhury, Mr. D. K.  
 Maitra, Pandit Lakshmi Kanta.

Malaviya, Pandit Krishna Kant.  
 Mangal Singh, Sardar.  
 Misra, Pandit Shambhu Dayal.  
 Mudaliar, Mr. C. N. Muthuranga.  
 Paliwal, Pandit Sri Krishna Dutta.  
 Pande, Mr. Badri Dutt.  
 Parma Nand, Bhai.  
 Raghubir Narayan Singh, Chondhri.  
 Ramayan Prasad, Mr.  
 Ranga, Prof. N. G.  
 Rao, Mr. M. Thirumala.  
 Saksena, Mr. Mohan Lal.  
 Sant Singh, Sardar.  
 Santhanam, Mr. K.  
 Satyamurti, Mr. S.  
 Sham Lal, Mr.  
 Sheodass Daga, Seth.  
 Singh, Mr. Gauri Shankar.  
 Singh, Mr. Ram Narayan.  
 Sinha, Mr. Satya Narayan.  
 Som, Mr. Suryya Kumar.  
 Sri Prakasa, Mr.  
 Subbarayan, Shrimati K. Radha Bai.  
 Subedar, Mr. Manu.  
 Varma, Mr. B. B.

## NOES—56.

Abdul Ghani, Maulvi Muhammad.  
 Abdullah, Mr. H. M.  
 Ahmad Nawaz Khan, Major Nawab Sir.  
 Aikman, Mr. A.  
 Ayyar, Mr. N. M.  
 Azhar Ali, Mr. Muhammad.  
 Bajpai, Sir Girja Shankar.  
 Bartley, Mr. J.  
 Bewoor, Mr. G. V.  
 Bhutto, Mr. Nabi Baksh Ilahi Baksh.  
 Boyle, Mr. J. D.  
 Chanda, Mr. A. K.  
 Chatterjee, Mr. B. M.  
 Clow, The Honourable Mr. A. G.  
 Conran-Smith, Mr. F.  
 Dalal, Dr. R. D.

Dalpat Singh, Sardar Bahadur Captain.  
 Damzen, Mr. P. R.  
 Essak Sait, Mr. H. A. Sathar H.  
 Faruqui, Mr. N. A.  
 Fazl-i-Haq Piracha, Khan Bahadur  
 Shaikh.  
 Ghulam Bhik Nairang, Syed.  
 Ghulam Muhammad, Mr.  
 Ghuznavi, Sir Abdul Halim.  
 Grigg, The Honourable Sir James.  
 Jawahar Singh, Sardar Bahadur Sardar  
 Sir.  
 Kamaluddin Ahmed, Shams-ul-Ulema.  
 Khushalpal Singh, Raja Bahadur.  
 Lloyd, Mr. A. H.  
 Mackeown, Mr. J. A.  
 Maxwell, The Honourable Mr. R. M.



Metcalfe, Sir Aubrey.	Shaukat Ali, Maulana.
Miller, Mr. C. C.	Siddique Ali Khan, Khan Bahadur Nawab.
Mitchell, Mr. K. G.	Sivaram, Rao Sahib N.
Mukerji, The Honourable Sir Manmatha Nath.	Sundaram, Mr. V. S.
Mukharji, Mr. Basanta Kumar.	Town, Mr. H. S.
Nur Muhammad, Khan Bahadur Shaikh.	Tylden-Pattenson, Mr. A. E.
Ogilvie, Mr. C. M. G.	Umar Aly Shah, Mr.
Parkinson, Mr. J. E.	Walker, Mr. G. D.
Rafuiddin Ahmad Siddiquee, Shaikh.	Yamin Khan, Sir Muhammad.
Rahman, Lieut.-Col. M. A.	Zafar Ali Khan, Maulana.
Ronson, Mr. H.	Zafrullah Khan, The Honourable Sir Muhammad.
Scott, Mr. J. Ramsay.	Ziauddin Ahmad, Dr. Sir.
Shahban, Mr. Ghulam Kadir Muhammad.	

The motion was negatived.

The Assembly then adjourned till Eleven of the Clock on Tuesday, the 9th August, 1938.

---