

23rd February, 1933

THE  
LEGISLATIVE ASSEMBLY DEBATES  
(Official Report)

Volume II, 1933

*(23rd February to 10th March, 1933)*

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FIFTH SESSION  
OF THE  
FOURTH LEGISLATIVE ASSEMBLY,  
1933



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GOVERNMENT OF INDIA PRESS

1933

M97LAD

# Legislative Assembly

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THE HONOURABLE MR. R. K. SHANMUKHAM CHETTY. (From 14th March, 1933.)

## *Deputy President :*

MR. R. K. SHANMUKHAM CHETTY, M.L.A. (Upto 13th March, 1933.)

MR. ABDUL MATIN CHAUDHURY, M.L.A. (From 22nd March, 1933.)

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SIR ABDUR RAHIM, K.C.S.I., KT., M.L.A.

SIR LESLIE HUDSON, KT., M.L.A.

MR. MUHAMMAD YAMIN KHAN, C.I.E., M.L.A.

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RAI BAHADUR D. DUTT.

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

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MR. ABDUL MATIN CHAUDHURY, M.L.A., *Chairman*. (From 22nd March, 1933.)

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SIR ABDULLA-AL-MAMÜN SUHRAWARDY, KT., M.L.A.

MR. B. SITARAMARAJU, M.L.A.

MR. C. S. RANGA IYER, M.L.A.

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# LEGISLATIVE ASSEMBLY.

*Thursday, 23rd February, 1933.*

The Assembly met in the Assembly Chamber of the Council House at Eleven of the Clock, Mr. Chairman (Sir Hari Singh Gour) in the Chair.

## QUESTIONS AND ANSWERS.

### NON-RECRUITMENT OF MUSLIM CLERKS IN THE CENTRAL TELEGRAPH OFFICE, NEW DELHI.

440. \***Mr. M. Maswood Ahmad** (on behalf of Mr. Muhammad Anwar-ul-Azim): (a) Will Government be pleased to supply the information promised in reply to starred question No. 1875, dated the 22nd November, 1932, regarding non-recruitment of Muslim clerks in the Central Telegraph Office, New Delhi?

(b) Will Government be pleased to state the periods for which the two Muslim clerks, Ikram-ud-Din and Fakhrul Hussan, remained employed?

(c) Is it a fact that actually eight Hindu and two Muslim clerks were employed and that both the Muslim clerks have been removed?

**The Honourable Sir Frank Noyce:** (a) to (c). The Honourable Member is referred to the statement laid on the table of the House on the 9th instant which also supplies the information now asked for. I may add that Mr. Fakhrul Hussan remained employed for about 1½ years.

### RECRUITS IN THE CALCUTTA GENERAL POST OFFICE.

441. \***Mr. M. Maswood Ahmad** (on behalf of Mr. Muhammad Anwar-ul-Azim): With reference to the reply to starred question No. 1449, dated the 28th November, 1932, will Government be pleased to place on the table the promised verified statement of recruits in the Calcutta General Post Office?

**The Honourable Sir Frank Noyce:** The statement was placed on the table on the 9th instant.

### OCCUPATION OF POSTAL QUARTERS IN DELHI.

442. \***Mr. M. Maswood Ahmad** (on behalf of Mr. Muhammad Anwar-ul-Azim): With reference to the reply to starred question No. 1488, dated the 28th November, 1932, regarding the occupation of postal quarters in Delhi, will Government please state the date of disposal of the case and the result of enquiries?

**Sir Thomas Ryan:** A recommendation from the Postmaster-General, Punjab and North-West Frontier Circle, regarding the refund of rent recovered from the postal officials occupying Postal and Telegraph departmental quarters at New Delhi, for water meters and electric meters has recently been received and orders in the matter are being issued to the effect that refunds will be granted to those officials from whom double recovery of electric and water meters rent has been made.

#### TRANSFER OF THE CLERKS OF THE OFFICES OF THE SUPERINTENDENTS OF POST OFFICES.

**443. \*Mr. M. Maswood Ahmad** (on behalf of Mr. Muhammad Anwar-ul-Azim): (a) With reference to starred question No. 1497, dated the 28th November, 1932, will Government please state whether according to the orders of the Director General, Posts and Telegraphs, time-scale clerks (other than Selection Grade Head Clerks) of the offices of Superintendents of Post Offices are transferred after a tenure of office for five years?

(b) If the reply to (a) above be in the affirmative, will Government please state the correct information now?

**The Honourable Sir Frank Noyce:** (a) and (b). As already stated in the reply to the question to which the Honourable Member refers, no such definite orders were issued by the Director General. It has, however, been suggested by him to Heads of Circles that the desirability of the periodical transfer of the members of the clerical staff of the offices of Superintendents of Post Offices might be borne in mind.

#### NOMINATION OF CANDIDATES FROM THE UNITED PROVINCES FOR THE EXAMINATION OF THE SUPERINTENDENTS OF POST OFFICES.

**444. \*Mr. M. Maswood Ahmad** (on behalf of Mr. Muhammad Anwar-ul-Azim): (a) With reference to the reply to part (c) of starred question No. 1416, dated the 23rd November, 1932, will Government please state the total number of candidates nominated for the examination of Superintendents of Post Offices to meet the requirements of the service in the United Provinces Circle from 1926 to 1932?

(b) Will Government please state the communal composition of the candidates so nominated?

(c) Are Government prepared to nominate at least five Muslim candidates for the next Superintendents' examination from the United Provinces Circle? Is it a fact that there is only one Muslim Superintendent against twelve Hindu Superintendents in the said Circle?

**The Honourable Sir Frank Noyce:** (a) and (b). Superintendents of Post Offices and the Railway Mail Service belong to an all-India cadre and nominations of candidates for examination for entrance to it are not made to meet the requirements of any particular postal circle but in order to fill vacancies in the cadre as a whole. Nine candidates were nominated by the Postmaster-General, United Provinces, during the period referred to by the Honourable Member; of these five were Muslims and four Hindus.

(c) In regard to the first part, the Honourable Member's attention is invited to the reply given to part (c) of the starred question No. 1493 by Mr. M. Maswood Ahmad on the 28th November, 1932. As regards the



second part, there are 18 Superintendents in the Circle including three Assistant Postmasters-General; of these, 13 are Hindus, three are Anglo-Indians and two are Muslims.

# MUSLIM DEMANDS IN GOVERNMENT SERVICES.

445. \*Mr. M. Maswood Ahmad (on behalf of Mr. Muhammad Anwar-ul-Azim): (a) Has the attention of Government been drawn to a "memorandum of Muslim demands in Government services" issued by some Members of the Legislative Assembly and Council of State?

(b) Will Government be pleased to state whether copies of the said memorandum were obtained by the Home Department from Sir Muhammad Yaqub through Seth Haji Abdoola Haroon?

(c) Are Government aware that copies of the said memorandum were forwarded by me to all the Heads of Government?

(d) Will Government be pleased to state whether the tabular statements attached to the memorandum relating to the Posts and Telegraphs Department are correct and, if not, will Government be pleased to lay on the table the correct and revised figures as they stood on the 31st December, 1932, in respect of each of the statements?

(e) Are Government aware that their orders were not observed in the past on the plea of late circulation, ambiguities, etc., etc., as alleged in the memorandum and proposed by statistics?

(f) Are Government prepared to appoint an Enquiry Committee in respect of the Posts and Telegraphs Department just as they were pleased to do in the case of the Railway Department with a view to finding ways and means for increased and proper representation of Muslims in the Posts and Telegraphs Department?

**The Honourable Sir Frank Noyce:** (a) Yes.

(b) and (c). I understand that the fact is as stated.

(d) Government have not verified the figures in the tabular statements referred to, and do not propose to do so as even if the figures are correct they are misleading as implying that Government orders regarding communal recruitment apply to all the numerous branches mentioned in the statements, whereas they apply in fact only to such posts as are filled by direct recruitment and not to those filled by promotion. The Honourable Member will find in the Annual Reports on the Indian Posts and Telegraphs Department summaries showing the extent to which members of different communities are represented in the new recruitment to the Posts and Telegraphs service year by year. If the Honourable Member will specify any directly recruited cadres in respect of which he desires information in greater detail, in regard to recent recruitment, an endeavour will be made to supply it to him.

(e) Government are satisfied that their orders are generally observed but as it is understood that difficulty has occasionally occurred owing to the existence of certain ambiguities, the question of issuing more precise revised orders is under consideration.

(f) Government do not propose to appoint a committee of the kind suggested; but particular care is being, and will continue to be, taken to ensure that the orders regarding communal recruitment, as in force from time to time, are carefully observed in the Posts and Telegraphs Department.

**ACTION TAKEN ON THE RECOMMENDATIONS CONTAINED IN MR. HASSAN'S REPORT.**

**446. \*Mr. M. Maswood Ahmad** (on behalf of Mr. Muhammad Anwar-ul-Azim): Will Government be pleased to state in detail the action taken on each of the 15 recommendations of the Hassan report *vide* Chapters II, IV and V of the said report?

**Mr. P. R. Rau:** The more important recommendations made in Mr. Hassan's Report are still under consideration and as explained by me in reply to a question by Mr. Maswood Ahmad on the 1st instant, it is hoped that orders will issue soon.

**Mr. M. Maswood Ahmad:** Has the Honourable Member issued any Circular about the recommendations of Mr. Hassan?

**Mr. P. R. Rau:** The provisional views of the Railway Board on the minor recommendations have been communicated to the Agents of the State-managed Railways whose remarks have been called for. They have to be considered before final orders are issued.

**Mr. M. Maswood Ahmad:** Will the Honourable Member be pleased to lay that Circular on the table for our information?

**Mr. P. R. Rau:** No, Sir; they are merely the provisional views of the Railway Board.

**Mr. M. Maswood Ahmad:** Will the Honourable Member be pleased to ask the views of the Muslim Members of the Assembly as well on that point?

**Mr. P. R. Rau:** When the final orders of the Government of India are issued, they will be placed on the table of this House.

**Mr. M. Maswood Ahmad:** Will the Honourable Member give a chance to the Muslim Members to inform this new point before issuing any final orders?

**Mr. P. R. Rau:** I believe, Sir, the idea is that when the views of the Railway Administrations are received, the proposals of the Railway Board will be placed before the Central Advisory Council.

**Mr. Lalchand Navalrai:** May I know from the Honourable Member if another Mr. Hassan is going to be appointed to help the Muhammadans in getting these Railway posts?

**Mr. Gaya Prasad Singh:** May I know if non-Muslim Members of the Assembly are proposed to be left out?

**Mr. P. R. Rau:** They are not proposed to be left out. As I said, the intention is that the proposals will be placed before the Central Advisory Council.

**Mr. S. C. Mitra:** Is it in contemplation of Government to start a further inquiry about the higher Railway services?

**Mr. P. R. Rau:** What further inquiries does the Honourable Member refer to?

**Mr. S. C. Mitra:** In Mr. Hassan's report it is said that Government asked him to report only about the representation of Muslims in the subordinate services. We want to know what steps Government are taking as regards the higher services, i.e., gazetted posts and those carrying more than Rs. 250,

**Mr. P. R. Rau:** The reason was that full particulars about the superior services and posts carrying more than Rs. 250 are already contained in the Administration Reports which are compiled up-to-date every year.

**Mr. S. C. Mitra:** Was the inquiry started only to get figures or to advise as regards means for redressing these grievances?

**Mr. P. R. Rau:** The collection of figures was an essential preliminary to any such inquiry.

**Mr. S. C. Mitra:** My question is whether Mr. Hassan or anybody else will now be asked to report to the Railway Board about the means to be adopted for giving proper representation to the Muslim minorities or other Indians in the higher posts.

**Mr. P. R. Rau:** I do not think any such proposal is under consideration at present.

**Sardar Sant Singh:** May I know if the Circular issued to the Agents invites their opinion only on the representation of Muslims alone or of the Sikhs as well?

**Mr. P. R. Rau:** As I have already said, the Circular issued is only about the minor recommendations of Mr. Hassan's report. The major recommendations regarding the proportions to be laid down for different communities are at present under the consideration of the Government of India and the views of the Agents have not been called for on those recommendations.

**Sardar Sant Singh:** May I know whether all those proposals, which are under consideration, relate to Muslims alone or do they include the representation of Sikhs as well?

**Mr. P. R. Rau:** I am afraid, Sir, I shall have to look up the papers before I can reply to that.

**Mr. Lalchand Navalrai:** May I know, Sir, if Sindhis are not a minority in Sind and whether their claims are to be considered or not?

**Mr. P. R. Rau:** I suggest, Sir, that that hardly arises out of this question.

**Mr. N. M. Joshi:** May I ask, Sir, whether the Government of India or the Railway authorities propose to reserve a certain proportion of employments for the working class children?

(No reply.) .

**Bhai Parma Nand:** With reference to Mr. Hassan's report, I wish to know whether the Honourable Member would consult the Hindu Members of the Legislature as well before coming to a decision on that point?

**Mr. P. B. Rau:** I have already replied to that. I have said that the proposals will be placed before the Central Advisory Council which is representative of both Houses of the Legislature.

**Mr. N. M. Joshi:** May I ask whether Government are aware that the Royal Commission on Indian Labour recommended that the sons of railway workers should be given every opportunity to get employment on the Indian Railways, and, therefore, have Government made any scheme for reserving a certain proportion of appointments for the sons or children of the railway workers?

**Mr. P. B. Rau:** My acquaintance with the recommendations of the Royal Commission on Labour is much less detailed than that of my Honourable friend.

**Sir Cowasji Jehangir:** Might I ask whether the labourers are in a minority?

**Sardar Sant Singh:** May I know, Sir, if the reason for not calling any meeting of the Central Advisory Committee was this that this particular subject is reserved for their consideration and that you do not want to trouble them with any other subject?

**Dr. Ziauddin Ahmad:** May I know whether the law of diminishing returns is not being applied in the case of the Muslims, because the more Mr. Maswood Ahmad hammers, the less becomes their percentage?

**Mr. P. B. Rau:** That is a matter of opinion.

#### ORDERS ISSUED BY THE DIRECTOR GENERAL OF POSTS AND TELEGRAPHS PERMITTING MUSLIM EMPLOYEES TO SAY JUMA PRAYERS.

447. \***Mr. M. Maswood Ahmad** (on behalf of Mr. Muhammad Anwar-ul-Azim): (a) Will Government be pleased to lay on the table copies of the orders issued by the Director General, Posts and Telegraphs, permitting Muslim employees to say their Juma prayers and *Juma-tul-Wida* prayers?

(b) Will Government be pleased to lay on the table their orders issued in 1918, to the same effect?

(c) Is it a fact that the Director General, Posts and Telegraphs, has stated that the orders are inadequate and are not observed?

(d) Will Government be pleased to state whether the said orders, adequately amplified, will be brought on the list of standing orders as observed by the Director General, Posts and Telegraphs?

**The Honourable Sir Frank Noyce:** (a) and (b). The orders in question will be found in part II of the Director General's General Circular No. 46, dated the 6th February, 1933, a copy of which is laid on the table.

(c) No.

(d) The Director General's Circular referred to in the reply to part (a) will be retained as a standing order of the Department.

[Circular referred to in the reply to question No. 447.]

INDIAN POSTS AND TELEGRAPHS DEPARTMENT.

DIRECTOR-GENERAL'S GENERAL CIRCULAR, No. 46.

Monday, 6th February, 1933.

1.—

*II.—Grant of an hour's leave on Fridays to Muhammadan employees for saying their Juma prayers.*

Attention of all concerned is drawn to the Director-General's Post Office Circulars Nos. 13 (IV) and 20 (V), dated the 3rd July, 1913 and 28th August, 1913, respectively, which are reproduced below. The Director-General desires to enjoin upon all officers competent to grant leave the necessity of strictly observing the instructions contained in these Circulars.

*Circular No. 13, Part IV, dated 3rd July, 1913 : —*

*IV.—Grant of an hour's leave on Fridays to Muhammadan employees for saying their Juma prayers.*

The accompanying office memorandum of the Government of India in the Home Department No. 1028, dated the 2nd June, 1913, is published for the information and guidance of all officials of the Post Office.

*Office Memorandum.*

The undersigned is directed to forward a copy of the questions asked and answers given in the Legislative Council of the Governor-General on the 11th March, 1913, regarding the grant of leave on Fridays to Muhammadan employees of Government for the purpose of saying their Juma prayers; and to say that the Government of India have decided that an hour's leave should be given on Fridays to such Muhammadan employees as desire to take it for the purpose in question.

*Circular No. 20, Part V, dated the 28th August, 1913 :—*

*V.—Further instructions regarding the grant of leave on Fridays to Muhammadan employees for saying their Juma prayers.*

With reference to part IV of Director-General's Circular No. 13, dated the 3rd July, 1913, it should be understood, that the concession should be granted to all Muhammadan employees in the offices of Heads of Circles and Superintendents of post offices, and that in the case of all other offices, it should be allowed as far as possible subject to the condition that the arrangement does not interfere with public business or cause extra expense to Government.

GOLD RESERVES IN INDIA.

**448. \*Mr. M. Maswood Ahmad:** Will Government please state whether their gold reserves in India have increased or decreased or remained stationary since England went off the gold standard, that is, from the 22nd September, 1931?

**The Honourable Sir George Schuster:** The increase since the 22nd September, 1931, is approximately 3 lakhs, the proceeds of miscellaneous receipts of sovereigns at our statutory acquisition rate.

**ALLOTMENT OF SUFFICIENT AMOUNT OF MONEY FOR THE BENEFIT OF THE AGRICULTURISTS.**

449. \***Mr. M. Maswood Ahmad:** (a) Are Government aware that the Government of several countries have prepared plans and schemes for helping the agriculture and the industries of their country and that in spite of the general depression they have sanctioned huge amounts of money for these purposes?

(b) Are Government aware that Mr. Roosevelt's plan has provided employment for more than a lakh of unemployed persons in the United States of America, the Government of Russia have prepared a plan to improve the condition of the agriculturists, and Japan has also entered the field with a big plan for helping the agriculture and industries of that country?

(c) Will Government be pleased to state whether they have any such plan in existence or under their active consideration?

(d) Do Government propose to allot a sufficient amount of money for the benefit of the agriculturists of this country? If not, why not?

**Mr. G. S. Bajpai:** (a) and (b). Government have seen articles on the subject in the Press.

(c) and (d). As already stated by me in answer to questions Nos. 49 and 53, asked by the Honourable Member on the 2nd February, 1933, the subject is primarily the concern of Provincial Governments. I may, however, mention that the Imperial Council of Agricultural Research has sanctioned several important schemes extending over a period of years for improvement and research in agriculture and that other similar schemes are under consideration.

**COMPETITION OF AUSTRALIAN WHEAT AND JAPANESE RICE WITH INDIAN WHEAT AND RICE.**

450. \***Mr. M. Maswood Ahmad:** (a) Are Government aware that India, in spite of being an agricultural-country, having vast land for cultivation and having labourers on low wages, could not compete with the Australian wheat in India?

(b) Are Government aware that the Japanese rice is successfully competing with the Indian rice?

(c) Have Government enquired into the reasons for this successful competition of Australian wheat and Japanese rice with that of Indian wheat and rice?

(d) Do Government propose to set up a Committee of officials, non-officials, experts and members of the Central Legislature to consider this question and to prepare some scheme to give relief to the poor agriculturists of India?

(e) Do Government realize that such a vast scheme requires the help and support of the Government of India?

**Mr. G. S. Bajpai:** (a) The price of Australian wheat is fixed by world prices and not by the cost of labour as Australia exports the greater part of her production. The price of Indian wheat is above world parity and the import duty on wheat in India is about 50 per cent. of the present price of Australian wheat landed in London. Present prices are no indication of the cost of production in either country.

(b) No. Only 94 tons of Japanese rice were imported into India during the period April, 1932, to December, 1932, while the exports of Indian rice during the same period amounted to 1,359,000 tons.

(c) Does not arise.

(d) and (e). Government do not consider that the appointment of a Committee, as suggested, would lead to any practical result. Such relief as Local Governments can give to agriculturists they are, as stated in H. E. the Viceroy's speech in this Assembly on the 1st February, already giving.

**Mr. M. Maswood Ahmad:** Will the Honourable Member be pleased to say what was the price of the foreign rice imported into India?

**Mr. G. S. Bajpai:** I presume, Sir, that it was on the same level as the price of Indian rice.

**Mr. M. Maswood Ahmad:** Is it a fact that those 27,000 tons of foreign rice imported into India were imported in the last quarter of the year 1932?

**Mr. G. S. Bajpai:** My Honourable friend must have misheard me. I did not say 27,000 tons, I said 94 tons.

**Mr. M. Maswood Ahmad:** My Honourable friend, Sir Joseph Bhore, replied to a question the other day that 27,000 tons had been imported into India.

**The Honourable Sir Joseph Bhore:** I regret to say that I have no recollection of the reply that I gave.

**Mr. G. S. Bajpai:** May I submit, Sir, that I gave the reply and the figure 27,000 tons included imports from French Indo-China and Saigon.

**Mr. M. Maswood Ahmad:** I wanted to know whether these 27,000 tons which were imported into India were imported in the last quarter and not in the whole nine months?

**Mr. G. S. Bajpai:** The information was given in the reply which I gave a few weeks ago, and I will ask my Honourable friend to look it up.

**Mr. M. Maswood Ahmad:** Will the Honourable Member be pleased to say what amount of money went out of India on account of these 27,000 tons on the rice imported?

**Mr. G. S. Bajpai:** I confess I do not follow that question.

**Mr. M. Maswood Ahmad:** My question was, what amount of money went from India to other countries on account of the import of 27,000 tons of rice into India?

**Mr. G. S. Bajpai:** I confess I do not understand what the Honourable Member is driving at. I said, India exported 1,359,000 tons of rice. If the Honourable Member's question is whether the import of 27,000 tons into India had any effect upon her exports, I should say it was very infinitesimal.

#### CONDITION OF AGRICULTURE AND INDUSTRIES IN FOREIGN COUNTRIES.

451. **\*Mr. M. Maswood Ahmad:** (a) Will Government please give the names of the countries in which the Government of India have their representatives?

(b) Have Government instructed their representatives to keep them in touch with regard to any scheme which the Government of those countries initiate to help the agriculture and the industries?

(c) If the reply to part (b) be in the negative, are Government prepared to consider the desirability of instructing their representatives to keep them well informed of any experimental measure or of any plan which they may prepare for improving the conditions of agriculture and the industries?

**The Honourable Sir Joseph Bhore:** (a) The Government of India have representatives in the following countries:

Great Britain.

Germany.

South Africa.

Malaya.

Ceylon.

Tibet.

Nepal.

(b) and (c). No special instructions have been issued or appear to be necessary, as these representatives generally keep the Government of India informed of any important developments in the countries in which they reside.

**Dr. Ziauddin Ahmad:** Have these representatives ever sent during the last three years any big schemes of any other country for the information of the Government of India?

**The Honourable Sir Joseph Bhore:** Well, Sir that does not come within my Department, and so I am unable to give an authoritative answer, but I shall be happy to make enquiries from the Departments concerned and let my Honourable friend know.

**Dr. Ziauddin Ahmad:** May I ask whether these Trade Commissioners sent periodical reports to the Government of India?

**The Honourable Sir Joseph Bhore:** These are not all Trade Commissioners.

**Dr. Ziauddin Ahmad:** Did the Government of India receive periodical reports from these representatives?

**The Honourable Sir Joseph Bhore:** I think in almost every case regular reports are received from the representatives of the Government of India.

**Dr. Ziauddin Ahmad:** Will Government be pleased to circulate these reports amongst Members of the Legislative Assembly?

**The Honourable Sir Joseph Bhore:** Well, Sir, I am not in a position to say whether they can be circulated or not, for the simple reason that these reports possibly contain other information as well, which it may not be advisable to circulate.

**Dr. Ziauddin Ahmad:** Can you circulate suppressing such portion which may be confidential?



**The Honourable Sir Joseph Bhore:** So far as my Department is concerned, I shall first see what the nature of the report, if any, is, and if I see no objection to it, I shall certainly be happy to give any information I can.

**CONTRIBUTIONS TO DIFFERENT AERO CLUBS IN INDIA.**

452. **\*Mr. M. Maswood Ahmad:** (a) What amounts have been paid to the different aero clubs in India, from the revenues of the Government of India during the last three years (each year separately)?

(b) Has any amount been contributed to any aero club for the air race competition for the Viceroy's Cup? If so, how much?

**The Honourable Sir Frank Noyce:** (a) A statement giving the information asked for by the Honourable Member is laid on the table.

(b) No.

	1929-30.*	1930-31.	1931-32.
	Rs.	Rs.	Rs.
Aero Club of India and Burma, Ltd. . . . .	30,000	30,000	20,000
Karachi Aero Club, Ltd., Karachi . . . . .	29,000	22,700	24,800
Delhi Flying Club, Ltd., Delhi . . . . .	29,000	23,300	22,700
Bombay Flying Club, Ltd., Bombay . . . . .	29,000	22,550	22,850
Bengal Flying Club, Ltd., Calcutta. . . . .	20,000	23,750	22,700
Punjab Flying Club, Ltd., Lahore . . . . .	..	64,514†	21,500
Madras Flying Club, Ltd., Madras . . . . .	..	63,150†	22,100
	<u>1,37,000</u>	<u>2,49,964</u>	<u>1,56,650</u>

**Mr. B. Das:** May I enquire if the Government of India intend to continue their contribution to the Royal Aero Club of India yearly or whether they want to lower the amount which they have given for the last two years?

**The Honourable Sir Frank Noyce:** It has been unfortunately found necessary to reduce the Government of India's contributions to the Aero Club of India.

**Mr. B. Das:** Does the Honourable Member realise that when the Royal Aero Club was started by a gallant Member of the House, the Government of India promised a very large contribution, but that since then they have gone behind their promise?

**The Honourable Sir Frank Noyce:** I do not know, Sir, if my Honourable friend studies the papers. If so, I venture to suggest to him that he might read what I said at the Conference of the representatives of the various Aero Clubs in India at their meeting on Sunday week.

\* In addition, an expenditure of Rs. 11,400 on bonus payments to the four flying clubs was incurred by Government.

† Includes expenditure on aeroplanes, hangars, etc., provided by Government.

## PRESENT AIR ROUTE BETWEEN INDIA AND ENGLAND.

453. \***Mr. M. Maswood Ahmad:** (a) Is it a fact that the course of the air route from England to India has again been altered? If so, are Government in a position to state the reasons which have necessitated its change?

(b) Will Government kindly state the present air route between India and England?

**The Honourable Sir Frank Noyce:** (a) Yes. The agreement with the Persian Government which allowed Imperial Airways, Limited, to use aerodromes along the northern side of the Persian Gulf expired on the 1st October, 1932. His Majesty's Government therefore arranged that a new route, which had been prepared along the Arabian shore of the Gulf, should be used.

(b) The route at present followed by Imperial Airways' England-India Air Service is as follows:

Croydon-Paris-Brindisi-Athens-Crete-Alexandria-Goza-Rutbah Wells-Baghdad-Basra-Koweit-Bahrein-Sharjah-Gwadar-Karachi.

**Mr. F. E. James:** May I ask whether the Persian Government refused to renew the agreement or whether His Majesty's Government chose the alternative course as a preferable course?

**Mr. H. A. F. Metcalfe:** On a point of order, Sir: I would ask whether the Honourable Member is in order in asking a question which affects the relations between His Majesty's Government and a foreign Government?

**Mr. F. E. James:** I am merely asking for information.

**Mr. H. A. F. Metcalfe:** On a point of order, I should say that that information does affect the relations between His Majesty's Government and a foreign Government.

**Mr. Chairman** (Sir Hari Singh Gour): The Honourable Member is the best judge of that.

## RATIFICATION OF THE AIR CONVENTION OF 1914.

454. \***Mr. M. Maswood Ahmad:** (a) Will Government please lay on the table a copy of the Air Convention of 1914?

(b) Will they be pleased to state whether they have ratified the Convention or not?

(c) Will they also be pleased to state the names of the States which have ratified the protocol to this Convention?

**The Honourable Sir Frank Noyce:** (a) The Honourable Member is presumably referring to the International Convention relating to the Regulation of Aerial Navigation, dated the 13th October, 1919. A copy of this Convention has been placed in the Library.

(b) The Convention has been ratified by the Government of India.

(c) There are four Protocols concerning amendments to the Convention. It is not clear to which Protocol the Honourable Member is referring. A statement is laid on the table, giving the dates of all four Protocols with brief subjects, the names of the States which have ratified them, and the dates from which each came into force.

Serial No.	Brief subject and date.	Names of States who have ratified or adhered to the Protocol.				Date from which the Protocol came into force.
1	Concerning amendment to Article 5 of the Convention regarding flight of aircraft of non-contracting states over territories of contracting states. Dated London, 27th October 1922.	Australia Belgium Bulgaria Canada Czechoslovakia Denmark France Great Britain	.	.	Greece India Irish Free State Italy Japan Netherlands New Zealand Norway	14th December 1926.
2	Concerning amendment to Article 34 of the Convention regarding the constitution of the International Commission for Aerial Navigation. Dated London, 30th June 1923.	Australia Belgium Bulgaria Canada Czechoslovakia Denmark France Great Britain	.	.	Greece India Irish Free State Italy Japan Netherlands New Zealand Norway	14th December 1926.
3	Concerning amendments to Articles 3, 5, 7, 16, 34, 37, 41, 42 and the final clauses of the Convention. Dated Paris, 15th June 1929.	Australia Belgium Bulgaria Canada Czechoslovakia Denmark France Great Britain	.	.	Greece India Irish Free State Italy Japan Netherlands New Zealand Poland	This Protocol will come into force when it has been ratified by Chile, Persia, and Uruguay.
4	Concerning amendments to Articles 34 and 40 of the Convention. Dated Paris, 11th December 1929.	Ditto	.	.	Ditto	Ditto.

**Mr. M. Maswood Ahmad:** I have mentioned in my question the Air Convention of 1914, and not 1919: and I want information about that Air Convention.

**The Honourable Sir Frank Noyce:** I will look into the matter again. The Convention, under which we are at present acting, is the one of 1919, and it was, therefore, assumed that that was the one about which the Honourable Member wanted information. If he desires information about the previous one, I shall be glad to look it up and supply it to him.

**Mr. M. Maswood Ahmad:** Yes. I desire that the information be supplied.

#### ISSUE OF CHEAP INTERMEDIATE CLASS RETURN TICKETS BETWEEN LAHORE AND AMRITSAR ON THE NORTH WESTERN RAILWAY.

455. **\*Mr. M. Maswood Ahmad:** (a) Is it a fact that cheap intermediate class return tickets have been introduced between Lahore and Amritsar by the North Western Railway as an experimental measure? \_\_\_\_\_

(b) Do Government propose to issue first and second class cheap return tickets also as an experiment? If not, why not?

(c) Do Government propose to extend this experiment on other sections also to judge the correct result of the experiment?

**Mr. P. E. Rau:** (a) and (c). Government understand that cheap third class (not intermediate class) return tickets are issued by the North Western Railway for journeys between:

- (1) Lahore and Amritsar.
- (2) Lahore and Atari.
- (3) Amritsar and Atari.
- (4) Amritsar and Batala.
- (5) Delhi and Meerut City.
- (6) Delhi and Rohtak.
- (7) Rawalpindi and Gujarkhan.
- (8) Sukkur and Shikarpur.
- (9) Lahore and Gujranwalla.
- (10) Rawalpindi and Hassanabdal.

(b) The question of issuing similar tickets for the higher classes was considered by the Railway Administration in consultation with their Local Advisory Committee, but the proposal was rejected as it involved a loss of revenue without any countervailing advantages.

#### RUMOURED TRANSFER OF THE MANAGEMENT OF THE GREAT INDIAN PENINSULA RAILWAY.

456. **\*Mr. M. Maswood Ahmad:** (a) Is it a fact that Government intend to hand over the management of the Great Indian Peninsula Railway to the Bombay, Baroda and Central India Railway, the Bengal Nagpur Railway and the Madras and Southern Mahratta Railway Companies?

(b) Are Government aware that the Indian people are not satisfied with the management of Company Railways? \*

(c) Will Government state the full facts about the rumour that the Great Indian Peninsula Railway is going to be divided into three sections and that each section is going to be handed over to the three Railway Companies mentioned in part (a)?

(d) Do Government propose to consult the Central Legislature before taking any such step? If not, why not?

**Mr. P. R. Rau:** (a) and (b). No.

(c) The rumour has no foundation.

(d) Does not arise.

**UNPAID PROBATIONERS AND NON-MATRICULATES IN THE DEPARTMENTS OF THE GOVERNMENT OF INDIA.**

**457. \*Mr. M. Maswood Ahmad:** (a) Will Government please state whether they allow honorary clerks or unpaid probationers to be appointed by the Departments of the Government of India? If so, will they be pleased to lay a statement on the table showing separately:

(i) the number of such honorary clerks or unpaid probationers maintained by each Department, separately;

(ii) the communities to which they belong; and

(iii) their academic qualifications?

(b) Will Government please state whether there is any rule or order debarring the recruitment of non-matriculates in officiating, temporary, interim and seasonal vacancies? If so, will they please state whether this rule or order is strictly followed by the different Departments of the Government of India? If not, why not?

(c) Will Government also be pleased to lay on the table a statement showing the number of temporary non-matriculates appointed after 1930 who are working in each of the Departments of the Government of India, separately?

**The Honourable Sir Harry Haig:** (a) The answer to the first part of the question is in the negative. The latter part does not arise.

(b) There is no such rule. The rest of the question does not arise.

(c) A statement is laid on the table.

*Statement showing the number of non-matriculates appointed after 1930 who are working in each of the Departments of the Government of India.*

Army . . . . .	1
Commerce . . . . .	..
Education, Health and Lands . . . . .	..
Finance . . . . .	..
Foreign and Political . . . . .	3
Home . . . . .	..
Imperial Council of Agricultural Research . . . . .	..
Industries and Labour . . . . .	1
Legislative . . . . .	..
Legislative Assembly . . . . .	..
Military Finance . . . . .	..
Reforms Office . . . . .	..
Railway Department . . . . .	..

**SELECTION OF AN-OBJECTIONABLE DRAMA BY THE TEXT BOOK COMMITTEE,  
DELHI.**

458. \*Khan Bahadur Haji Wajihuddin: (a) Has the attention of Government been drawn to the editorial article published in the daily *Adil* of the 5th February, 1933, on page 3, column 3, under the heading "*Barnard Shaw ka Sardar-i do-Alam par hamla*"?

(b) Will Government be pleased to state if the allegations made therein are incorrect?

(c) Will Government kindly state since when the drama referred to is in the B. A. course?

(d) Will Government be pleased to state the names of the members of the Text Book Committee, Delhi?

(e) Have Government taken any action against the author, printer and publisher of the drama and, if so, what?

(f) If the reply to part (e) be in the negative, do Government propose to take action against the aforesaid persons and, if so, what?

(g) If the reply to part (f) be in the negative, will Government kindly state the reason?

(h) Do Government propose to take any action against the members of the Text Book Committee, Delhi, for having included the drama in the course? If so, what? If not, why not?

**Mr. G. S. Bajpai:** Enquiries have been made and a reply will be furnished to the House as soon as possible.

**FUNDS OF THE ALL-INDIA POSTAL AND RAILWAY MAIL SERVICE UNION,  
PUNJAB AND NORTH-WEST FRONTIER BRANCH, IN THE CUSTODY OF  
ONE MR. M. G. A. SWABERRY.**

459. \*Bhai Parma Nand: (a) Is it a fact that the All-India (including Burma) Postal and Railway Mail Service Union, Punjab and North-West Frontier Provincial Branch was registered under the Trade Union Act in Delhi, and that Mr. M. G. A. Swaberry, a clerk in the General Post Office, Delhi, was the General Secretary of the above Union?

(b) If the answer be in the affirmative, has Mr. M. G. A. Swaberry submitted an up-to-date audited account of the Punjab and North-West Frontier Province Provincial Union to the Registrar? If so, when and what was the last balance sheet?

(c) Are Government aware that Mr. M. G. A. Swaberry has started a separate Muslim Union, and that the Punjab and North-West Frontier Province Provincial Union is no longer functioning, whereas all the funds are still in the custody of Mr. M. G. A. Swaberry without any security? If so, are Government prepared to take possession of the funds subscribed by all communities instead of letting them remain in the custody of Mr. M. G. A. Swaberry, the Secretary of the Muslim Union, till the Provincial Union is reconstituted?

**Sir Thomas Ryan:** (a), (b) and (c). Government have no information on the matters to which the Honourable Member refers which are entirely the domestic affairs of the Unions concerned and they are not, therefore, prepared to take the action suggested by the Honourable Member in the latter half of part (c) of his question. .

**Mr. Lalchand Navarai:** Might I know from the Honourable Member if this Provincial Union was recognised by the Department or not?

**Sir Thomas Ryan:** I believe that not only the central body of the All-India Postal and Railway Mail Service Union, but also the provincial and local branches are all recognised.

**Mr. Lalchand Navarai:** May I not know from the Honourable Member if, in the interests of the public money, the Department will make the inquiry whether the amount in his hands is properly accounted for?

**Sir Thomas Ryan:** I do not think that the funds of the Union have become public money because the Union is recognised by the Government.

**Mr. Lalchand Navarai:** In this question, there is the fact that this money first belonged to the Muhammadans and Hindus alike, and now this Union has been changed and made into a Muslim Union and, therefore, the money belongs to both Hindus and Muslims: should not the Department, which recognised the Union, help in finding out if the money is properly accounted for?

**Sir Thomas Ryan:** The money is the property, as I understand, of the Union or the members of the Union, and the Government have no control whatever over those funds.

**Mr. Lalchand Navarai:** Then what is the good of recognising these Unions?

**Sir Thomas Ryan:** Recognition, in this context, means, I think, that Government recognise the body in question as a suitable body to represent certain matters for the purpose of correspondence as regards the interests of those represented in the Union.

**Mr. Lalchand Navarai:** And not a suitable body to possess the property of these two communities?

**Sir Thomas Ryan:** Government are not concerned with the question of the funds of the Union in any way.

**Mr. M. Maswood Ahmad:** Is it a fact that the All-India Postal and Railway Mail Service Union is an unregistered body, while the Union, of which Mr. Swaberry is the Secretary, is a registered body and so, under the law, this transfer of money which has been suggested just now is not permissible?

**Sir Thomas Ryan:** I am not quite sure whether the All-India Postal and Railway Mail Service Union is registered or not; but the question whether it is registered or not appears to me to have no bearing whatever on the subject matter of this question.

**Mr. M. Maswood Ahmad:** Are Government aware that all these funds have been deposited in Government securities for which the balance sheets have been duly submitted to the Registrar and is not in the possession of Mr. Swaberry and, according to the balance sheet, he has spent ten rupees from his own pocket?

**Sir Thomas Ryan:** Government have no information as to whether that is so or not.

**Mr. K. Ahmed:** Might I put one useful supplementary question? In view of the fact that the Royal Commission on Labour has already gone through these matters for nearly two years and came to the conclusion and recommended to the Government of India that the accounts of these Union members, some of whom at least are very objectionable, should be scrutinised by the Government officials so that by payment of a few hundred rupees to the auditor available in the market who certifies the gentlemen who raise the subscription and illegally spend it on misappropriation will have no following whatever so far as the prosecution goes, and my learned and Honourable friend from Karachi may get certain benefit out of it, so that neither Mr. Swaberry or any other unionist who collects subscriptions may not be very much successful with regard to their misappropriation and not correctly render the account? What has the Government to state about that recommendation of the Royal Commission on Labour? Do they propose to expedite the bringing into force of that very recommendation that the accounts should be audited, scrutinised and certified by the expert accountant of the Government instead of the public auditor available in the market?

**An Honourable Member:** Will the Honourable Member repeat the question?

**The Honourable Sir Frank Noyce:** In reply to the Honourable Member's speech, I would refer him to the volume showing the action we have taken on the recommendations of the Royal Commission on Labour, a copy of which has been placed in the Library, and a copy of which also was sent to him personally as a member of that Commission.

**Mr. K. Ahmed:** Do Government propose to expedite in the matter of authorising and taking the necessary steps to pass legislation so that the accounts of the unionist people may be audited, scrutinised and certified by the Government officers instead of the public auditor available in the market at any cost?

**The Honourable Sir Frank Noyce:** My impression is, speaking purely from recollection, that our examination shows that legislation on this point was not required.

#### FILLING UP OF VACANCIES OF INFERIOR SERVANTS ON COMMUNAL BASIS IN THE DELHI GENERAL POST OFFICE.

460. **\*Bhai Parma Nand:** Will Government be pleased to state whether the third vacancy on communal basis is allotted in the Delhi General Post Office taking the cadres of postmen and other inferior servants like packers and mail peons as one category or different categories?

**Sir Thomas Ryan:** Postmen, who are 'superior' servants, and 'inferior' servants are treated as separate cadres for the purpose of the application of the third vacancy rule.



**RETRENCHMENT IN THE RAILWAY CLEARING ACCOUNTS OFFICE, DELHI.**

461. \***Pandit Satyendra Nath Sen** (on behalf of Pandit Ram Krishna Jha): (a) Is it a fact that a certain number of men in the Railway Clearing Accounts Office were brought under retrenchment in November, 1931, and onward?

(b) If the reply to the above question be in the affirmative, will Government be pleased to state:

- (i) what is the number of such retrenched men, and
- (ii) what is the approximate length of their service?

(c) Are Government aware that men with one, and one and a half years' service were retained in the Railway Clearing Accounts Office, while those with three to four years' service were discharged?

(d) Will Government be pleased to lay on the table a list of such special cases with reasons for which the men junior in service were retained, and state whether they now propose to take any measures to redress the grievance of the retrenched men?

(e) Are Government prepared to make an enquiry as to whether higher officials of the department concerned have shown any favouritism towards those who have been retained and unfairness towards those who have put in four to five years' service and yet have been turned out?

(f) Are Government further prepared to enquire and state whether relationship with officers concerned has had anything to do in the arrangement that has been made? If so, do Government propose to take necessary steps to redress the wrong done to the clerks turned out?

**Mr. P. B. Rau:** (a) Yes.

(b) (i) 87.

(ii) Between 1 year and 36 years.

(c) and (d). Under retrenchment orders in force in the first block retrenchment the men were selected for discharge in the following order:

- (1) those who were inefficient;
- (2) those who were the least efficient;
- (8) those who had short service, and
- (4) those who were nearing the age of superannuation.

In accordance with these orders which placed short service third in order, it happened in some cases that persons with longer service were selected for discharge as inefficient or less efficient. I lay on the table a list of cases where men with less service were retained in preference to men with longer service for these reasons. A waiting list of men discharged on grounds other than inefficiency is maintained, and no outsiders will be appointed until these men are absorbed.

(e) Government do not consider that an enquiry is necessary as they have no reason to think that the retrenchments were carried out otherwise than strictly in accordance with the orders in force at the time.

(f) Government are satisfied that the allegation in this question is entirely unfounded.

*Statement of men who were retained in service out of turn including the past discharges.*

# RAILWAY CLEARING ACCOUNTS OFFICE.

(Including Rate Registers experiment.)

Serial No.	Name. Clerks.	Serial No.	Name. Clerks.
1.	Mr. D. N. Batra.	19.	Mr. Mohd. Ahmad Siddiqi.
2.	„ Mhar Chand Soraya.	20.	„ Mohan Singh;
3.	„ Amar Nath Khurena.	21.	„ Mohd. Irfan, Zoberi.
4.	„ Nawal Kishore.	22.	„ Fazli Hakim.
5.	„ Puran Chand.	23.	„ A. A. Ansari;
6.	„ Brahmanand.	24.	„ K. G. Sarelya;
7.	„ Jaswant Rai.	25.	„ Girdhari Lal.
8.	„ Ram Chand.	26.	„ Harbans Lal, Duggal.
9.	„ Dyal Dass.	27.	„ Bakhshi Ram.
10.	„ P. N. Soi.	28.	„ Achhru Ram.
11.	„ Ram Lal.	29.	„ G. S. Puri;
12.	„ A. Sitaraman.	30.	„ Harbans Singh;
13.	„ A. V. Natarajan.	31.	„ Mujtaba Ali.
14.	„ Shanti Nath Bhalia		
15.	„ V. Sriraman.		
16.	„ T. S. Raghavan.		
17.	„ P. Srinivasa Iyer.		
18.	„ V. D. Mogrey.		
		No.	Name. Punchers.
		32.	Mr. Mohd. Sharif.
		33.	„ Raghbir Chand;
		34.	„ Ravi Datt.
		35.	„ Rana Subhan.

## VOLUNTARY RETIREMENT OF CERTAIN CLERKS IN THE RAILWAY CLEARING ACCOUNTS OFFICE, DELHI.

462. \*Pandit Satyendra Nath Sen (on behalf of Pandit Ram Krishna Jha): (a) Will Government kindly state:

- (i) the number of vacancies that occurred owing to the voluntary retirement of certain clerks in the Railway Clearing Accounts Office;
- (ii) whether these vacancies were kept unfilled, and for what period; and
- (iii) whether there were definite orders from the Railway Board to that effect?

(b) If the reply to part (a) (ii) be in the negative, will Government kindly state the reason why the vacancies have been left unfilled?

Mr. P. R. Rau: (a) (i) Twelve.

(ii) For varying periods, the shortest being one week and the longest nine months.

(iii) No.

(b) The vacancies were left unfilled as a measure of economy.

**CANCELLATION OF THE NOTICES OF DISCHARGE SERVED ON CERTAIN CLERKS OF THE RAILWAY CLEARING ACCOUNTS OFFICE, DELHI.**

463. \***Pandit Satyendra Nath Sen** (on behalf of Pandit Ram Krishna Jha): (a) Is it a fact that certain clerks of the Railway Clearing Accounts Office were served with notices of discharge during January, 1933, and the notices were subsequently cancelled?

(b) If the reply to the above question be in the affirmative, will Government be pleased to state the reasons for the issue and subsequent cancellation of the notices and whether there were orders from the higher authorities to that effect?

**Mr. P. B. Rau:** (a) Yes.

(b) I understand the sanction for certain temporary appointments was due to expire at the end of January, 1933, and, pending orders on the retention of the establishment after the termination of the original period, the Director took the precaution of giving notice to the staff concerned so that he might be able to dispense with their services in time in case the sanction for extension was not accorded. It was decided, however, that the temporary establishments should be continued and consequently the notice of discharge became inoperative.

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**THE INDIAN WIRELESS TELEGRAPHY BILL.**

**PRESENTATION OF THE REPORT OF THE SELECT COMMITTEE.**

**The Honourable Sir Frank Noyce** (Member for Industries and Labour): Sir, I beg to present the Report of the Select Committee on the Bill to regulate the possession of wireless telegraphy apparatus.

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**STATEMENT OF BUSINESS.**

**The Honourable Sir Brojendra Mitter** (Leader of the House): Mr. Chairman, my statement regarding Government business for next week is again a short one. Government business is fixed for Tuesday, Thursday and Friday only. On Tuesday forenoon, certain demands for Supplementary Grants for Railways will be made. At 5 p.m. on that day, the General Budget will be presented, and the Finance Bill will then be introduced. Thursday and Friday will be devoted to the General Discussion of the Budget. I may also inform the House now that the voting of Demands on the General Budget will be taken up on the five working days of the week thereafter, from Monday the 6th, to Friday the 10th March.

## THE RAILWAY BUDGET—LIST OF DEMANDS—*contd.*

### SECOND STAGE—*contd.*

#### DEMAND No. 1—RAILWAY BOARD—*contd.*

##### *General Policy and Administration of the Railway Board.*

**Mr. Chairman** (Sir Hari Singh Gour): The House will now resume discussion of the cut motion moved by Mr. A. H. Ghuznavi:

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

**Mr. N. M. Joshi** (Nominated Non-Official): Sir, when I spoke on the last occasion, I gave a few figures to the House regarding the treatment given to first class passengers by the Government of India in the Railway Department, and in order that the memory of Honourable Members may be refreshed, I shall repeat those figures again. The Indian Railways possess at present 40,000 first class seats, 65,000 second class seats and 11,60,000 third class seats. Now, with these seats Indian Railways carry during the year 508,000 first class passengers, five million 987 thousand second class passengers and 487 million third class passengers. This gives us the result, that for every 12 first class passengers there is one seat available, for every 90 second class passengers, there is one seat is available, while for third class there is only one seat for 400 passengers. This may also mean that a first class seat was used in the whole year only 12 times out of 365 days, and second class seat was used only 90 times during the whole year, while a third class seat was used 400 times in a year. These figures have some bearing on the question of economy which we expect the Department to practise. Whether the Department should keep themselves overstocked with first class seats which are used 12 times in a year, or with second class seats which are used 90 times during the whole year, is a question to be examined from the point of view of economy, and I leave that aspect of the question to be examined by my friend, Dr. Ziauddin Ahmad. My present purpose is not to deal with the question of economy, but to show what treatment is given to the first, second and third class passengers.

Now, these figures show what proportion of overcrowding exists on Indian Railways. So far as first class is concerned, one seat is used only 12 times in a year,—there is no question of overcrowding, and we can easily understand why my friend, Mr. Ghuznavi, travels several times in the first class all by himself in the whole compartment and why I also sometimes travel in the second class all alone from Bombay to Delhi. The Railway Department is overstocked with first and second class carriages, but, in order to make a comparison and to be fair to the Railway Board, I must give the figures of the average length of travel of first, second and third class passengers. The figures are these. The average length of a first class travel is 183 miles, the average length of a second class travel is 60 miles, and the average length of a third class travel is 85 miles. We must give the first class passengers the advantage of the length of their travel, and, therefore, I equalise the figures by multiplying 12 by 5, because the length of a first class travel is five times that of a third class travel. So there is one first class seat available for 60 passengers, and this figure has been arrived at by multiplying 12 by 5. So far as second class passengers are concerned, there is one seat for 180 passengers, and for third class passengers there is one seat

for 400 passengers. These figures conclusively prove that as far as overcrowding is concerned or as far as the seats for first, second and third class passengers are concerned, the first class passengers are six times better than the third class passengers, the second class passengers are more than two times better than the third class passengers . . . .

**Dr. F. X. DeSouza** (Nominated Non-Official): What about the fare?

**Mr. N. M. Joshi:** My friend, Dr. DeSouza, interjects and asks "what about the fare?" Sir, in this matter the fare has absolutely no relation, because a first class passenger pays for one seat; he does not pay for 2, 3, 4 or 5 seats which he gets. It is true that the first class passengers have now become accustomed by paying for one seat to get the whole compartment, but that is not a right thing, that is not a just thing, because he has not paid for it. Now, my point is this, that the Government of India either have in stock six times more first class seats than they should have and two times more second class seats than they should have, or they carry with their trains unnecessarily six times more first class seats and twice the number of second class seats than are actually required in comparison with third class seats. This point has a bearing on the comforts of third class passengers. We know that there is overcrowding in third class trains. That overcrowding, in my judgment is due to this cause that every train carries unnecessarily first and second class carriages, while third class carriages are fewer and, therefore, there is overcrowding in the third class.

Now, the Government of India are suffering from deficits for the last two years. If these deficits are to be reduced, here is an opportunity for the Government of India to reduce expenditure so far as the first and second class passengers are concerned, that is, the provision of seats for them. Now, if they want the revenues to go up and deficits to be reduced, the only course open to them is to encourage third class traffic, and how can that be done—by providing more carriages, more trains. Instead of doing this, the Government of India waste public money which really belongs to the third class passenger. In order to encourage the first and second class passengers, they give concession rates during certain holidays, they give concession rates for week ends and they run special trains.

Now, Mr. Chairman, you do not belong to my province of Bombay. The Great Indian Peninsula Railway has started a sort of show train called the Deccan Queen between Bombay and Poona. I have travelled by that train several times and I found that more than half the first and second class seats were empty except on race days. Why is this done? It is to encourage first and second class traffic. But that traffic is not likely to be encouraged very much. If you give encouragement to the third class traffic, you will double your traffic. That is the way of getting more revenue out of the passenger traffic. The only thing is to encourage third class traffic instead of encouraging first class traffic.

Sir, I dealt with this question only from the point of view of overcrowding and provision of seats. My friend, the Railway Member, will say: "After all Railways are run on commercial lines," but, Mr. Chairman, I said the other day that I am examining this question from the point of view whether Indian Railways are run on commercial or business lines, and I shall, therefore, give you a few figures regarding the finance of this question. During the year for which I am giving the figures, the

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Government of India got from their first class 8 million 800 thousand rupees, that is, 88 lakhs of rupees, and from the second class they got 15 million 300 thousand rupees, that is, one crore and 53 lakhs of rupees, and from the third class passengers they got 27 crores of rupees. If we use these figures with the figures of the seats, what financial results do we get? From every first class seat the Government of India earn a revenue of Rs. 208, from every second class seat the Government of India earn a revenue of Rs. 236, and from every third class seat the Government earn a revenue of Rs. 241. Now, my friend, Dr. DeSouza said, the first class passengers pay more, but look at the financial and commercial results of what the Government of India get from a first class seat. The Government of India got during the year from a first class seat Rs. 208, from a second class seat Rs. 236, while a third class seat pays Rs. 241. Now, the House can judge which class pays more. It is the third class passenger who pays more. I quite realise that individual first class passengers pay more than individual third class passengers, but my charge against Government is that the Government of India show favour to one class, namely, the higher class. You may call it the middle class or you may call it the first class, the class to which we all belong at the cost of the working classes. I am not now comparing what the individuals pay. I am now proving what one class pays and what one class gets. My friend, Sir Muhammad Yakub, and others are interested in the distribution of jobs between different communities. They will find this interesting. They say what does the whole Muslim community get. I am, therefore, talking of what you give to the whole community of third class passengers and what do you give to the whole community of first and second class passengers and what do you take from them. You take from first class Rs. 208 per seat, Rs. 236 from a second class seat, and Rs. 241 from a third class seat.

**An Honourable Member:** What are the figures for the intermediate class?

**Mr. N. M. Joshi:** I have not taken those figures, but they will not go against the third class passengers. Now the question is this, if the Government of India make more money from a third class seat, why should they not encourage that traffic? That is my point. I shall give one more figure which I have quoted in my speech in the general discussion. Let us see the results from a commercial or business point of view. These figures are not given in the report, but I have obtained some figures through the courtesy of the Financial Commissioner. What is the cost of the first class seat in a bogey which consists of 12 first class seats? It costs 50,000 rupees. That is about Rs. 4,000 per seat.

**Mr. P. R. Rau** (Financial Commissioner, Railways): May I point out that the first class bogey, as I informed Mr. Joshi, consists of 12 first class seats and 18 second class seats.

**Mr. N. M. Joshi:** Well, Sir, there may be a slight variation, I quite agree. But it will not make much difference. I am quite willing to admit that the figures will be difficult to manipulate on account of these two things. I am prepared to say this that for 12 first class seats and 18 second class seats, that is for 30 seats, Government pay Rs. 50,000. So they pay Rs. 4,000 for one first class seat and one and a half second

class seats. Now, what do they pay for a third class seat? They pay Rs. 30,000 for 114 third class seats, with the result that they spend Rs. 260 for a third class seat. Now, what do they get from that sum? In one year a seat which costs you Rs. 260 brings you Rs. 241. And what does a first class seat and  $1\frac{1}{2}$  second class seats, which cost you Rs. 4,000, bring to you? They together give you Rs. 444. It is quite clear that on an investment of Rs. 4,000 you get Rs. 444 while on an investment of Rs. 260 you get Rs. 240. (*A Voice*: "A very fine investment!") So it is quite clear that the third class traffic pays to Government at least eight times or nine times more. Now, why should Government then hesitate to spend more money on the third class passenger than on the first and second class passenger? That is the chief point: if you are running your railways on commercial and business lines,—which traffic pays you the most? Now, as to the Rs. 500 which you get on your investment of Rs. 4,000 in the first class carriage, you will say that you make a profit of 12 per cent. That is not true. Out of that sum, they have to pay the staff, the interest on the capital invested in Indian Railways and the working expenses, and, if you make allowance for these factors, you will find that the Government of India have very little left really for the interest charges on Rs. 4,000. The fact is that the money invested in the first class carriages does not pay at all. The other day, when I was speaking, my Honourable friend, Mr. S. C. Mitra, tried to teach me a maxim of railway management. He said, there was a maxim that you were to consider what the traffic would bear, and you must fix your charges on the basis of that rule. Now, this principle may be true when you are considering what profits you should make on your investment. But does the maxim prove to be useful when your traffic does not pay at all? The question is, whether any particular traffic should be continued at all if it does not pay. If the first class traffic does not pay, the maxim that you should put on what the traffic will bear does not hold good at all, because the Indian Railways are not a philanthropic concern—a remark that I have heard several times, not from my friends on that side, but from the Government Benches. But let us see what is the meaning of philanthropy? Is it not philanthropy to give the first class passengers more seats and less overcrowding at the cost of the third class passengers? That, however, is not true philanthropy. Philanthropy means that poor people are to be paid at the cost of the rich and not that rich people should be paid at the cost of the poor. (*Voices*: "Quite right.") This operation is not known as philanthropy; it is known in ordinary language by the word "exploitation".

Sir, what I wish to say is that the Government of India should manage their Railways, if not on moral lines, as I urged the other day, at least on true business and commercial lines, and, if they do so, the only thing they should do is to encourage more third class traffic. Some of my friends think that though it is a good thing to speak in favour of third class passengers, we should also say that more should be given to first and second class passengers. Sir, I am not one of these. I feel there is a limit to the amount which the Government of India can spend for passengers. Now, if you ask for more for the first and second class passengers and also include third class passengers among them, you are not likely to do any good to the third class passengers. I, therefore, say, Sir, that the Government of India, inasmuch as their first class traffic does not pay at all, should stop that traffic altogether. In India there is no room for a class like the first class. There are very

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few who will be able to pay for first class. Therefore, the best course is to stop that class, with the result that the money spent on the first class passengers will be saved for the benefit of the third class passengers. I shall devote more detailed consideration to this subject when my motion for the relevant cut comes. For the present I shall deal with another important question, namely, the treatment given by the Railway Department of the Government of India to the railway employees.

I want to draw attention to what the Government of India does for their superior officers and what they do for their subordinate staff, especially what they call the inferior servants, or as some of them are called the daily-rated men. Now, while dealing with this subject, I shall deal with the conditions of pay, the security of service, the leave rules, the Provident Fund Rules, the rules relating to discharges, dismissals and appeals. But, before I go into these details, I should like to make one or two remarks on the question that the Government of India do not exert sufficient pressure on the Company-managed Railways as regards the conditions of service of their employees. I have read in their reports several times that while the Government of India ask the State-managed Railways to do a particular thing, they send in their suggestions for the information merely of the Company Railways and expect them to do what best they can. Sir, I do not agree with this attitude of the Government. After all, although the Company Railways are managed by Companies, most of the capital invested in these Company Railways is Government capital and, therefore, we are entitled to ask these Company-managed Railways to accept the same standards of salaries and other conditions of service in the case of their employees. It would be wrong of the Government of India to leave the Company-managed Railways quite free in this matter. Now, this point moreover is important from the point of view of the standardization of the conditions of service of railway workers. After all, those who conduct industrial concerns know the advantage of standardizing conditions; you keep your people more contented and from that point of view alone the Government of India should insist on the Company-managed Railways following the same rules that are followed on the State-managed Railways. This, Sir, is specially true in a matter where the Government of India have undertaken a statutory responsibility. You take, for example, the Act which the Government of India have passed regulating the hours of work on Indian Railways for certain classes of employees. You cannot certainly say that we shall apply that law first to the State-managed Railways and, then, if possible, to the Company-managed Railways. Sir, in this matter at least Government should not have made any distinction between the State-managed and the Company-managed Railways. If you are passing a law which is good for the State-managed Railways, it is equally necessary for the Company-managed Railways, and the Government of India should have applied that law also to the Company-managed Railways.

Then, Sir, the Government of India, in the Department of Industries and Labour, have published a report on the action taken by the Government of India and the Local Governments on the recommendations of the Royal Commission on Indian Labour. Sir, I have gone through those recommendations so far as the Railways are concerned and what do I find? As regards more than half of the recommendations, although it is now more



than a year and eight months since the report was published; the Government of India state that the recommendations are under consideration. Now, Sir, how long is this consideration to last? Is not a period of one year and eight months sufficient to give their best consideration to some even of the smallest recommendations of the Royal Commission on Labour? Where the Government of India do not state that the matter is under consideration, what do they say? As regards certain recommendations they say that the principle is accepted, but action is deferred. The acceptance of the principle does not make any difference in the conditions of service of the Railway employees. What is the use of saying that the principle has been accepted while action is deferred? Sir, I feel that the Government of India in the matter of giving effect to the recommendations of the Royal Commission have been very slack.

I shall now deal with a few particulars as regards the treatment given to the Indian Railway employees by the Government of India. Sir, I shall first deal with the salaries and show how the Government of India treat their superior services differently from the subordinate and inferior services. Sir, you remember that last year a Railway Retrenchment Committee was appointed. That Railway Retrenchment Committee, on which some of my colleagues sat, recommended that, while making cuts in the salaries of the Railway employees, the Government of India should make larger cuts in the salaries of those people who get larger salaries and smaller cuts for those who get smaller salaries. What have the Government of India done? They have applied a cut of almost the same size to all.

**Mr. P. R. Rau:** That is not correct, Sir. The cuts in the case of Railways and, I believe, also in the Posts and Telegraphs Department, were ten per cent. for those drawing over Rs. 1,000 a year, one anna in the rupee in the case of persons drawing between Rs. 80 and Rs. 83 a month, and half an anna in the case of persons drawing Rs. 30 a month and below.

**Dr. Ziauddin Ahmad** (United Provinces Southern Divisions: Muhammadan Rural): Were these cuts made according to the recommendations of the Retrenchment Committee or were they something quite different?

**Mr. P. R. Rau:** The recommendations of the Retrenchment Committee were different.

**Mr. N. M. Joshi:** My point is this that the Railway Retrenchment Committee recommended that you should cut the salaries of the superior staff by 15 to 20 per cent., but you did not do it. My complaint is that the Government of India did not treat their employees fairly in this matter.

Now, Sir, there is one more point. In the case of your officers, when they are sick, they are free from the cut, but a daily rated man may fall sick, but he is not free from the cut. I do not wish to deal with this question of salaries more than that, but I shall deal with the question of security of service. So far as the Superior Services are concerned, we know that their service is secured by the Secretary of State; nobody can touch them. Even if the Honourable Member in charge of the Railway Department wants to touch a man belonging to the Superior Service, he cannot do it. The Secretary of State has made his job quite secure. But, what is the position of the subordinate staff? The life of the subordinate staff has really been made very miserable, specially during the last few years, on account of this nightmare of retrenchment. The Government of India have been retrenching and retrenching, and the need for retrenching still

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continues. I do not know when these poor people are going to be free from this danger. The Government of India, as I said in my speech during the general discussion, should follow a bolder and forward policy with the result that they will be able to give employment to a large number of people instead of being under the necessity of retrenching people. Even in the matter of retrenchment, the Government of India have not exercised sufficient control over their Agents. The Railway Court of Inquiry appointed last year stated in their report that the instructions given by the Railway Board to their Agents in effecting discharges for inefficiency were not attended to by the Railway Agents; and what were the Government of India doing if the Agents did not give sufficient attention to their instructions? Then, Sir, the railwaymen realise that these are days of depression and, on account of the wrong policy on which our Railways are run, the Government cannot find money to pay full wages for all people? Therefore, the Railwaymen's Federation, which is really more reasonable than I should like it to be, recommended that instead of retrenching men, the Government of India should put all men on short time. The Government of India do not accept that policy,—I do not know why. The Government of India do not provide for unemployment insurance for their Railway employees, and, if they do not do it, what are these poor people to do? Therefore, instead of retrenching people, if your employees are willing that they will distribute the loss among all, and all will suffer some loss in order to prevent a few of them from losing their jobs, the Government of India should certainly accept their suggestion. Unfortunately the Government of India do not do that.

Now, Sir, without going further into this question of retrenchment, I wish to make one or two remarks as to the recommendations the Royal Commission made in order that the Railwaymen should feel secure in their jobs. The Royal Commission recommended that whenever a man was to be discharged for indiscipline, he should receive a charge sheet returnable within seven days. Then he should be given a further opportunity by the superior officer by personal interview. The Royal Commission also recommended that when the men would be interviewed personally, they should be given the assistance of their Union representative.

Then, the Royal Commission recommended certain appeals in the matter of discharge and dismissals. They state that there should be an appeal to superior officers first—the Divisional Superintendent or whoever the head of the Department may be. They also recommended that there should be a second appeal to the Railway Agents, and, in cases where the loss of Provident Fund and gratuity is involved, there should be an appeal to the Railway Board and, finally, they recommended that no appeal should be withheld. Sir, my complaint is that on Railways more appeals are withheld than are withheld elsewhere, and I ask the Government to consider this question seriously, because employment to railway employees, as to all other employees, means livelihood, and, therefore, this matter should not be treated very lightly as the Government of India do. Here, the Royal Commission, as I pointed out before, have made certain recommendations. Have the Government of India carried out those recommendations without much delay? Instead of that, the Government of India said that the recommendations would be considered and that they were under consideration.

Now, Sir, I shall say only a word about the leave rules. In the matter of leave rules also, the Government of India have one kind of treatment for their superior staff and another kind of treatment for their subordinate staff, and, in the matter of leave, they have made a third class arrangement, as they have got a third class among railway passengers. Sir, the third class passengers are not to be given any comfort. So also, among the railway employees, these third class of employees, who include daily-rated and inferior service men, are not to be given adequate leave. They are the men who require more leave with pay. Instead of being given more leave with pay, more leave with pay is given to the superior officers who get fat salaries. The inferior servants cannot save money. When they become sick, what are they to do? But, instead of giving sufficient leave with pay to your inferior servants, to your daily-rated men, you give more to those people who get already fat salaries. There should be absolutely no justification for this kind of differential treatment to your inferior staff. The daily-rated staff, Sir, does not get any leave before they have been in service for three weeks. Then, they are not allowed to accumulate their leave at all. I do not know why this differentiation should be made in their case.

Then, Sir, as regards racial discrimination, I have great sympathy for the class of people whom Sir Henry Gidney represents in this Assembly. I am not one of those people who say that "turn out the Anglo-Indians from the Indian Railways". But, Sir, the Royal Commission on Indian Labour made the recommendations that the Government of India should lay down a definite programme announcing when racial discrimination will cease. That will give some kind of satisfaction to the people who suffer from this racial discrimination. It is not said by any one even amongst the Hindu employees or among the Mussalman employees that the Anglo-Indian should be made to leave the railway service. But what the people are demanding is that they should know how long this discrimination is to last. Now, it is no use for the Government of India to say that there is no racial discrimination. They themselves have admitted that there is racial discrimination and they admit that they do it, in order to prevent sudden disturbance in the life of the Anglo-Indian community. I admit that it is necessary that there should be no sudden disturbance in the life of the Anglo-Indian community, but we must know today how the Government of India are going to get rid of that distinction, that is to say, whether the Government of India will get rid of this discrimination within five years or ten years definitely, as the Royal Commission has recommended.

Then, Sir, our Indian Railways give assistance to the employees in the matter of education of their children. It is one of the very good things they do. The inferior servants, who come from uneducated classes, deserve more assistance in this matter than any other class of servants. Assistance for education is more necessary for that class of employees who do not appreciate the full benefit of education. Therefore, we should give more assistance to them. But, instead of that, the Government of India follow the reverse policy. They give money to those people who already appreciate the benefits of education and refuse to give to those who are inferior servants. Then, Sir, I am told that there is a proposal that educational assistance should be given to those people who are drawing a salary of more than Rs. 450. I have not got any definite information on that.

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point. The Financial Commissioner for Railways may enlighten me. Is it wise and fair that you should provide educational assistance for those who get Rs. 450 and refuse to those inferior servants who may be getting either Rs. 15 or Rs. 20. This is the kind of policy which the Government of India have in the matter of educational assistance for their employees.

The Royal Commission on Indian Labour recommended that the daily-rated men in continuous service for one year should be always treated as monthly-rated people and that they should have all the privileges of the monthly-rated people. The Government of India are still considering this matter. I do not know what consideration is necessary for bringing this reform into existence.

Then, Sir, as regards the Provident Fund, there is the same difficulty. The benefit of the Provident Fund is given for people who are getting better pay, but for people who are getting the lowest wages, the Provident Fund is not open. If an employer has got a little kindness or a little mercy in his heart, he will first try to provide for the old age of the people who get the smallest wages, but instead of that, the Government of India refuse to give the benefit of the Provident Fund to the people who get the lowest salaries, while the Provident Fund is being provided for those who get higher salaries. What is the reason for this differentiation? The Royal Commission on Labour made a recommendation that the Provident Fund should be made open to railway employees without any consideration of salaries that they get. The Commission have also made another recommendation, i.e., that, in the case of people who do not get large salaries, the Provident Fund should be voluntary.

I do not wish to go into further details, but there is one more point on which I wish to speak, and that is the recommendation of the Royal Commission as regards the settlement of disputes on Indian Railways. The Royal Commission on Indian Labour recommended that the Government of India should bring into existence a machinery for joint discussion between the representatives of railwaymen and representatives of Railway Administrations, so that the disputes between the two parties could be settled amicably. The Government of India do not take these recommendations seriously or perhaps they are still under consideration. While strikes are taking place on the Indian Railways, the Government of India are only considering and, thereby, causing losses to the Indian Railways. I think, Sir, this neglect on the part of the Government of India is unfortunate. On account of want of such a machinery, there has recently been a strike on the M. & S. M. Railway. I shall not deal in very much detail with this strike, but I want to point out that this strike had been mainly due to the fact that the Government of India not only had no machinery for joint consultation, but also the Government of India refused to make use of the machinery which is provided by the Indian Trade Disputes Act.

It will not take long to tell you why this M. and S. M. Railway strike took place. The Agent of that Railway introduced short time, more than what the workers thought was justified by the necessities of the case, with the result that they protested and they wanted this question to be discussed with the Agent. The Agent practically refused to discuss this question with the Trade Union, with the result that the Railwaymen's

Federation appeared to the Government of India and asked the Government of India to do what? They did not ask the Government of India to overrule the Railway Agent, but they asked the Government of India to take advantage of the Trade Disputes Act and appoint some machinery by which there will be some kind of conciliation board or inquiry made. But the Government of India refused to appoint either a board of conciliation or a court of inquiry, with the result that there was a strike. This strike lasted for some time. The Government of India were quite callous and would not intervene at all. But some citizens of Madras, with a large amount of goodwill and sympathy in their hearts, formed themselves into a Committee to settle the dispute. They went into the causes of the dispute and tried to settle that dispute. We are very grateful to these citizens of Madras for appointing themselves into a Committee; but that does not absolve the Government of India from their neglect in this matter. It is a good thing that the citizens of Madras formed themselves into a Committee: we are very grateful to them; but as in other work, so in the matter of settling these railway disputes, you want people who know their business. Mere goodwill is not enough. This is a job which requires an expert. You take a country like England where the Government have got several officers who are trained in this kind of work. This is not a work which can be done well by any one who has got mere goodwill. We are very grateful to the Committee in Madras whose Chairman was my Honourable friend, Mr. James, for the effort they made; but that effort failed and it failed because the effort was made by people whose business really was not to settle a railway dispute: they did not know how to settle a trade dispute. What happened? These gentlemen arranged some kind of terms between the Agent and the railway employees. But the railway employees and the Agent never met and the terms were settled by these gentlemen with a great amount of goodwill, but without the two parties meeting. The terms of the settlement were published. The men accepted the terms of the settlement, and what happened afterwards? Some misunderstanding arose, because the Railway Agent said that although the terms which were published and written on a paper did not contain certain stipulations about men who were working at Arkonam and Hubli, still it was understood between the Railway Agent and my friend, Mr. James, and his Committee, that certain terms which were not put in the written agreement were to be observed. Now, if that Committee had consisted of people who had got experience of this kind of work, they would not have left a written agreement of this kind so incomplete on a matter which was of great importance. If a certain class of railway employees were to be excluded from the benefit of this settlement, it should have been noted in the terms of the settlement, but that was not mentioned in the written terms of the settlement, and that was said to be an understanding between the Chairman of this Committee and the Railway Agent. How are the poor workmen to understand all these? It is not my purpose today to blame anybody. Instead of blaming the Citizens' Committee in Madras, I have got praise for them, that where Government neglected their duty they tried to do some thing for the settlement of the dispute which was going on in that part of the country. They deserve all the praise for the work they did: it is not their fault that the misunderstanding arose; but it is the fault of the Government that they should have left that work to a Citizens' Committee instead of leaving that work to a court of inquiry or a board of conciliation. I hope the Government of India will now take steps to see that a proper settlement is arrived at in this matter. Let the employees of the M. and S. M. Railway feel that after all when a written

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agreement was arrived at between the two parties, that written agreement must be respected by all people as a gentleman's agreement. My Honourable friend, who is in charge of the Department, may not know but I remember how on a certain occasion where there was some difference as regards the interpretation of a term of settlement between Sir George Rainy, who was then the Railway Member, and myself and my other friends, how Sir George Rainy spent nine lakhs of rupees from the revenues of the Government of India in order to keep his word as a gentleman. I ask my friend, the Honourable Member in charge of Railways, whether an agreement, which is written, is not to be kept by the Agent of one of the Railways which is under the Government of India. There may be some misunderstanding, but there is a written agreement. Are the Government of India going to enforce that agreement or are they going to support an Agent who goes behind that written agreement, whatever may be the misunderstanding regarding the oral understanding? I do not wish to say anything more on this subject. I know that the Government of India, as they are at present constituted, are showing favour to one class of people against another in the matter of passenger traffic; they show favour to one class in the matter of treatment of employees.

When I spoke on this subject in the general debate, I made one remark that if this favouritism, or as I said, this corruption was to be abolished and if the loss to the Indian Railways was to be stopped, losses which were caused by this wrong policy, then the Indian Railways must be made responsible to the Legislature as representing the people in this country. In this matter I am quite aware that our constitution is going to be changed very soon; but we do not know when the constitution will be changed. I want the Government of India to realise their responsibility to the Legislature from today and I want to know how the Government of India are going to accept their responsibility to the Legislature from today. If they are responsible to the Legislature, it is the Legislature which will be responsible for the losses which are caused to the country. If the Government of India are not responsible to the Legislature and to the people, they are responsible for the losses which they cause. I spoke, the other day, of how it was all very well for the Government of India to raise debits against the clerks who caused them small losses, but who will raise debits against Members of the Railway Board and the Railway Member of the Government of India for causing this loss of nine crores of rupees? Their salaries are not enough for meeting these losses. Therefore, the best course of the Government of India is to throw the responsibility on the shoulders of the Members of the Legislature and to be free from their responsibility for the loss . . . . .

**Diwan Bahadur A. Ramaswami Mudaliar** (Madras City: Non-Muhamadan Urban): Will they make good nine crores? ,

**Mr. N. M. Joshi:** If the Legislature is responsible, the country is responsible, and the Government of India and the Railway Board will not be responsible for the losses; but if the Government of India are not responsible, it is not the Legislature which is responsible for the losses; it is the Members of the Government of India and the Members of the Railway Board who are responsible and, therefore, they must make good the losses. Sir, I do not ask them to make good the losses, because I know they

cannot, even if they want to. Therefore, I suggest to them that they should transfer their responsibility and place it on the Legislature itself. Now, what are the Government of India doing in this matter? The Indian Legislature has got some responsibility and it exercises it either through Budget discussions or through stray Resolutions that are moved in this House. That is not enough. We know what happens during the discussion . . . . .

**Mr. Chairman** (Sir Hari Singh Gour): Order, order. I am very sorry to interrupt the Honourable Member, but he is straying from the subject.

**Mr. N. M. Joshi:** Sir, I assure you that I shall not take very long, this is almost my last point. My point is that the Government of India should be responsible to the Legislature, and I was only pointing out how under the present constitution itself they can be responsible. Their responsibility to the Legislature is implemented firstly by Budget discussions, and, secondly, through the Standing Finance Committee. I was surprised when I saw the Reports of the Standing Finance Committee that the reports on the Railway Budget consisted of one single page in one volume and another page in another volume. I do not know what the Standing Finance Committee on Railway Finance did, and I think that it will be much better from the point of view of the House if the Standing Finance Committee on Railways present a Report giving full information to the Members to whom they are responsible . . . . .

**Mr. B. Das** (Orissa Division: Non-Muhammadan): That Report of the Standing Finance Committee will not be written out by the Committee members, but by Mr. Rau.

**Mr. N. M. Joshi:** There is one more point. When the railway finance was separated from the general finance, the Government of India decided to have a Central Advisory Committee and Local Advisory Committees. I want to know from the Government of India what use they have made of the Central Advisory Committee. This Committee, I am told, met only once . . . . .

**An Honourable Member:** Not even once.

**Mr. N. M. Joshi:** And what subjects did they discuss? I want to know what subjects of importance or of policy were discussed by the Central Advisory Committee. There are important questions of coal purchase in which my friend, Mr. Ghuznavi, is interested. Was that question discussed by the Central Advisory Committee? It is a very important question, because lakhs of rupees are spent for the purchase of coal. There are also many other important questions, for example, whether the Indian Railways should follow a forward or bolder policy of construction or not, whether the rates and fares should be reduced or not, and I want to know whether such important questions of policy were discussed or not. If such questions were not discussed or are not to be discussed, I want to know why the Government of India appointed this Central Advisory Committee? Was this Committee appointed to discuss small questions as to how many Muslims, how many Parsis, how many Anglo-Indians or how many Indians are appointed . . . . .

**Mr. M. Maswood Ahmad** (Patna and Chota Nagpur *cum* Orissa : Muhammadan) : They are not small points.

**Mr. N. M. Joshi** : I do not say that they are small matters to my Muslim, Hindu, Anglo-Indian and Parsi friends, but my Honourable friends will agree that there are questions of far greater importance like rates and fares, stores purchase and the like, than questions relating to a few posts here and there. But do the Government of India discuss these broad questions of policy with the Central Advisory Committee? They do not. If the Government of India want to implement their responsibility to the Legislature, as far as the Railways are concerned, then they should treat the Central Advisory Committee more seriously than they are doing at present. Let them call a special session of the Central Advisory Committee, meet for a fortnight or even a month, place all important matters of policy before them, and then the Legislature, to whom the Central Advisory Committee will be responsible, will also be responsible to the extent they can for the railway policy.

Sir, before I sit down, I would like to say one more thing. A word of apology is needed on my part for having taken so much of your time, and also for having taken so much of the time of this House, but I had to do it, because I am a Member who is not attached to any Party. Unfortunately, as I said in the beginning of my speech, Members in this House, who are organized, do not come to a proper arrangement among themselves as to the discussion of the demands for grants, with the result that the position of Members like myself becomes very difficult. The sooner a proper arrangement is settled, the better will it be for us all. But there is one word more about the form of the cut which is given . . . . .

**Sir Cowasji Jehangir** (Bombay City : Non-Muhammadan Urban) : May I ask Mr. Joshi whether he has not had his opportunity of having his full say? I would ask Mr. Joshi whether he has not had ample opportunity of expressing his views.

**Mr. N. M. Joshi** : I had ample opportunity, but my difficulty is, I may not have the same opportunity of hearing the reply on all my points from the Honourable Member in charge of the Railways, which is more important from my point of view.

**Sir Cowasji Jehangir** : Is that anybody's fault in the House?

**Mr. S. C. Mitra** (Chittagong and Rajshahi Divisions : Non-Muhammadan Rural) : Why does not Mr. Joshi join one of the organised Parties?

**Mr. N. M. Joshi** : I am entitled to express my views that the House as a whole should make better arrangements for the discussion of demands for grants . . . . .

**Sir Cowasji Jehangir** : My friend, Mr. Joshi, has had ample opportunity to express his views, and he has no reason to suggest that any Member has troubled him : no Member has deprived him of even a minute. He has had an hour and a half, and he should have no reason to complain . . . . .

**Mr. N. M. Joshi** : I have given my apology for it.



**Mr. K. C. Neogy** (Dacca Division: Non-Muhammadan Rural): Sir, in an atmosphere, surcharged with coal dust, it was rather difficult for some of us on Tuesday last to discern the issues quite clearly. Some of us thought that here was a token cut under the guise of a motion for the total abolition of the Railway Board, and while some of my energetic friends were urging the annihilation of the Railway Board, there were other gallant friends of mine who came to its rescue with the enthusiasm of that Knight errant who used to tilt against wind mills. While all this wrangling was going on on this side, I was wondering as to what thoughts were passing through the mind of the Honourable Member in charge, because he, of all men, is aware that the Railway Board, composed as it is of very estimable people, is already under a sentence of death. Only the sentence has yet to be formally pronounced, perhaps in the course of the next two or three weeks.

The Honourable Member, as a Member of the Government, knows the history of the proposal of the statutory railway authority, and it was only a few days back that the Secretary of State assured the House of Commons that the question of the statutory railway authority was going to be dealt with in the White Paper. Now, Sir, I have no desire, on the present occasion, to enter into the merits of that question. If the Honourable Member will take the trouble of looking up the proceedings of this House on the last two occasions, when this question came up in connection with the previous two Budgets, he will find various expressions of opinion on the point. Sir, the statutory railway authority will not merely bring about a fundamental change in the constitution of the Railway Board. It will also lead, as far as one can see, to a fundamental change in the relations between the Railway Department and this House. I have been a Member of the Central Legislature for quite a number of years, and, looking back, I find that the grievances which are brought forward year after year are more or less of the same type. The replies which are given from the Government Benches to our grievances are also more or less of the same type. The grievances are met sometimes by sympathetic replies, but no practical results ever ensue. This has been the position of affairs under a constitution when theoretically at least this Railway Department is supposed to be responsive, if not actually responsible, to this House, and I do not know what the position would be when a regular barrage would be erected between the House and the Railway Department under the proposed statutory railway authority.

Now, Sir, looking through the motions that have been given notice of by the Honourable Members of this House and comparing them with the motions of which notice was given in previous years, one discerns a great family likeness in all of them. What does that tend to show? If anything it goes to prove that there is no contact between the public at large and the Railway Department, between this so-called commercial department and its customers. That is the root evil of the whole thing and unless and until that evil is remedied, Honourable Members opposite are bound to be subjected to a pillory of this kind for four days every year, so long of course as the Statutory Railway authority does not come to their rescue.

Now, Sir, as the Honourable Member is aware, the Acworth Committee were appointed about 12 years back and the very valuable report of that admittedly expert Committee has been available to the Government for consideration all these years, and what do we find? Their

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recommendations in so far as they led to the creation of new jobs, or to proposals of experimentation of various kinds involving heavy expenditure on the part of the Indian tax-payer, there was the greatest hurry on the part of the Government to give effect to them but what about those recommendations with regard to matters in which the public at large were concerned? What about the recommendations regarding the bringing the Railways more in touch with public opinion? The Honourable Member will pardon me if I were to draw his attention to certain paragraphs of the Acworth Committee bearing on this point. He will find a lot of interesting material in paras. 139 to 142 of the report, and he will find that the Acworth Committee held that it is not enough that the Legislature should be given powers of effective control in railway policy. They said, furthermore, that the railways must be brought into closer touch with the public at large, with the customers of this huge commercial department. They made certain specific recommendations to some of which a casual reference has been made by my friend, Mr. Joshi. First of all, they pointed out that there should be a Central Advisory Council set up at the Centre for the purpose of advising the Railway Department in all the various important matters that came up from time to time for consideration. If the Honourable Member were to devote a little attention to what the Committee stated in para. 139 and subsequent paragraphs, he will find that, in constituting the Central Advisory Council the Government have not followed the recommendations made by the Acworth Committee, either in the constitution itself of that body or in the functions that were contemplated to be discharged by that Council. He will find that the Committee stated that the Member for Communications "would, of course, be Chairman of the Council and his duties in that capacity would be amongst the most important of the functions he will have to discharge". We have already heard from my Honourable friend, Mr. Joshi, that this worthy body met only once, I do not know for how many hours, and he has been corrected by a member of that body itself, my friend, Pandit S. N. Sen, that that body did not meet even once during one whole year. I can say from personal experience that the average sitting of the Central Advisory Council was about three hours in the whole year, and yet what was this Council expected to do? The Acworth Committee said that it should meet at Delhi at the beginning and towards the end of the cold weather. That is in para. 140. That is to say, they contemplated two regular sessions of this Advisory Council. I need not go into the details of the constitution which was proposed by the Acworth Committee for this body, but the Honourable Member will find how fundamentally it is different from the constitution that has been assigned to this body by one of his predecessors in office. I do not want my Honourable friend to give an answer straightaway on this point, because I am sure that if he were to do that he would merely have to repeat what the railway bureaucrats would want him to say. I have enough confidence in my Honourable friend to leave it to him to judge as to whether the action taken by the Government has been in substantial compliance with what was contemplated by this Committee, and whether the purposes that were contemplated of this Committee are being served by the Central Advisory Council as at present constituted. It is not, therefore, surprising that this House has for all practical purposes been turned into a Central Advisory Council. I think the Railway Department is not doing justice to itself or to this House by preventing the Central Advisory Council from discharging its proper functions and

thereby compelling Members on this side of the House to bring up questions of comparatively small importance to occupy the attention of this House.

Now, a word about the Local Advisory Councils. Here, again, the Honourable Member in charge will find that the recommendations of the Acworth Committee were substantially different from the constitution and the scope of functions at present discharged by the Local Advisory Councils. The Honourable Member, if he looks up his files, will find that it was not without great difficulty that it was possible for the Government to get some of the companies to agree to the creation of these Local Advisory Councils. If the Honourable Member were to go into the constitution of these various Local Advisory Councils, he will find that the constitution differs from one railway to another, and that it materially differs from the principles which were laid down by the Acworth Committee in this behalf. Here I have a letter from a well known member representing a commercial body on one of the Local Advisory Councils, and he has particularly requested me to read out what he himself thinks of the functions that were allowed to the members of that Council to be performed by the Agent. He says:

"I find as a member of the East Indian Railway Advisory Committee, that we are treated more as enemies than as friends by the railway bosses. Co-operation with them, therefore, becomes almost impossible. Would you kindly see that the Railway Board gives direction for better use of these Advisory Committees. The Agent of the East Indian Railway seems to think that we are there as most unwelcome but unavoidable intruders. This state of affairs must be cured."

This want of contact between Indian public opinion and the Railway Department is also very largely due to the fact that the management of the Indian Railways is in the hands of non-Indians. Indianisation has started at the top. You find today the Honourable Member in charge of the Department to be an Indian. We find our Honourable friend, Mr. Rau, in charge of the financial affairs of the Railways. Indianization has again started at the bottom, but so far as the principal appointments are concerned—Agents, Deputy Agents and other executive officers who really control the policy of the Railway Administration—they are yet non-Indian and, so long as this state of affairs continues, there shall inevitably be this complaint that the Railway Administration is not in touch with Indian public opinion.

Now, coming to another institution which the Acworth Committee recommended for the purpose of meeting the grievances of the commercial community—grievances which were voiced by so many commercial witnesses before that Committee with very great effect,—I refer to the proposal for the setting up of a Railway Rates Tribunal, what was done? Here again the Honourable Member will find when he goes through the papers that the body that was ultimately set up was a mere travesty of what was recommended. The Committee said that there should be "a cheap and expeditious Tribunal" to try cases in which charges of undue preference and other charges of a similar character were made. Now what was set up was neither cheap nor expeditious nor was it a Tribunal at all: it was a mere advisory committee and I speak from experience having been connected with at least one case which came up before that body and I say that the procedure laid down for the Committee was a positive discouragement to commercial people coming forward with their grievances. It is all very well now to point to the very small number of cases pending before this Committee and say that there is no justification for the continuance of this body but I submit it is not fair to pass a

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judgment on the utility of this body, because you never assigned to that institution those functions that were contemplated by the Acworth Committee. Sir, if the House will pardon me, I will just briefly refer to the procedure that is at the present moment followed. If any party has any grievance in the matter of rates, he has to make an application accompanied by some fees to the Railway Board. The latter, in the first instance, goes through the matter with the Railway Administration concerned. That inevitably takes some time. Then, after correspondence has passed between the Railway Board and the Railway Administration concerned, over the complaint, after probably several months have elapsed the party concerned is informed that he can go up to the Railway Rates Advisory Committee. The matter is then referred to that Committee for advice. Then there is some inevitable delay sometimes in getting the case ready for hearing. Then, when the matter is gone through by the Committee, a report is confidentially made to the Railway Board. That takes several months. In the case with which I was connected, the time taken by the Railway to come to a conclusion on the recommendation of this Committee was very nearly one year. Now, is that any encouragement to any business man to come forward with his complaint? I should, therefore, feel justified in saying that the procedure adopted by the railway authorities with reference to the Railway Rates Advisory Council was deliberately intended to kill that body and to make it so unpopular with the commercial communities that they themselves would have nothing to do with it. Now, the question of the Railway Rates Advisory Council is of great importance in connexion with the proposal for the co-ordination of the rail and road traffic; and, in this connection, I do beg my Honourable friend to consider very seriously as to whether it would be right to do away with this body when we find that apart from the original intention of the Acworth Committee with regard to the functions of this body there would be the added necessity for such a body in connection with the proposal for allowing the railways to run their own motor services. As I had occasion to deal with this point more than once before in connection with the Indian Railways (Amendment) Bill I am not going to labour this particular point. Sir, I visualize the Railway Department as the largest co-operative organization in the world—an organization owned by the people, worked by the people, and existing for the exclusive benefit of the people. But the policy which the Government of India have been adopting from time to time with reference to this Department of public utility would, I am very much afraid, lead to this Department being classed almost among a foreign State, in a state of armed neutrality towards the Indian interests. That is the inevitable consequence, as far as I can see, if the proposal for a Statutory Railway Authority were to be adopted in its entirety. And may I, in this connection, remind my Honourable friend that his predecessor in office gave some kind of an assurance to this House that nothing would be done in regard to the setting up of a Statutory Railway Authority without giving this House the fullest opportunity to discuss the merits of such a proposal; and I should like to know from him as to what steps he proposes to take before the Government of India commit themselves to any course of action with reference to the creation of such a body.

**Mr. F. E. James** (Madras: European): Mr. Chairman, I merely want to refer to one matter which was discussed by Mr. Joshi in his lengthy

speech,—I noticed he immediately withdrew from the House, and I see he is not present to listen to the subsequent discussion. Mr. Joshi referred to the work of the Citizens' Committee in Madras in connection with the recent strike on the M. & S. M. Railway. I did Mr. Joshi the courtesy to give him several days ago copies of all the documents, the published documents in connection with that strike and in connection with the settlement thereof, and I am bound to express my great surprise that, in spite of that fact, he has not represented the facts as they actually are. I am glad Mr. Joshi has now returned. I am not concerned with the origin of the strike, Sir, nor am I concerned with the plea that the Government of India should have appointed a Conciliation Board. I am merely concerned with the work of the Committee and the position with regard to the alleged breach of the terms of the settlement. First of all, I would like to inform the House, and Mr. Joshi himself, that the Committee was not a self-constituted Committee; it was convened and constituted by the Sheriff of Madras, and it consisted of a number of gentlemen who, while they may not be experienced in trades disputes, are certainly experienced in the conduct of public affairs—three members of the local Legislature, one Muhammadan gentleman who subsequently became the Sheriff, the President of the Madras Corporation, a representative of the Chamber of Commerce and a representative of the Trades Association. By concentrated work for about five days, this Committee, together with the representatives of the Union and the representatives of the administration, arrived at certain terms of settlement on the issues on which the

strike was based which were accepted by both parties. Subsequently there was a hitch in regard to two matters which did not form any part of the basis for the original strike and, in connection with which, both the Committee and the representatives of the Union had, in our view, agreed were entirely out of the picture. But immediately the representatives of the Union suggested that these two points had not been settled by the Committee, the members of the Committee then in Madras,—some were absent,—informed the representatives of the Union that, if there was any misunderstanding whatsoever, it was not between the Union and the Agent, but between the Union and the Committee; and immediately individually members of the Committee assured the Union that the Agent had committed no breach of the settlement. Subsequently, when I returned to Madras, and other members returned to Madras, we immediately met, and our first duty was to assure the Union that there was no breach of the settlement on the part of the Agent and that we hoped that the Union representatives would withdraw their allegations as that would make a settlement of the outstanding points easier. After four days' more concentrated labour, we were unable to persuade the Union to withdraw their allegations, and I should like to read an extract from a communiqué which the Committee published. The two subjects, on which there was alleged misunderstanding, related to a surplus of men at Hubli and the replacement of a certain number of men at Arkonam. The Committee said that from the very beginning the Agent had made the position at Arkonam and Hubli perfectly clear and the Committee in their view had made also that position clear to the representatives of the Union who had accepted that position.

**Mr. N. M. Joshi:** May I ask my Honourable friend what grounds he has for believing that the Union accepted this position? Can he produce any written document to prove that?

**Mr. F. E. James:** I have documents in my possession which would, I think, convince any impartial tribunal that, as far as the Committee is concerned, they were satisfied that the position was made clear to the Union.

**Mr. N. M. Joshi:** Now it is a question of the House being satisfied.

**Mr. F. E. James:** My Honourable friend spoke for an hour and a half and I want to finish my speech in ten minutes. If he will allow me to get on with my speech, instead of interrupting me at every minute, I think he will get all the information he wants.

**Mr. N. M. Joshi:** By all means go on; but don't make wrong statements.

**Mr. F. E. James:** The position was made clear to the Union and in the view of the Committee the position was accepted by the Union. But, after consultation with the Union and going into the matter in very great detail, the Committee published a communiqué of which the following is an extract:

"With regard to Arkonam and Hubli there was no misunderstanding between the Committee and the Agent on these points and whatever misunderstanding there might have been was between the Committee and the Union to which reference will be made later. In the meantime the Committee desire to state that there has been no breach of the settlement on the part of the Agent and the charges which have been levelled against him have only resulted in making the settlement of the outstanding issues more difficult."

They further go on to say:

"The Committee are of the opinion that there was no basis for any misunderstanding about the surplus at Hubli and they made it perfectly clear that, while not all, the overwhelming majority of the men will be taken back. With regard to Arkonam, however, the Committee admit that there may have been a genuine misunderstanding on the part of the Union representatives, and, in view of their position, as intermediaries between the Agent and the Union, the Committee were prepared to reopen negotiations on this point and to use any influence which they might possess to secure a basis for agreement."

The question of Arkonam was the replacement of 63 men by the Railway Administration during the course of the strike. The leaders of the Union refused to withdraw their charge; and not only did they refuse to withdraw their charge against the Agent, but they continued to make that charge publicly in spite of the fact that the members of the Committee used all the influence which they possessed in persuading the Agent to go out of his way to meet the position at Arkonam. And I am happy to state that, in spite of the fact that the Union leaders have continued to level this charge against the Agent, and in spite of the fact that they have also levelled all kinds of charges against our Committee, including the charge of our being "a gang of treacherous liars", the Agent has agreed to take back the 63 men who were displaced, on a temporary basis. After the second communiqué of the Committee explaining the mistake had been published, the men returned to work on the original terms arranged by the Committee,—I want to make that perfectly clear,—and the strike, therefore, is at an end. I do not want

to say any more, because I do not want to make matters more difficult either for the Agent or for the leaders of the Union. I do want to say this that the members of the Committee had absolutely no axe to grind; they are unconnected in any way either with the Railway or with the Union; their predominant consideration was the welfare of the men and the desire to end a strike which was causing hardship to thousands of families. The position, as published by the Committee, is perfectly clear. It does not cast any blame on any particular person; it merely gives a fair and honest statement of the facts. It assumes responsibility where there was doubt as to whether there had or had not been a misunderstanding. I, therefore, think that, although I was connected with the Committee, I can claim that the Committee did its work well and that, as a result, peace was secured. If I have any further word to say, it would be a word of advice to Mr. Joshi and to those with whom he is associated.

• **Mr. N. M. Joshi:** Why worry about Mr. Joshi?

**Mr. F. E. James:** Because Mr. Joshi is apparently a representative of labour in this House

..... to drop the charges of breach of ill-faith against the Agent.

**Mr. N. M. Joshi:** Sir, may I interrupt the Honourable Member? Did he hear me making any charge against the Agent or against him? And what is that charge?

**Mr. F. E. James:** I understood that Mr. Joshi was making certain charges against the Agent or repeating charges which had been made.

**Mr. N. M. Joshi:** Why don't you say what that charge is?

**Mr. F. E. James:** The charge of breach of faith in not fulfilling the terms of the settlement.

**Mr. N. M. Joshi:** May I, Mr. Chairman, ask him whether I made that charge? My speech is before the House. I said there was a written agreement .....

**Mr. Chairman** (Sir Hari Singh Gour): If the Honourable Member will read his speech, he will find it there.

**Mr. N. M. Joshi:** What I said was this, that there was a written agreement, and that written agreement has not been followed.

**Mr. F. E. James:** My last appeal would be to Mr. Joshi and his friends to use their influence with the leaders of the Union to drop a charge for which an impartial body of men has said there is absolutely no foundation. Only in that way, can a way be found for a better understanding between the workers of the M. & S. M. Railway and the Administration.

**Raja Bahadur G. Krishnamachariar** (Tanjore *cum* Trichinopoly: Non-Muhammadden): Sir, the most important point that I would submit in offering a few observations which I desire to make in connection with this cut (*A Voice*: "Yes, go on till morning.") regarding the Railway Board is that I have not been enlightened on the constitution of the Railway Board, its rules and powers, and the conditions under which it works. I have tried the Railway Board Office. I have not written to my friend, Sir Joseph Bhore, but I have tried all sorts of people and places in order to find out what their constitution and the powers were, so that I may be able to fix them with liability for not having done their work properly, but I have not been successful so far. Consequently, Sir, I am proceeding upon the assumption that the final supervision rests with the Railway Board in regard to the co-ordination of the work of State, Company-managed and Indian State Railways.

Sir, my first objection against the Railway Board is that they lack a great deal in the supervision of the Indian State Railways. Time after time complaints have been made that the Railways in Indian States have not been doing their work properly, and the reply that we can get out of them is that they have no control over them. What sort of control they have got I have not been able to understand. On one occasion they referred me to a paragraph in the Administration Report which contains two sentences but which does not go into detail regarding this. Sir, the management of Railways in the Indian States is not very satisfactory, and, if it is necessary to give instances, I could give countless instances and flood the House—as my Honourable friend remarked—till tomorrow morning. All that I would suggest and state, without fear of contradiction, is that the Railway Board has not exercised the supervision that it ought to have done in connection with the Railways in Indian States.

Then, Sir, the next point is about the policy regarding the purchase of stores. It was stated, when the Indian Stores Department came into existence, that the policy would be changed and that mostly Indian materials would be purchased and that Indian manufacturers would be given the first chance, for instance, in the construction of wagons and, generally speaking, the Indian industries would be encouraged. What happens? Every time a big order is given, it does not come to Indian firms, but only to foreign firms, and thereby the policy has not been fully carried out. Then, what is the Board doing? Whose duty is it to find out whether this has not been correctly carried out or not. A question was put in connection with an identical matter by my Honourable friend, Mr. Ramsay Scott, during the November Session. He asked whether the Commerce Department had any power to protect indigenous industry from foreign competition. That, Sir, with a little change applies also to the Railways.

**Mr. Chairman** (Sir Hari Singh Gour): How long is the Honourable Member likely to take?

**Raja Bahadur G. Krishnamachariar**: About 15 minutes, Sir.

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. Chairman (Sir Hari Singh Gour) in the Chair.

**Mr. N. M. Joshi:** Sir, I rise to a personal explanation. When my Honourable friend, Mr. James, was speaking, he made a charge against me that I charged the Madras Citizens Committee of breach of faith, and that I also charged the Agent of the Madras and Southern Mahratta Railway with breach of faith. I said at that time that I made no charges; but Mr. James said that I did; and unfortunately, Mr. Chairman, you asked me to read my speech again. I have done so and, with your indulgence, I shall read only the relevant portion which will show that I made no charges . . . .

**Mr. Chairman** (Sir Hari Singh Gour): The Honourable Member need not do it in a speech: if he did not make any charge, he may say so, and the Chair feels sure, Mr. James will accept his assurance.

**Mr. N. M. Joshi:** Mr. Chairman, I made no charges of breach of faith either against Mr. James or against the Agent. But let me say this, that after hearing the poisonous speech of my Honourable friend, Mr. James, I shall not hesitate to make charges which, when I have got an opportunity, I shall make.

**Mr. F. E. James:** May I just say one word? I am glad to know that my Honourable friend, Mr. Joshi, has withdrawn . . .

**Mr. N. M. Joshi:** I have not made any.

**Mr. F. E. James:** I took the liberty—for, of course, this is an important matter—of finding out the exact transcript of Mr. Joshi's speech . . . .

**Mr. N. M. Joshi:** I have got it with me.

**Mr. F. E. James:** . . . . and I got the following words which I should like to read to the House.

**Mr. Chairman** (Sir Hari Singh Gour): There has been misunderstanding on one side or on both: it has been cleared up by Mr. Joshi's statement that he made no charge at all, and the matter must rest there.

**Dr. Ziauddin Ahmad:** On a point of order, Sir: may I request you to consider whether a time limit should not be enforced now, because one cut has taken a day and a half?

**Mr. O. S. Ranga Iyer** (Rohilkund and Kumaon Divisions: Non-Muhamadan Rural): On a point of order: It is a very nice suggestion, Sir; but as the House is in possession of this particular discussion, I wish we get over this particular cut before the point of order is raised.

**Mr. Chairman** (Sir Hari Singh Gour):, Raja Bahadur Krishnama-chariar.

**Raja Bahadur G. Krishnamachariar:** Sir, just before we dispersed for Lunch, I was on the question of the policy regarding the purchase of stores and its administration by the Railway Board. I said and I repeat it that they have not kept in view the policy laid down by the Government of India that as far as possible they must indent for these stores out of locally manufactured articles; that they have not done; and I can cite instances where large orders for steel rails, for building wagons, wheel bases, etc., have been placed over the head of the Indian industrial concerns, with firms in England . . . . .

**The Honourable Sir Joseph Bhore** (Member for Commerce and Railways): Will my Honourable friend give me any instance, because I should like to look into the matter?

**Raja Bahadur G. Krishnamachariar:** I have not got the list here: I will certainly get it out, because they are in Hyderabad: I shall send for them and send it on to my Honourable friend. Then the next point that I shall simply touch upon is the question of Indianisation. The question of Indianisation has not proceeded at a sufficiently rapid pace; but what I am more concerned with is the training of Indians in the several workshops, so that in time they might take their places in the mechanical department. I submit, that has not been fully considered and given consideration to. Lastly, I would bring to the notice of this Honourable House the fact that the freight on agricultural produce has been raised and raised until it becomes almost impossible for us to export with any profit our little agricultural produce which has been dwindling down from year to year in consequence of the unfavourable season. I refer to the increase in freight on rice from the southern districts of the Madras Presidency to Colombo; and the same story comes from the ceded Districts as well as from Chittoor and other places. So, I submit, that the question of the freight on agricultural produce being a very important matter, the Railway Board has not taken any very serious notice of it or taken any steps in order to bring it down to a proper level.

Finally, there is only one thing to which I shall refer. It must have been noticed by all persons who read the proceedings of this Assembly that at least three-fifths of the questions that have been addressed were in relation to appointments in the Railway Department. I believe a Staff Member was appointed for looking after the staff of the various Railways; and if the number of questions asked is any indication of how they have been looking after the interests of the staff, I am afraid it must be stated that they have not done their work properly, with the result that, so far as this appointment is concerned, it was a useless job and consequently it might easily be brought under reduction. I submit, the whole of the Railway Board has absolutely no business to be there. A good many Departments and more important Departments and larger Departments are being run by a Member and a Secretary with a staff under the Secretary. Why should there be this Railway Board which does not consist of experts, which only consists of ex-Agents and all those persons who have been in the railway service alone? Why should the Railway Department alone have this Board which, I submit, is merely a fifth wheel in the coach and which, so far as I can see, does no useful work, but merely draw a good amount of pay and travelling allowances and saloon allowances and one thing or another and eventually draw up a report upon

which my Honourable friend, the Railway Member, has not been able to give any satisfactory explanation as to the troubles the Railways are visited with during the current year? Sir, that is all I have got to submit.

**Mr. Muhammad Yamin Khan** (Agra Division: Muhammadan Rural): Sir, my grievance on the allotment of days had been that too little time was allotted for the discussion of the Railway Budget. But now I have changed my opinion absolutely, and I think even if one year had been allotted for the discussion of the Railway Budget, we would not be able to finish the first demand in time. So, I think that it is very wise to give only four days which we can waste quite easily without great sacrifice of the public time. I have heard for the last two days—this is the end of the second day—and I wanted to listen and find out from the Honourable Members any causes or any point which they could make for the abolition of the Railway Board. The whole talk has been going on which ought to have gone on a token cut for the policy, but here we have got a substantial cut which wants to abolish the Railway Board, and I expect that the Honourable Members will confine their speeches to showing that this body is an unnecessary body and that there can be some other agency which can run the work in its place in a much better and efficient manner than the Railway Board has been doing. But, except long speeches on many complicated issues, there has been no substantial contribution to the debate. One Honourable Member spoke for nearly two hours, half an hour yesterday and for another hour and a half today and dealt with the question of third class passengers, and he wanted that first class bogies should be converted into third class. He also dealt with the question of labour, their wages, and so on. I do not know how all these things have any bearing on the motion before the House,—that is, the abolition of the Railway Board and the substitution of another agency in its place. The whole point that was made out by another Member was this, that it was pointed out last year by a certain Honourable Member that coal was not purchased properly and that, on account of some improvement effected in the system of coal purchase, about 20 lakhs of rupees had been saved this year. This Member's grievance was why the Railway Board acted this year on the advice of that Member, and so on. I never expected that two days would be wasted, and if the same trend goes on, I am afraid that the next two days also will be wasted on the first cut, and that we will never be able to reach . . .

**Sir Cowasji Jehangir:** We will put the question.

**Mr. Muhammad Yamin Khan:** My friend, Sir Cowasji Jehangir, says that he will put the question after my speech is over, but I know that more than a dozen speakers are still anxious to address the House on this one demand . . .

**Mr. B. Das:** May I inquire why you have got up?

**Mr. Muhammad Yamin Khan:** In order to stop the people who had been talking in the way they had been allowed to talk these two days, and just to tell them that they should not waste the time of the House. That is why I have stood up to speak on this motion.

[Mr. Muhammad Yamin Khan.]

Then, Sir, a charge has been levelled against the Railway Standing Finance Committee, and I should like to say a few words about it, and, I am sure, all Honourable Members, who sat in the Railway Finance Committee, will support me when I say that none of us have any grievance against the Financial Commissioner for Railways. He always readily and willingly considered our request, and he always most readily supplied us with the necessary material. There has been no lack of co-operation in any matter in helping the Members of the different Parties. We sat even on a Sunday, and, despite the hard work on week days, the Railway Financial Commissioner very readily agreed to accommodate the Members and sat with us on Sundays also.

There is really one grievance which has been expressed by certain Members and to which I would add my voice, and that is about the meetings of the Railway Central Advisory Committee. This Committee did not meet at all in the whole year, and there is no justification whatever for not holding the meetings of this body more frequently. There are many matters which should be discussed in the Central Advisory Committee, and if all the questions, which have been raised here on the floor of the House, had been discussed and decided in the Central Advisory Committee, there would have been no need to make so many speeches here. Since that Committee was elected last year, there has been no meeting held of that body. Therefore, no justification can be urged for not holding the meetings of the Central Advisory Committee throughout the whole year, and I do not think any convincing reply can be given by Members on the opposite side for their failure to hold a meeting of the Central Advisory Committee since its election.

There is another point on which I would like to say something, and that is the issue, the narrow issue, whether the Railway Board should be abolished altogether or not. If this motion is carried, then the result is, the Railway Board will go, but I would ask Honourable Members to think seriously . . . .

**Mr. S. O. Mitra:** We have thought seriously.

**Mr. Muhammad Yamin Khan:** If the Railway Board goes away, what is the other agency which can be substituted for it? Who will be responsible to reply to the series of questions that are put here? Can those questions be asked of the Honourable the Commerce Member only or they should be asked from the Agents of the different lines . . . .

**Sir Muhammad Yakub** (Rohilkund and Kumaon Divisions: Muhammadan Rural): Then questions will also be abolished.

**Mr. Muhammad Yamin Khan:** What I would like to say is this. I find that year after year the charges which are made here on the floor of the House are really not against the Railway Board itself but they are against the Agents of the different Railways who are responsible for the working of the Railways under them. But, unfortunately, Honourable Members choose to waste all the four days on the question of the abolition of the Railway Board and do not care to see how the expenditure of 88 crores is justified. They only deal with the expenditure of 11 lakhs of

rupees, and they cannot cut such a substantial sum as will please them, nor can they bring to bear their influence on the Agents of the Railways, because their pockets will not be touched, and the only method by which these Agents can be made to feel and act on our criticisms would be to touch their pockets and the pockets of their Divisional Superintendents. That can be done only if Item No. 4 is taken up and not No. 1, because it is these Agents and Divisional Superintendents who are actually running the administration. They do not care to know what you talk here, they do not care to know what the recommendations of the Railway Board are. They, therefore, go scot-free, because they know that the Assembly cannot do anything to them. If Honourable Members were to concentrate on Item No. 4, then and then alone they can make their voice felt outside this House. If Members of the different Parties had arranged their programme in such a way as to make their strength felt, the position would have been different. Now, although a suggestion has been thrown out that the Staff Member should be retrenched, I feel that this Staff Member should have all the powers which are given to Railway Agents and he should be made responsible to this House, because he can be present here and answer all the questions or all the criticism which is now levelled against the Railway Administrations. Year after year certain policies are laid down and adopted and they are sent to the Railway Agents, but they do not care a bit for them. So, if the Staff Member is made responsible for all the Railway appointments and for the proper working of the Railway lines, then this House can hold this official responsible, and you can expect him to satisfy Honourable Members here. I think that, in future, excepting the menial service, all appointments should be made by the Staff Officer and the Railway Board, and he should be made responsible to this House, and no appointment below, say, Rs. 50 should be allowed to be made by the Railway Agents. All powers of the Railway Agents should be taken away, and there should be a Central body which should be made responsible to this House, and then alone there will be satisfaction.

**Mr. B. Das:** Will that be Haymanism or Colvinism?

**Mr. Muhammad Yamin Khan:** I do not care whether that will be Haymanism or Colvinism. I have nothing to do with personalities. If such an arrangement, as the one I have suggested, is made, then there is bound to be satisfaction in this House.

**Mr. S. O. Mitra:** Then what will the Chief Commissioner of Railways do all the time?

**Mr. Muhammad Yamin Khan:** My friend, Mr. Mitra, can talk about himself. The only point here is that the Railway Board should be abolished. I say, it is all right to abolish the Railway Board, but I would be the last person to delegate its powers to the various people sitting in Calcutta, Madras, Bombay and other places who cannot give me any satisfaction in this House. Therefore, I will not like that the Railway Board should be abolished, but that all the power may be concentrated in the Railway Board which should have larger powers and that the Agents should be deprived of these powers. With these words, I oppose this motion, as, I think, this motion has no legs to stand upon and it will be waste of time for Honourable Members to discuss this item on this Demand.

**Bhai Parma Nand** (Ambala Division: Non-Muhammadan): Sir, I was wondering when my friend, Mr Joshi, was emphasizing the point that Government should declare at once that they are going to give up this policy of racial discrimination. I find, instead of doing that, Government are going to intensify it and to make it permanent for all time to come and, on this point, I want to produce before you some remarks from the report which was prepared and published last year by Mr. Hasan. Mr. Hasan was appointed for that purpose and the Railway Board have now decided to consider that report and give their decision upon it. I think this policy of racial discrimination is one point on which I would like to condemn this Railway Board and, just to show that this policy has been encouraged and supported by the Railway Board, I would like to quote Mr. Hasan's report itself. On page 73, Mr. Hasan, talking of that policy of the Government, quotes in support of his view the Queen's Proclamation, which was thus:

"It is Our further Will that, so far as may be, Our subjects, of whatever race or creed, be freely and impartially admitted to offices in Our services the duties of which they may be qualified by their education, ability and integrity, duly to discharge."

This is a quotation from the Queen's Proclamation with which Mr. Hasan starts. I would ask this Honourable House to note the words:

"Our subjects, of whatever race or creed, be freely and impartially admitted to offices in Our services the duties of which they may be qualified by their education, ability and integrity, duly to discharge."

The words are quite clear that persons who are fit to do the work should be admitted, persons who are honest and capable of performing their duties. I want to put it to the House, supposing we adopt the principle of reservation of appointments on a communal basis, what will happen? There is a place vacant. There are three or four applicants. Two or three of them are graduates and one is a matriculate. The Agent, who selects the man, says to the graduates: "You cannot get this job, because it is reserved for a particular community". I would put it to you, does not this answer of the officer in charge go against the spirit as well as the letter of the Proclamation and is it in any sense consistent with that Proclamation? The idea of fixing a ratio of services on a communal basis is repugnant to the spirit and the letter of this Proclamation. But that is not all. Mr. Hasan goes on and tells us how this change has been brought about in the policy of the Railway Board. He says, after the reforms were introduced, the minorities, particularly the Muslims, insisted on having adequate representation and their due share in the services and, thus, in 1923, the Government gave an undertaking in the Legislative Assembly that they would attempt to prevent the preponderance of any one community in the services. This was the first step in 1923. Then, again, in 1925, he says, in pursuance of this undertaking it was decided that one-third of the vacancies should be reserved for the redress of communal inequalities. Thus, 33 per cent. reservation was the step that was taken by the Railway Board as announced in this Legislative Assembly and, so far as I remember, the silence or rather the weakness of the Hindu Members of this Honourable House gave an impression to the Railway Board that they were a consenting party to the introduction of this new principle in the recruitment of railway services.

I think the very question of reservation in public services is dangerous in principle. It is denationalising in the sense that it shows favour to

one class of people at the cost of another class, because you cannot show favour or give a concession to one class of people without showing disfavour to another class.

**Mr. K. Ahmed** (Rajshahi Division: Muhammadan Rural): You are not satisfied with two-thirds?

**Bhai Parma Nand**: Two-thirds are not being given to us or to the Hindus whose cause I represent.

**Mr. M. Maswood Ahmad**: To whom is it given?

**Bhai Parma Nand**: You will see that when I give you the figures. I shall come to that.

Then, Sir, it is dangerous in this way that it creates a poison in the body politic of a nation by separating the communities for ever on the basis of separate interests.

When in the early days the Congress began to appeal to the Government to open all services to all Indians, their case was entirely different from the agitation that has been taken up now by our Muslim friends. What the Congress wanted was that all kinds of services and, especially, the civil services should be thrown open to Indians and should not be confined to the one ruling community. Their point was that everybody should be free to make his choice which meant that no legal restrictions should be placed and that everybody should be given facilities for joining any service he liked. In this way, Sir, so far as the democratic form of Government goes, I think it is quite fair for the Muslims or other minorities to claim that they should have all opportunities given to them. Sir, I do not think that all people are equal. They are made unequal and perhaps they have to remain unequal, but there is one thing, which it is in the hands of the Government to do, and that is to provide full opportunities for every class of people to rise to the position that they aspire to. In this way chances and opportunities should be given to every people, and "giving opportunities for admission into the services" means, as I understand, to open schools for them, to give them, where necessary, free education, so that they may fit themselves and become efficient for a particular kind of service. It was on this ground that the Congress and other politically-minded people claimed that they should have free competition and they wanted that the Indian should be allowed to compete with the Englishman even in Civil Service Examinations. So their point of view was entirely different; what they claimed was a fair field and no favour. No Congressman ever claimed that certain posts in the Civil Services or in any other Departments should be reserved for Indians. In this way I would say that equal opportunities and facilities should be provided to all minorities, including Muhammadans, to make themselves fit for any kind of service they like, but, further than that one cannot go. The reservation of appointments, in disregard of adequate qualifications, is a principle which is most dangerous to the administration of any country.

**Mr. S. C. Mitra**: It runs counter to the Queen's Proclamation also.

**Bhai Parma Nand**: Sir, I am compelled to talk on this subject, simply because I have noticed on the order paper certain motions on this point raising the question of the paucity of Muslims in the railway services.

[Bhai Parma Nand.]

Not only that; there is given out in today's papers that the Muslim Members of this Honourable House have been thinking for a long time on this subject and that they have drawn up a memorandum to be presented to the Railway Board and, that, in that memorandum, it is said that although the population of Muhammadans in the areas traversed by State-managed Railways is 40 per cent., their proportion in the railway service is only four per cent. Now, Sir, I do contend that those figures are wrong and the impression created in the minds of our Muslim friends is wrong as well, and I want to prove that today to the satisfaction of the House.

**Mr. K. Ahmed:** Mr. Rau is strong enough to answer that. What is the use of your wasting time? (Hear, hear.)

**Bhai Parma Nand:** It would appear that the reservation of 33 per cent. for the making up of communal inequalities was not satisfying our Muslim friends. They urged it on again, and I find in the speech of Mr. Hayman, when he was questioned again and again as to "what are you going to do if you are really out to increase the percentage of the Muslims", he answered:

"We are going to see that our subordinates in the lower grades of all classes and communities, particularly the Muslim community which is not properly represented in the upper grades, are taken into our training schools and given proper technical training so as to fit them in the quickest possible time to fill the higher posts that fall vacant."

That was the argument put forward by Mr. Hayman and, I think, he was quite right in saying that men who wanted service in the Railways should be given proper training facilities and that, in the quickest possible time, so as eventually to fill the higher posts. But, then, Sir, even this was not enough. Our Muslim friends went on persisting, and, naturally, as Mr. Hasan says that they wanted that some officer should be appointed to inquire into their grievances and to find out the ways and means to gain that end, and Mr. Hasan was chosen for this purpose. He says:

"My terms of reference were:—

(2) To advise and assist the Agents and other controlling authorities in the introduction of such arrangements as may be necessary to secure the fullest compliance with the policy of Government regarding the adequate representation of Muslims and other minority communities in the various classes of non-gazetted establishments."

This, Sir, was done, and Mr. Hasan has drafted the Report that is now under the consideration of the Railway Board. But our friends are not satisfied even with this; they want to have another organization, another Committee of the Railway Board which should always look into these grievances and find out remedies.

Sir, I want to draw the attention of this House to another point. This is the time of retrenchment. We know it for a fact that the Hindus all over the railway services have been retrenched while Mussalmans, who were far junior, who were taken in as temporary clerks, have been kept, and, in spite of this fact that retrenchment is going on and no new men are being taken, and in spite of the fact that the Hindus are the worst sufferers, and that, practically speaking, this retrenchment has affected



most adversely the Hindu clerks and other employees on the Indian Railways, our friends are clamouring that certain things should be done for the Muslims, as if they want that the people who have done all this work in building up the Railways should at once be sent away.

**Lieut.-Colonel Sir Henry Gidney** (Nominated Non-Official): What about the Anglo-Indians?

**Sir Muhammad Yakub**: We were told that it was the Anglo-Indians who were the builders of the Railways; now you are the other builder of the Railways!

**Bhai Parma Nand**: Sir, I welcome the views that were expressed by my Honourable friend, Sir Henry Gidney, the other day, when he put forward the case of the Anglo-Indians in a very reasonable and excellent way. I think not only he, but Mr. Hasan himself, supports that position, and I shall quote from Mr. Hasan's report . . . .

**Mr. K. Ahmed**: Sardar Sant Singh is here now—what about the Sikhs?

**Bhai Parma Nand**:

"The reasons for the preponderance of Europeans and Anglo-Indians are obvious. They took to Railway service earlier than other communities and not only showed special aptitude for certain branches of Railway service, but Railways were one of the few Departments of Government where they were largely employed."

I say, he admits that the Anglo-Indians and Europeans did great service in the building up of the Railways. I say, this very argument, which has been ably put forward by Sir Henry Gidney, equally applies to the case of the Hindus. (*Lieut.-Colonel Sir Henry Gidney*: "Hear, hear.") Sir, when the Railways were introduced into India, it was the Hindu clerks, it was the Hindu engineers and it was the Hindu doctors that did the pioneer work and it was they that brought the Railways along with others to this point.

**Diwan Bahadur A. Ramaswami Mudaliar**: On a point of order, Mr. Chairman,—the House is getting itself into an absolute muddle, because of the way the discussion is going on on this motion. No possible issue can be clarified and no decision can be taken on any of these issues if this general discussion is to continue on a specific Demand like this.

According to the Standing Orders, Mr. Chairman, one of the points is that the speech should be relevant to the issue. If it were a token cut, one could understand many of these things, but this is a specific cut that the Railway Board should be abolished. Honourable Members, who are putting forward various grievances, are not even winding up their speech with the suggestion that they support the abolition of the Railway Board. In this particular case, there is a motion lower down which suggests that the grant may be reduced by Rs. 100 to discuss the question of the representation of various communities in the services. I ask you, as the temporary guardian of the privileges and rights of this House, to see that these issues are raised on specific cuts of which notice has been given and which find a place in the order paper, rather than have a roaming discussion like this which will lead nowhere and will satisfy nobody and which cannot possibly be brought to an issue by a vote of this House. You find

[Diwan Bahadur A. Ramaswami Mudaliar.]

that, in the order paper itself, there is a specific motion to that effect and there are chances of its being reached. Now that this issue has been raised, I see from the faces around me that this discussion can easily go on for three months more. It seems to me that the time has come when I would appeal to the Chairman to take whatever power is necessary in his hands and see that issues are raised which can be brought to a conclusion by a vote in this House and not allow the discussion to roam in this manner.

**Mr. K. Ahmed:** Example is better than precept; your own Party is doing it. (Laughter.)

**Mr. Chairman** (Sir Hari Singh Gour): The Chair unfortunately has no discretion in the matter. The Chair convened a meeting of a few leading Members for the purpose the Honourable Member has in view, but as there was no unanimity, the matter had to be dropped. It is too late now to restrict speeches as they have gone on for two days on the general policy and administration of the Railways.

**Bhai Parma Nand:** I thank you, Sir, for guarding my right of speech. I understand Diwan Bahadur Mudaliar's point was raised by Mr. Ranga Iyer yesterday and I suppose this was taken as a token cut and, therefore, I am speaking from that point of view.

Sir, in the beginning of the British administration, there were classes of Indians, some took to clerkships and others to military service. The latter served the British army and extended the British Empire in India. They won the victories for the British people on the field of battle. Similarly, there were other classes who took to education; they went to schools and studied language and arts, engineering and medicine.

**Mr. M. Maswood Ahmad:** Does my Honourable friend oppose the present policy of the Railway Board as regards the services?

**Bhai Parma Nand:** I condemn the Railway Board for their policy.

**Mr. Muhammad Yamin Khan:** May I ask whether the speech, which my Honourable friend is delivering, is relevant to the motion which is for the abolition of the Railway Board, because they have pursued a certain policy? How does he make his speech relevant to the present issue?

**Bhai Parma Nand:** I want to condemn the Railway Board for their wrong policy just as other speakers have done.

Sir, Mr. Hasan himself divided the Railway service in three different orders: first, transportation; the second, engineering; and the third, medicine. Transportation is of two kinds, one in traffic and the other in power. In traffic transportation, we have got Station Masters, Signallers, Assistant Station Masters, etc., while in engineering we have Civil and Mechanical Engineers, Plate Layers, etc. And in medicine, there are doctors, Sub-Assistant Surgeons, nurses and other employees. All these positions require some skill and training and the question is whether those who are holding them can be so easily supplanted as to divide services in a proper proportion. Sir, I was talking about the competency of the

people of different classes. One class went into the army, and another class took to education. If we say that the Hindus should be taken into the army, the Army Member gets up and says that they are not efficient. The same argument applies to these Railway and other services. I quote from Mr. Hasan himself. On page 95, talking about the Accounts Department, he says:

"It will be seen that 94.41 per cent. posts went to non-Muslims; Madrasis securing 46.85 per cent. of the total posts. There are perhaps greater facilities in Madras than in any other province for preparing in the subjects that form the syllabus of the examination. In any case for Northern India, where most of the Muslims come from, the syllabus of the examination is apparently unsuitable. The average matriculate here gets no training in book-keeping and the inclusion of this subject as well as the insistence on a higher standard of mathematics has, I have been given to understand, stood in the way of larger recruitment of Muslims in particular and Northern India men in general."

Then, at the end, he says:

"It is evident, therefore, that unless the rules are suitably amended, there is not much chance for the Muslim representation in the Accounts Department to increase."

The suggestion is that all these subjects should be abolished from the examination so that the Muslims should be allowed to get an easy pass.

Now, Sir, if the same argument would hold good in the case of the Hindus, I would suggest that the Muhammadans should increase their efficiency and competency, and by all means the Railway Board should welcome them to various kinds of services. But, after all, the Railways are run on business lines, and, to have this kind of communalism and reservation of appointments in the Railway services is the least desirable thing. The main objection that I have to this report is that Mr. Hasan has classified Railway service into three kinds. One is the higher service, the other is the intermediate, and the third is the inferior or lower service. Higher grade service he does not touch and lower service he also does not take up. He deals only with the intermediate class, that is, the subordinate services and attempts to find out a proportion for the Muhammadan community. I suggest, Sir, this is not the right course. This report is incomplete in this respect, because, as far as means of living is concerned, the lower service is just as valuable to these people who are employed in the services as the intermediate or higher service. I take, for instance, the case of the Lahore Workshop where there are about fifteen thousand working men, and among them there are people getting Rs. 300 p. m., men getting Rs. 30 p. m., also Rs. 100 p. m., and if the proportion is to be permitted by the Railway Board, then I would say that this proportion should be kept up in Railway Workshops and also in all kinds of lower services, so that the Hindus should have a share in those services as much as the Muslim friends want in the subordinate services.

I now turn to the main report itself. The fundamental principle contained in the report is entirely wrong. On reading through the report it would appear that the recommendations make very modest claims for the Muslim community, and apparently they seem very reasonable, but, if you look a little more deeply into the report, you will find that this is full of fallacies and impracticabilities. The most important fallacy, of course, as I have said, lies in the suggestion of reservation of very high

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proportion for the Muslim community, though Mr. Hasan himself says at page 78 the following:

"On population basis, it would not be unreasonable to fix an all round percentage of 25 per cent. for Muslims, but certain practical difficulties are likely to arise in this connection."

He admits so far that an all round basis of 25 per cent. is most reasonable for the Muslims, but he visualises certain practical difficulties. Now, what are these practical difficulties. The practical difficulties are that although Muslims are to be found in every part of the country, they predominate in certain parts, while they are in a minority in others. Therefore, it is difficult for the Muslims to expect to have this proportion where the population is less than that of the Hindus. He points out further that where the State-managed Railways traverse, the population of Muhammadans is 38 per cent. Therefore, on this ground, the Muhammadans insist that they should get, if not 38 per cent., at least 35 per cent. in areas through which the State-managed Railways run. What I want to point out is that this principle is impracticable and should in no case be adopted, but, if we have, on the insistence of our Muslim friends, to fix a ratio of appointments for them, then I think it would be only possible if we fix such a ratio or proportion on a population basis. This population theory has been discovered by our Muslim leaders themselves. It is not a Hindu theory. The Hindus never wanted any kind of separate rights as distinct from the Muhammadans. Taking this theory of population basis, they cannot claim more than 25 per cent. in these appointments.

Then, take another argument advanced by Mr. Hasan that because the State-managed Railways traverse through certain areas in Bengal and the United Provinces, where the Muslim population predominates, therefore the Muslims should have a larger proportion of posts. I am not able to understand that argument. Is it contended that the State-managed Railways carry passengers of these areas only and that they do not carry passengers from other parts of the country? Mr. Hasan divides the country into two parts: one, which is traversed by State-managed Railways and the other, traversed by Company-managed Railways. It is not merely the areas traversed by the State-managed Railways that contribute largely to the earnings of these Railways, but those areas traversed by the Company-managed Railways too contribute their share. Thirdly, Mr. Hasan says that the Company-managed Railways are not under the control of the Government. That, again, is an absurd proposition. The Company-managed Railways are as much under the control of the Government as the State-managed Railways.

Lastly, I want to show, from the very figures that are given by Mr. Hasan in his book, that at present the Muslims are not four per cent., but 20 per cent. in the Railway services as a whole. Taking all provinces and both the systems of Railways together, I want to point out one thing that the Muslims have got 25 per cent. in the Railway services as a whole in the subordinate staff, and, therefore, they should have no cause to complain.

**Dr. Ziauddin Ahmad:** What is the Honourable Member's authority for saying so?

**Bhai Parma Nand:** Page 48. In the Eastern Bengal Railway, the Hindu percentage is 76·47: the Muslim percentage is 14·9.

**An Honourable Member:** Is it 20 per cent.?

**Bhai Parma Nand:** I said it was the average: please be patient. One more thing: when Mr. Hasan talks of Bengal Railways, he says that is a very low figure in a province where the population of Muslims is 55 per cent. I want him to find out the proportion of the literate population of Muslims in that province. Let us find out how many Bengali Muslims are fit for this service in the subordinate staff. If they are not fit, how can you expect them to be 50 or 30 per cent.? I think even 14 per cent. is creditable to the Muslims of East Bengal. (Interruption.) Let me finish and then you can talk afterwards: you will have time to contradict me. Mr. Hasan is satisfied with the position of the Muslims in the Punjab: there they took to education and have advanced and they have got their share. Similarly time will come when the East Bengal Muhammadans also will be going to schools, get education, and then seek their share, and their share will come to them. But to attempt to supplant the existing men is neither reasonable nor right. Coming to my point, I have to add that there are others which form 9·44 per cent. My point is this: the Muslims can claim to have the ratio of one-fourth of the Hindus alone and not one fourth of the whole, because, ten per cent. goes to Europeans, Anglo-Indians and others. Let them fight for their share with the Anglo-Indians and Europeans. The Muslims form one-fourth of the Hindu population and, therefore, according to this percentage, their share, instead of 14·09 comes to 15·5 of the Hindu share in the Eastern Bengal Railway. Then, I come to the North Western Railway. . . . .

**Dr. Ziauddin Ahmad:** On a point of order, Sir: I strongly protest against wrong figures being quoted in the Assembly. The Honourable gentleman quoted from page 48 figures which are not there. . . .

**Mr. Chairman** (Sir Hari Singh Gour): That is not a point of order.

**Bhai Parma Nand:** They are given in the book. The total percentage of Hindus is 57·57 and the Muslims is 24·98, while the others are about 15 or 16 per cent. Therefore, taking a third share, it comes to 30 per cent. in the N. W. R. In the G. I. P. R., the Hindus are 64·12, while the Muslims are 10 and the others 25 per cent. Excluding this 25 per cent. of Europeans, Anglo-Indians and others, the Muslims have got 13·3 per cent. of the Hindu share. In the E. I. R., the Hindus have got 67·36 per cent, while the Muslims have got 17·47 per cent, and others 15·23 per cent. Excluding this 15·23 per cent, the Muslims have got 20·6 per cent. of the share of the Hindus. Thus, taking the average of all these four Railways, the Muslim share comes to 20 per cent, in the subordinate grades. That is the point I wanted to make. But you must read all this with the other conditions, that the Hindus have been in this service from long before, that they have got education, that they have been serving the Railways in all these departments as Engineers, as Doctors, as Surveyors, as Drivers and in other capacities—taking all these points, I think, the Muslims can be increased by five per cent, if it is

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shown that, on both the systems, their proportion is less than 25 per cent. I have no objection to that being done throughout the country on one condition that it should be introduced gradually.

I have already said that the Company-managed and State-managed Railways, taken together, have even now 25 per cent, but only on the State-managed Railways it is 20 per cent: let them have an additional share of five per cent, if the Railway Board wants to give them; but this is not the time for turning out all the Hindus and depriving them of their bread. They have been devoting their lives and energies for generations to the building up of the Railway system and now, just because the Muslims want a little bit more, because, in the Assembly here they can make a clamour over their imaginary grievances, therefore we should at once have the whole demands conceded and increase the Muslim employees at one bound is most unfair.

In several offices, from time to time permanent Hindu employees have been driven out, while temporary junior Muslim clerks have been retained in service. With such things going on, I do not think that the Muslims have any grievance against the Railway Board. If any one has any grievance, we Hindus have got it, and it is not only in connection with the fixing of this ratio. Our grievance mainly is that you have got this communal ratio in the Railway services where you should have it least of all since it is purely a commercial and business concern. Those, who are more fit for commerce and business, should have a greater share and should be given a much greater share, and their past services in the department should be recognised. Of course when new recruitment is made, Muslims have got their rights if they so wish. I do not see much reason in it, but still, if they insist upon it, they can have their position increased. Therefore, on these grounds, I condemn this Railway Board for adopting this policy and for spending about Rs. 25,000 on the pay of this gentleman, Mr. Hasan, who has written this report simply for perpetuating communalism and showing a spirit that is purely anti-Hindu.

**Mr. B. Das:** Sir, if I intervene in this motion, it is because I feel this is the most appropriate motion where I can discuss and bring to the attention of the new Indian Railway Member the maladministration of the Railway Board. I congratulate my friend, Mr. Neogy, on his very mild speech with which he covered the ground and took my Honourable friend, Sir Joseph Bhole, from point to point. I know, my friend, Sir Joseph Bhole, is an old Member of the House, but he might not have taken note of the fight that went on on the floor of the House for the last eight years and of the charges that were levelled against his predecessors. After having become the Railway Member and having taken leave to visit foreign countries and being occupied fully with the Ottawa Agreements and also the dancing attendance of the millionaire beggars of Bombay who come with their begging bowls, it might turn the head of any man; and I believe my friend, Sir Joseph Bhole, has lost his head as the Railway Member to his other half—the Commerce Member—and he has forgotten to discharge his duty as the Railway Member. I shall have ample occasion later on to remind my friend, Sir Joseph Bhole, of his duties as Commerce Member, how he should not be frightened by the threats of the Bombay beggars who approach him with top hats and in Bond Street suits for concessions to the mill industry. That occasion will come again and again.

**Mr. Gaya Prasad Singh** (Muzaffarpur *cum* Champaran: Non-Muhamadan): Where is Mr. Mody?

**Mr. B. Das:** Mr. Mody is gone with his begging bowl to some other place and he will appear here when he has to beg before this House.

Now, Sir, before my friend, Sir Joseph Bhore, drafted his speech to be delivered here, I do not think he had appreciated all the criticisms that were made against the Railway Board for the last two years. I have gone through his speech and I could not find one word to show that he had appreciated the criticism which the Opposition levelled against the maladministration of the Railway Board. It was in 1929 that I raised the cry of retrenchment in the Railway Board. I was left in the cold then, but the time soon came when the Railway Board was compelled to submit to a searching inquiry by a Retrenchment Committee. We know what the Retrenchment Advisory Committee did. We know how Mr. Shanmukham Chetty and Dr. Ziauddin Ahmad worked, but they could not discharge their duties to their satisfaction, they felt themselves incompetent (Hear, hear) to apply the axe of retrenchment to the Railways, and the all mighty Government of India had to hunt for an expert in Canada. My friend, Sir Guthrie Russell, in the other House said:

“Look at the splendid management of the Canadian Pacific Railway.”

I wish my friend, Mr. Rau, a great financial expert as he is, will tell us how, under the mismanagement of that gentleman who was to have come out as an expert . . . .

**Mr. P. R. Rau:** My Honourable friend is confusing the Canadian Pacific Railways with the Canadian National Railways.

**Sir Cowasji Jehangir:** That is nothing very much.

**Mr. B. Das:** But is it not a fact that that gentleman was going to be the Chairman of your expert Committee?

**Mr. P. R. Rau:** The gentleman whom my Honourable friend is referring to was connected with the Canadian National Railways which are altogether different from the Canadian Pacific Railway.

**Mr. B. Das:** Why did not the Financial Commissioner come out with a contradiction, why did he not deny that statement, because statements appeared in the public press. (Mr. P. R. Rau shook his head.) I cannot accept such denials.

**Mr. P. R. Rau:** I believe, Sir, that statement was denied on the floor of this House.

**Mr. B. Das:** Do I take it then that the Government of India never negotiated with that gentleman to be one of the members of that expert Committee?

**Mr. P. R. Rau:** An answer was, I think, given on the floor of the House last September that there was no foundation for the statement that Sir Henry Thornton was coming here as Chairman of the Retrenchment Committee or of any other Committee.

**Mr. B. Das:** Yes, because when the Ottawa Delegation visited Canada, they found out the truth about that gentleman. Of course, on account of the Ottawa Pact the capitalists will get more from that protection . . .

**Mr. N. M. Joshi:** Are you not a capitalist?

**Mr. B. Das:** No. I am an employer, and not a capitalist.

**Sir Cowasji Jehangir:** Are you an employee? Are you a capitalist?

**Mr. B. Das:** I am an employer, but not a capitalist.

**An Honourable Member:** He is on the way of becoming a capitalist.

**Mr. B. Das:** My Honourable friend, Sir Joseph Bhore, who happens to be the Commerce Member, ought to know the first essentials of commercial principles. No commercial undertaking can go on indefinitely at the expense of the tax-payer as the Railways are doing. But why does my friend keep quiet? He knows it, because he is a party to those secret despatches that are passing between the Government of India and the Secretary of State, and to which my friend, Mr. Neogy, alluded only this morning. My friend, Mr. Neogy, also raised a debate last year on the passing of the control of the Railway Board from this House to a statutory body. My friend knows it. He wants to hoodwink this side of the House, and after a year,—no, not after a year, but thirty days hence or after the 20th of next month when the so-called white paper will be issued—the public will find a complete scheme turning the Railway Board into a statutory railway authority where the Railway experts, the Chief Commissioner and others will find a place. I do not know if my friend, Mr. P. R. Rau, will still find a place in that hierarchy or whether it will be a place for Europeans and others particularly for the followers of my friend, Colonel Gidney, who spoke with such gloating language today after gaining every reservation for his community in the Round Table, and, through the Statutory Board, in the Railways. I wish my friend, Sir Joseph Bhore, had taken us a little nearer to his heart. He has not done so. He is pre-occupied. I do not know whether he will deliver another Budget speech as Railway Member, and if he delivers another speech, perhaps he will say: "Oh, gentlemen, this has been ordained." Here I ask my friends, the Round Tablers, what did they do? I want every one of them to rise after I sit down. What fight did they put up in the Round Table Conference to see that the Railway Board was not made into a statutory body . . . .

**Sir Cowasji Jehangir:** We have fought for your Orissa.

**Mr. B. Das:** My friend, Sir Cowasji Jehangir, says that they fought for Orissa, and I am very grateful to him. He was a Member of the Federal Finance Committee, and I express again my gratitude to him for the help he gave to get my Orissa separated. I am grateful to all who have helped me, but I want to know what fight did they all put up against the attempt to make the Railway Board into a statutory body by removing the control of this House, because the European hierarchy will go on perpetuating the mismanagement. I have not yet heard even one friend of mine raising this particular question. My friend, the Finance



Member, is not here. Railways are not contributing anything to the general finances for the last three years. I want to know from the Financial Commissioner or the Railway Member whether this sum has been funded as a debt to the Railway, because, if you do not do it, next year or after 20 days, my friend, Sir Joseph Bhore, will rise and say "Gentlemen, Railways have been ordained to be under a statutory body". So the 18 crores that the Railways have to contribute by the ukase issued by Samuel Hoare and by the British Government have to be written off. The conspiracy has been going on behind us, but I do hope, as my friend, Mr. Neogy, reminded us, when the White Paper will be published, my friend will give us a special day and bring out a definite motion before this House to consider the subject whether the future administration of the Railways will be by the Statutory Board.

I have so far discussed the future, but I will now discuss the present maladministration. I do not think that an expert Committee is necessary. I do not think that Pope is necessary to give his pontifical ukase as to how Sir Joseph Bhore or Mr. Rau should conduct the Railway Administration in this country. Why does not my friend, Sir Guthrie Russell, take a leaf from the book of my friends, the European Group, who have reduced the salaries of their staff by half in Calcutta and Bombay? Why should the Railway Member and the Financial Commissioner be afraid of the bogey—"security of services"? In order to give security to a few in services, the tax-payer is mulcted. Why don't you tell the Agents of Railways: "If you don't make the Railway Budget balance, you must go."? The Honourable the Railway Member might say that he is bound hand and foot by certain regulations and rules to which he was no party, but which were framed by the Secretary of State. No Member of the Government of India can be sacked. He has only to assert himself. It has been suggested "why not combine the head offices of two State Railway Companies". I made a similar suggestion during the time of Sir Charles Innes, and what did he say? He said: "We are aiming at decentralisation. How can we centralise?". The real meaning is that they were providing more jobs for the unemployed Europeans who had come out after the War. They were also trying to provide employment for the railway manufacturing firms in England that were then idle. How could Sir Charles Innes go in for retrenchment? He had as his adviser Sir Clement Hindley. I recollect the expression which my friend, Mr. Neogy, once used "His Haughty Highness Mr. Hindley". He was not then Sir Clement. I met him at the High Commissioner's reception in London. I understand he is controlling a race course in England. He was a railway expert once in India and now he controls the gambling in race courses in England. Under the guidance of these so-called experts, Government have squandered 200 crores—over capital expenditure and Government, after 1924, increased their working expenditure by nearly 20 crores. Today they have brought it up to 65 crores. That would not satisfy anybody. If it was Company-managed concerns, the shareholders would not permit it. Even the Company-managed Railways have become extravagant through your system of guaranteed dividend that exists. They know the system of guaranteed dividend is such that Government must foot the bill. It is not the Government of India who pay, but it is the tax-payer. I think if the Government of India mean to be honest, then they must apply the axe vigorously. They may not have so many Anglo-Indian guards or so many Anglo-Indians in the refreshment cars. They may not have so many beautiful red-banded officials walking in every station. They have got to make both ends meet. They are mulcting

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the people for their extravagance in order to keep a few people in their posts. I again repeat my appeal to Sir Henry Gidney and Mr. Joshi to tell their followers that the time has come when they must accept a lower scale of salaries. The present standard of life in the country has gone down very low. Why should people, under the name of trade unionism, demand a higher rate of salary than is warranted by the condition of the industry? For the next two or three years, there should be no idea of development of new lines. All ideas must be centred on retrenchment and no benefit has come to India or to the tax-payers as a result of the schemes that were inaugurated after 1924. It has resulted in duplication of establishment. Let us go back to the old condition and combine the offices. Your so-called efficiency is a myth. The so-called speed experts want more locomotives from England. Whether it is the Tata Steel Co. or the Palmer group,—I do not care who receives the orders.

They wanted to increase the speed of the mail train. The 75 pound or the 90 pound rails would not do. They wanted the 120 or 150 pound rails. The speed expert went on designing new locomotives, but what happened? The scheme of prolific passenger traffic and goods traffic, which started the idea, collapsed and crashed. I take it that my friend, Sir Joseph Bhore, has read the report of the Public Accounts Committee. I do hope he has also read the report on Appropriation prepared by the Director of Railway Audit and the Chief Accounts Officers. There he will find a reference to the mad scheme of electrification in the G. I. P. Railway. What happened there? The so-called experts—I wish I could hang them all—what did they do? They have ruined everybody. The Consulting Engineers in England are drawing fat fees and they are not worth the money which is paid to them.

When this electrification scheme was formulated, they advised that there would be a big saving on the Great Indian Peninsula Railway. Not only that, but that a large number of locomotives would be released for use in other Railways. Did my Honourable friend, Sir Joseph Bhore, find that these locomotives, that were designed by the locomotive experts in the Railway Board and that were then manufactured, could not move about, but were lying in the sheds of the Great Indian Peninsula Railway? Sir, my friend is burdened with a very onerous task. I do hope that when next time we meet in Public Accounts Committee he will find it convenient to attend the meetings when Railways would be taken up. Of course, I recognise that his position is that of a Cabinet Member, but I do hope he would look into the discussions on Railways at least for the three previous years on the floor of this House, and the discussions in the Public Accounts Committee and see how the maladministration of the officials has all along been exposed and how, whenever we inquired as to what happened to that electrification scheme, the reply given was: "Oh, he has gone on leave", and "He has retired", and so on, as if with all their power this mighty Government have no power to stop even one rupee out of the huge pension and the huge Provident Fund balances that these so-called prophets and experts earned through working for India's interests? If any of them are alive or are living in India, can they place their hands on their hearts and say that they did all this only in the interest of India? Sir, they would not appear

to have done all this in the interest of India; they merely wanted to experiment and they wanted to place large orders in England when the English industrial concerns were starving. (Hear, hear.)

Sir, as my friend is the first Indian Railway Member with a certain knowledge of the industrial development of the country, I ask him to look at another aspect of the question. The Railway Administration has in India never encouraged Indian industries to develop. It is high time that with the experience which my Honourable friend, Sir Joseph Bhore, possesses, he will direct the energies of the Railway Board and the Railway Administrations properly so that they shall buy their requirements from India and encourage Indian industries to manufacture Railway appliances. If this is not done, Sir, what is the use of gloating over the claim, "We have 38,000 miles of Railway", and what is the use of hearing by wireless from 6,000 miles away, "money is cheap; borrow, borrow; develop the Railways; send orders across the seas!"?

**Mr. K. C. Neogy:** That is the Ottawa spirit.

**Mr. B. Das:** Then the next point I want to draw the attention of my Honourable friend to is this. It is high time that the Lee concessions were abolished.

**Mr. S. C. Mitra:** He cannot do that.

**Mr. B. Das:** Sir, if the Lee concessions were introduced when prices were high in 1922-23, why, I ask, should not the Government be able, in the year 1933, when prices are very low, to withdraw these concessions? Sir, it is time that the Government of India and the Railway Board should fight for the withdrawal of these concessions. Sir, when my Honourable friend was in charge of another Department, I drew his attention to the fact that a gentleman who never crossed the seas got the Lee concessions by establishing that his great-great-grand-father had European blood,—but which he never had. (Laughter.) Then, as my friend, Mr. Neogy, says, one brother got the Lee concessions while the other did not,—probably because the latter was dark and could not establish his relationship with his brother.

Sir, I feel a little bit gratified that after all our labours on the Public Accounts Committees and all the fight put up by Mr. Joshi, Mr. Neogy, and Mr. S. C. Mitra, on the question of the reduction of the stores balances, which at one time stood between 18 to 22 crores, these have been reduced by six to seven crores. This means that for seven years the representatives of the Railways have been telling us lies before the Public Accounts Committees. They were all along urged to reduce these balances, but they said they could not reduce them. How then could they be reduced from 22 crores to 13½ crores? That shows that there is much to be done inside the Railways if the Head becomes an Indian. With the advent of the Indian Financial Commissioner and of the Indian Railway Member, the Railways have seen their way to reduce their stores balance to 13½ crores. Oh, what a fight we had to put up all these seven years before the Public Accounts Committee in order to point out the absurdity of their position! Sir Charles Innes went on borrowing money and Mr. George Sim and Sir Alan Parsons, helped by Sir Clément Hindley and Sir Austin Hadow, went on adding to

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the stores balances! Sir, I do not want to find fault with those who have left us. But they have bequeathed to us schemes that will never earn more than  $\frac{1}{2}$  per cent. Sir, I would earnestly ask my friend, Sir Joseph Bhore, to study these points and find out how his predecessors have gone on mismanaging, and how the snake-like manœuvres of the Chief Commissioner and the technical experts of the Railway Board have saddled my Honourable friend with an inheritance which he will have to justify from year to year on the floor of this House,—until and unless the Secretary of State relieves him by putting the Railways under a Statutory Board.

**Mr. K. Ahmed:** So you give him a chance now for the present?

**Mr. B. Das:** There is another point. I do hope some of my friends, the Round Tablers, will speak on the point I am raising just now. Sir, it was four years ago in the Public Accounts Committee that we raised the issue that the Military Department received large concessions from the Railways, and we asked why should the Railway Administration lose so much money? My friend, Mr. P. R. Rau, the great financier that he is, when I told him that the sum that the military administration received would come to about a crore of rupees, said, of course it was too big a sum, but in the scheme placed before the Retrenchment Committee it was brought out that the Military Department received Rs. 95 lakhs in concessions! Of course, I am aware of the fact that Sir George Schuster—who is not here now—said that “if you raise this subject, it will raise the military expenditure by a corresponding amount”. Now, I do not care if I pay another two crores for the military side. It is being taken forcibly from me, but, I want to know how many crores I really pay for the military expenditure. Therefore, I subscribe to the principle that the strategic lines of the Railways should be charged to the Military Department. Well, we raised it very often, but somehow they managed to evade us. Mr. Neogy himself raised it before the Public Accounts Committee, namely, that the money that is spent on the strategic Railway lines is a purely military charge. So also this little concession of nearly one crore of rupees which the Military Department get for the transport of mules, Captains and Commanders. (Laughter.)

I would ask again my friend to look into the agreements with the Company-managed Railways and to tighten the control a little over the Company-managed Railways. Sir, I am proud that in the Public Accounts Committee we have done so much and we have asked for the tightening of the control over that most mismanaged Railway, the Bengal Nagpur Railway. But, Sir, I raised a debate already three years ago on the floor of this House that the Bengal Nagpur Railway ought to have been a State-managed Railway long ago. One does not know who was that duffer in the Railway Board in 1912 who destroyed all the papers and documents, and the only document that is available today is that the Secretary of State in 1912 was pleased to extend the management of the Bengal Nagpur Railway till 1950. And what happened was that the penal clause that was in the previous agreement was taken away. So today these Directors of the Bengal Nagpur Railway have got a *carte blanche* to spend money in any way they like and to do anything they

like, and the Government of India have no control over the Bengal Nagpur Railway. I do not want my friend, Mr. Rau, to whisper to the Honourable the Railway Member that "contact has been made and control has been exercised". But if it has been exercised, we on this side take 90 per cent. of the credit for that and my friend, the Financial Commissioner, and his predecessor take 10 per cent. credit.

So, Sir, my Honourable friend should pay less attention to his work as Commerce Member and pay six months' attention at least to the complete control of the Railway Administration. I would advise him to tour over every Railway and take with him his Financial Commissioner who knows the views of this side of the House too well, and let them decide how they can make the Railways pay. I will not subscribe, and no Member on this side will subscribe, to the Railways being controlled by a Statutory Board. So, if my Honourable friend would have the privilege of bringing forward a Budget next year, he must bring forward a balanced Budget; otherwise most of us, who laughed at Mr. Ghuznavi's motion for the total abolition of the Railway Board, will have to do the same thing, next year. When the whole Government are irresponsible, we do not care; they can get the Viceroy to certify the grant. Probably next year will be the last year of the life of many of us in this House. But if the balanced Budget does not come, I warn the Honourable the Railway Member that every Demand will be thrown out and he may go to the Viceroy and get them certified.

Sir, I must close, but I will give this warning to the Railway Member. You might turn the Railway Board into a Statutory Board,—I hope some member of the Round Table will reply that that apprehension of mine is groundless,—but there is the transfer of power coming to the people's representatives. Let it be 50 per cent. as some say; but when those, who are now behind the prison walls or outside, come in here, they will not tolerate the idea that the administration of the Railways in India, for which India has borrowed and invested 800 crores and for which 250 crores of capital have been written off and paid for from the revenues of India, should pass on to half a dozen foreign engineers who have received security of their jobs through the constitution to do any mismanagement they like and ask the Government of India and the Legislature to pay for their sins. When they come into power, they will never tolerate that. I hope my Honourable friend will bear that in mind and tell those beyond the seas that India will not tolerate a Statutory Railway Board.

**Khan Bahadur Haji Wajihuddin** (Cities of the United Provinces: Muhammadan Urban): Sir, I wish to say a few words to draw attention to the studied indifference of the Railway Administrations towards the comforts of the poor third class passengers. It is always said, Sir, that they are doing their best to promote the comforts and convenience of third class passengers, but the question is whether these words have ever been translated into practice. The Honourable Member in charge of the Department is, no doubt, a very old friend of mine. His tact, ability, skill and resourcefulness are undoubted, and, along with these qualifications, he possesses a large heart and a sympathetic outlook. I, therefore, venture to say a few words for his consideration.

Sir, let me say frankly that the poor third class passenger undergoes even today the same discomforts and inconveniences that he used to suffer some ten or fifteen years ago. The insulting behaviour of subordinate

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officials towards the third class passengers is as rampant today,—I should say more frequent,—as it was twenty years ago. Sir, let me tell you that most of the members of the supervising staff take very little interest in the true sense in carrying out their duties of supervision, but most of the Railway officials drawing high salaries depend merely upon their subordinates, and my impression of their behaviour is that these subordinates generally consider themselves to be superior to their officers and some of them treat third class passengers, who patronise the Railways and contribute the bulk of the Railway revenue, like sheep and goats. Sir, the fact is that the mere appointment of certain persons on various duties cannot be taken as a guarantee to render comforts to the poor Indian passenger, but proper supervision over the subordinate staff and others concerned is absolutely essential.

What a poor passenger needs most, when travelling by rail, is good food, cold water and sufficient accommodation. May I know, Sir, what has been done in practice to improve these conditions? Some Indian refreshment rooms have no doubt been opened, but they are meant for well-to-do people. Their charges are so high that a third class passenger of limited means can never venture to pay a visit to them. He buys his food from the platform hawker who has got a monopoly to sell there, but the system of favouritism in issuing licences to these hawkers and lack of supervision have deprived the poor passenger of the opportunity of buying fresh and wholesome food. I have reason to believe, Sir, that there is so much letting and sub-letting and so much of profiteering that the hawker can never be expected to use good stuff in the preparation of Indian food. Sir, let me say plainly that it is not sufficient to inspect the look of the food-stuffs, but to arrange to examine the quality of the articles sold to these poor third class passengers, the majority of whom are ignorant and illiterate. Inspectors and other members of the staff usually confine their attention to the look of the food-stuff, the neatness and the cleanliness of the stalls, and these are apparently found in good order, because the stall-keepers know beforehand as to when the *sahib* is to come for inspection and they, therefore, keep everything in good appearance.

As regards cold drinking water, I may say that the present arrangements in small stations is wholly unsatisfactory. It often happens that the *bhistis* do not attend the train regularly or the earthenware kept there for cold water remains empty. My information is that the station staff generally engage these *bhistis* for their private services and so no one takes any action on this serious irregularity on the part of *bhistis* resulting in great inconvenience to the passengers, especially during the hot weather.

Sir, it is no secret that, for lack of proper supervision by the Railway Administration, people are now patronising, in a very large number, private motor transport and consequently the Railway Administration as a whole are driving their golden customers away from themselves, as rather than suffer the hardship of the railway travelling, the public prefer to use motor buses and lorries. If my official friends do not believe what I have said, I may challenge them to come forward and travel along with me without notice as a third class passenger on any line of the Railway they may choose as well as by a motor lorry in the same locality to see with their own eyes and make voluntary and friendly investigations with fellow passengers of both the systems and, I am sure, they will be fully satisfied.

and then they will be able to find a way to solve the problem. Sir, the remedy is not far distant to seek, provided that the Railway officials may see their way to pay more attention on supervision of their staff, hawkers, *bhistis* and others and also consider the advisability of appointing such persons to the Local Advisory Committees of various Railways who have in the past shown real and keen interest in the welfare and comforts of poor passengers who will, I am sure, be proved more useful to both the Railway Administration and the public in general. With these remarks, Sir, I conclude my speech.

**Several Honourable Members:** The question may now be put.

**Mr. Chairman** (Sir Hari Singh Gour): I accept the closure. The question is that the question be now put.

The Assembly divided:

#### AYES—52.

Abdur Rahim, Sir.  
 Ahmed, Mr. K.  
 Amir Hussain, Khan Bahadur Saiyid.  
 Anklesaria, Mr. N. N.  
 Azhar Ali, Mr. Muhammad.  
 Bagla, Lala Rameshwar Prasad.  
 Dalal, Dr. R. D.  
 DeSouza, Dr. F. X.  
 Fox, Mr. H. B.  
 Ghuznavi, Mr. A. H.  
 Gidney, Lieut.-Colonel Sir Henry.  
 Hudson, Sir Leslie.  
 Ishwarsingji, Nawab Naharsingji.  
 Ismail Ali Khan, Kunwar Hajee.  
 Jadhav, Mr. B. V.  
 James, Mr. F. E.  
 Jehangir, Sir Cowasji.  
 Lahiri Chaudhury, Mr. D. K.  
 Lal Chand, Hony. Captain Rao  
 Bahadur Chaudhri.  
 Mackenzie, Mr. R. T. II  
 Maswood Ahmad, Mr. M.  
 Millar, Mr. E. S.  
 Misra, Mr. B. N.  
 Mitra, Mr. S. C.  
 Moore, Mr. Arthur.  
 Morgan, Mr. G.  
 Muazzam Sahib Bahadur, Mr.  
 Muhammad.

Mudaliar, Diwan Bahadur A. Rama-  
 swami.  
 Murtuza Saheb Bahadur, Maulvi  
 Sayyid.  
 Neogy, Mr. K. C.  
 Nihal Singh, Sardar.  
 O'Sullivan, Mr. D. N.  
 Rafiuddin Ahmad, Khan Bahadur  
 Maulvi.  
 Raghubir Singh, Kunwar.  
 Rajah, Rao Bahadur M. C.  
 Rastogi, Mr. Badri Lal.  
 Roy, Kumar G. R.  
 Sadiq Hasan, Shaikh.  
 Sant Singh, Sardar.  
 Sarda, Diwan Bahadur Harbilas.  
 Scott, Mr. J. Ramsay.  
 Sen, Mr. S. C.  
 Sher Muhammad Khan Gakhar,  
 Captain.  
 Singh, Mr. Pradyumna Prashad.  
 Sitaramaraju, Mr. B.  
 Smith, Mr. R.  
 Sohan Singh, Sardar.  
 Suhrawardy, Sir Abdulla-al-Māmūn.  
 Uppi Saheb Bahadur, Mr.  
 Wajihuddin, Khan Bahadur Haji.  
 Yamin Khan, Mr. Muhammad  
 Ziauddin Ahmad, Dr.

#### NOES—8.

Dutt, Mr. Amar Nath.  
 Jog, Mr. S. G.  
 Joshi, Mr. N. M.  
 Lalchand Navalrai, Mr.

Parma Nand, Bhai.  
 Ranga Iyer, Mr. C. S.  
 Sen, Pandit Satyendra Nath.  
 Thampan, Mr. K. P.

The motion was adopted.

**The Honourable Sir Joseph Blore:** Sir, we have had the spectacle, during the last two days, of my Honourable and gallant friend, Sir Henry Gidney, joining hands with Mr. Ghuznavi on the one side and with the stalwarts of the Opposition on the other—a spectacle which, I think, may

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be deemed anticipatory of the millenium when we are told that the lion will lie down with the lamb and a little child shall lead them. Who is the lion and who is the lamb and who the little child, I will not venture to say. But, in asking Honourable Members, if they would be good enough to indicate what subjects they wished to raise on the motions for cuts, I had intended to ask them to specify with some definiteness the matters that they wished to raise. When, therefore, I received notice of this motion with the words "policy and administration" shown against it, my Honourable friends left me guessing as to what they really meant, because obviously practically every conceivable criticism and complaint could be brought within the ambit of this elastic term. Then I did venture along another line of approach. I tried to see what change of policy or what new method of administration I could possibly put into effect with the magnificent sum which my Honourable friends wanted to leave me, namely, one rupee. Naturally there was no enlightenment to be gained along that line. But, I think, Honourable Members will agree with me that it is a little hard on me to expect me to deal with this enormous field which has been opened in the last two days at short notice and I think that it is a little harder on the House to deprive the House of information which I might otherwise have been able to give it and which might have helped the House to come to a juster and fairer conclusion. (Hear, hear.) As it is, Honourable Members have raised many questions—in fact this has been a replica of the first day's general discussion, and each question raised has been itself one of considerable magnitude. I, therefore, find myself in considerable difficulty. I am afraid I can do no more than refer to a few only of the very many subjects that have been touched upon in the course of the last two days.

First, let me refer to my Honourable friend, Mr. Ghuznavi, who led the attack upon us. I venture to submit that so far as Mr. Ghuznavi's speech was intended to be an indictment of the present administration, it has singularly failed. I, in fact, rely on Mr. Ghuznavi and his own testimony to show that the motion, which is now before the House, should be rejected. What was it in effect that he said? I do not raise any question about the correctness of his figures; but, assuming all his statements to be correct, what he really said in effect was this: that the present administration has been responsive to suggestions and criticisms made by him the year before and that they have, as a consequence, been able to save no less than 20 lakhs during the current year. Are we to be abolished for doing this? Then, take the other point that my Honourable friend raised, the carriage of the coal required for the Madras and Southern Mahratta and the South Indian Railways for their own purposes by sea. He pointed out that carriage by this route would mean a considerable loss of revenue to certain Railway systems. As my Honourable friend, Mr. Rau, has explained fully, it was a year or two ago that we ourselves, on our own initiative, took up this question and we hope to see a change in the existing practice; we hope that that change will be brought into effect during the coming year. Now, I want to make it quite clear that these Company Railways are at full liberty, if they so choose, to get coal brought to their doors by the cheapest route, whether it is by sea or by land; but we have endeavoured to induce, and we have now succeeded in inducing, the South Indian Railway to accept an arrangement by which the bulk of their coal will be carried over the land route and we are even



prepared to shoulder some loss, if necessary, in order to secure this result. (Cheers.) Are we to be abolished for taking the initiative and doing what my Honourable friend, Mr. Ghuznavi, really wished us to do? But the whole question of the coal contracts for the Railways has, I think, aroused a great deal of interest, and it is a matter of such importance that I think the House will bear with me if I say a few words in regard to it.

I would like to give to the House some idea of the procedure adopted and the principles which we have followed in allocating contracts for the Railways; and I would also like to refer incidentally in passing to the whole question of Railway-owned collieries. Taking the latter question first, I would point out that my Honourable friend, Mr. Sen, has advanced reasons which, I submit, and, I hope, the House will agree, are conclusive in showing that the policy adopted by the Railway Administration is the correct one. I have only a few words to add to that defence of our policy. I think it is common knowledge that the Railways were forced into ownership of their collieries by the action of private colliery-owners. The prices quoted to them for coal were, I should describe as exorbitant and, in self-defence, in order to break the ring which was putting up the prices against the Railways, they were forced to buy their own collieries. By doing so, they were able to reduce the price of coal from somewhere in the neighbourhood of 12 rupees a ton to the price at which it is now, namely, between three to four rupees a ton. I do not say that that is entirely due to that fact, but the fact that we have owned our own collieries has had a real effect in bringing down the price of coal to the Railways; and I do feel this, that what has happened in the past may again happen in the future, and that the position of these collieries is the greatest safeguard against any possible combination of sellers. Now, the fact, that we own these collieries and can, as a matter of fact, supply practically the whole of our requirements so far as coal is concerned, has not prevented us from doing all that we can to help the industry. We have passed a self-denying ordinance practically, and we are getting in the current year no less than 66·6 per cent. of our requirements from private colliery-owners. We are buying that amount from the open market; we are only raising one-third of our requirements from our own collieries. Well, Sir, obviously the restriction of our raisings must put up the price of our own coal. Obviously, our overheads have to be spread over a smaller output, but we regard the slight increase in the price of our own raisings as a most valuable insurance against excessive rates in the future.

Then, let me turn to the question of the allocation of contracts. This has been the first year in which I have had anything to do with this rather important transaction, and I would like, Sir, to make my position and that of the Railway Board perfectly clear in this matter, because I hope that, if I state the position as fully and frankly as I can, it will put an end once and for all to suggestions that we are being misled by some one or are subject to outside influences. The first recommendations for the allocation were made by the Chief Mining Engineer. These were then most carefully scrutinised by the Chief Commissioner and the Financial Commissioner. That scrutiny lasted for two days; and these officers went into every single tender and every single allocation. Having done that, their proposals were then put before me, and I can assure the House that I went into every single allocation before I finally passed

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orders. (Applause.) I can assure the House that we have done all we could to see that a fair allocation of orders has resulted. We may have made mistakes. I do not claim infallibility, but I do claim this that I have satisfied myself that there are good and sufficient reasons for every allocation that has been made. (Applause.) I would bring another point to the notice of this House. As a result of their scrutiny by the Chief Commissioner and the Financial Commissioner, the original proposals were greatly modified, and, as the result of my subsequent examination, there was a still further change in the proposals. (Applause from different parts of the House.) Now, Sir, the House will realise that we must, on certain matters, follow the advice of our experts. For instance, if our expert says that one seam is inferior to another seam, or if he says that as a result of tests the ash content of one sample is greater than the ash content of another sample, we must accept that. If we did not do that, the whole administration of a technical department would be reduced to chaos.

Then, Sir, before I leave this point, as I am stating the position as fully and frankly as I can, I will give to the House the general principles which have guided us this year in making our final selection of tenders. We have kept the four following broad considerations in our minds:

Firstly,—where the quality of coal was the same, the first consideration, or the main consideration should be that of price;

Secondly,—we had to take into account the capacity of the tenderer to fulfil the contract;

Thirdly,—we had to take into account also the past performance; and

Fourthly,—taking into account both quality and price, we endeavoured to spread our orders over as many collieries as possible in order to help the industry in these bad times.

Those, Sir, were the general principles which we adopted, and I leave it to the House to decide whether we have not done our best to obviate any charges that we have acted irresponsibly or blindly or at the dictation of some one else.

Now, Sir, I come next to my friend, Mr. Mitra, and I would like in the first place to point out that he has made a little mistake in his argument that because the Railway Board at the present moment does not have an engineering or a traffic expert, we could always get on without them. As a matter of fact, it so happens that the Chief Commissioner is himself an Engineer and the Staff Member is himself a Traffic Officer. It has thus been possible to double up these charges, and I would like to say that I am not quite sure whether in other circumstances it would be possible without some loss of efficiency to continue this doubling up process.

Then, Sir, my friend suggested,—and I think in this suggestion he was supported by more than one Member of this House,—that in future the Railway Administration at headquarters should be carried on by a Member with the usual Secretariat staff. Well, Sir, I can only say that I should not like to be the Member to have to carry on an organization like that. I do not profess to be a railway traffic expert; I do not profess to be a railway engineering expert; nor do I profess to be a financial

authority, and, I am afraid, though I appreciate the compliment conveyed in that suggestion, that this particular charge, if so constituted, would be entirely beyond my capacity.

Then, my friend, Mr. Mitra, raised the question of Indianization. So far as Indianization is concerned, I have always done my best to advance it, for I recognise that considerations of national prestige, national self-respect, of economic expediency and of political advisability are all concerned in this question. But, Sir, I would like to draw a distinction between recruitment to the services and subsequent promotions to selection posts. So far as recruitment for our superior Railway Services is concerned, I think the House is aware that recruitment is conducted in the proportion of 75 Indians to 25 Europeans. Now, those proportions have, as far as I know, been adopted in almost every recruitment that has been carried out. I think in only one case or two cases has the percentage been slightly smaller. As regards the numbers of Indians in the gazetted cadres, I have had certain figures prepared for me and I would like to give them to the House. I would point out that there has been a steady improvement in the State-managed Railways since 1925 when this proportion was first adopted in the matter of recruitment. In 1925, the percentage of Indians was 28. In 1926, it had risen to 32. In 1927, it was 33. In 1928, it was 35. In 1929, it had risen to 36. In 1930, it was 36.88, and, in 1931, it was 36.90. Now, Honourable Members will see that there has been a slight slowing down of the increase in the percentage in the last two or three years, and I think they will readily realise the cause of that. The cause has been that recruitment has been very greatly reduced or almost stopped. But we have often been asked why is it that we have not appointed an Indian or a member of a particular community, say, to the Railway Board or to the staff of the Railway Board. The House knows, I think we have often referred to that matter on the floor of the House before, that we do not recruit these appointments or rather we do not make promotions to these appointments on a racial or a communal basis. We strive to get the best man we possibly can and these posts, Honourable Members will remember, are posts to which all officers can aspire and look forward to as a reward for merit and for good work. If a junior officer were of such outstanding ability and merit as to justify promotion to the Board, I should not have the faintest hesitation in appointing him in supersession of his seniors. Also, Sir, where two officers are of practically the same seniority and qualification, I think possibly consideration may be paid to the fact that one belongs to a race or community not adequately represented in that particular branch of the service, but to deliberately supersede a senior officer who may be thoroughly qualified and merits promotion to a selection post is to introduce a new principle which will, to my mind, destroy the morale of the services and which will be wholly unjustified. I can be no party to such a course.

Then, my Honourable friend, Mr. Mitra, referred to the mechanical apprentices at Jamalpur. The case has not come up to me officially yet, but I can give him the assurance that when it comes up, I shall pay my very closest personal attention to the matter. As we are on that point, I will also refer to what fell from my Honourable friend, Sir Cowasji Jehangir. He must realise that I could not possibly undertake to examine the case of every retrenched officer, but if he can select one or two cases in which he considers that Indian personnel has been un-

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fairly or inequitably treated or treated not in accordance with the rules for retrenchment that we have laid down, then, Sir, I promise to regard those cases as test cases and to go personally into the matter myself.

There is only one more aspect of this motion which I would like to press upon this House. More than one speaker has said "Do away with the Railway Board". I would ask what grounds there are upon which that proposal is made? Is it purely on the ground of analogy, the analogy of the other Departments of the Secretariat or has it any reference to the actual quantum, the nature and the quality of the work to be performed? I have only heard assertions that the Railway Board is unnecessary and that this whole organisation can be done away with. My Honourable friends must realise that while I am perfectly ready to be convinced that this work can be better done by another organisation, it is not assertion merely that will satisfy me. It must be proof of some kind.

Then, Sir, let me refer briefly to my friend, Mr. Joshi. Obviously I cannot now follow him in the complicated mathematical calculations that he put forward. I am afraid that though they may appear simple, there is a fallacy underlying them. My Honourable friend raised the general question of the treatment of labour and I would only reply to him in general terms. I think in principle there may not be such a great difference between the views held by Mr. Joshi and myself. I have often expressed those views on the floor of this House. I have said that apart from any question of prudence or expediency, I hold that there is a moral obligation resting upon all employers of labour to undertake the progressive improvement of the labour conditions, but, Sir, if there is a responsibility resting upon employers, there is an equal responsibility resting on labour in the service that they offer and in pressing and putting forward their claims. I have not, I think, seen any particular readiness to appreciate and to implement this responsibility on the part of labour. I would, in regard to the specific point raised by Mr. Joshi, namely, as to what we are doing on the recommendations of the Labour Commission, say that in regard to that rather important suggestion, namely, the bringing into existence of machinery to deal with railway disputes the matter has not only been considered—we have passed that stage—but the Railway Board have formulated their provisional conclusions. These conclusions should have been and would have been discussed with the All-India Railway Men's Federation last month, but unfortunately, owing to the illness of the Chief Commissioner, that meeting had to be postponed. Those proposals, therefore, will be discussed with the Federation at the postponed meeting which will take place either this month or the next. After that discussion, I do not think that any long period of time should elapse before we come to final decisions and to the question of giving effect to them. I will not follow my Honourable friend in regard to the specific matter which he has raised, namely, the Madras and Southern Mahratta Railway dispute. It is unfortunate that the reference to this matter should have taken the form which it did. I will only say this, that I am glad of this opportunity of paying my public tribute to the work of the Citizens' Committee. The Committee did a great public duty at considerable cost to themselves, with courage and in a spirit of disinterestedness and I will also say this that Government fully accept

their findings that the Agent was not responsible for breaking either in the letter or in the spirit the agreement that had been arrived at, and they will adhere to that finding.

Now, Sir, I would like very briefly to refer to my Honourable friend, Mr. B. Das. I had already promised Dr. Ziauddin Ahmad that I would sit at his feet and learn how the Railways should be administered, but I am afraid I overlooked the fact that there was another sage and teacher in this House. (Hear, hear.) My Honourable friend, Mr. Das, seems to me to have followed the line and adopted the policy of my friend, Mr. Ghuznavi. He wishes, I think, the Board to be abolished. Why? Because, as he himself pointed out, the present Administration have actually carried into effect the recommendations made by the Public Accounts Committee, for instance, in the matter of the reduction of the stores balances! Then, Sir, he raised the question of the concessions to the army. Well, there also, we have raised the question, and we are now discussing it. And that, Sir, brings me, in conclusion, to what my Honourable friend, Mr. Neogy, said; and may I congratulate him on the restraint of his speech, which, if I may say so, added greatly to the weight of his arguments. I particularly appreciate the very discerning nature of his suggestion that I should abstain from pronouncing at once an opinion on the weighty matters to which he referred, for the reason that he felt that an immediate pronouncement could not, in the circumstances of the case, possibly reflect the results of a considered and an independent personal judgment. Honourable Members will realize that the insistent and numerous preoccupations of the last few months have left me little time to address myself to the very large and important questions which have always for many years in the past exercised this House and which exercise it today; but I hope that when I have again to face this House on the Railway Budget, I may have made some little progress with the consideration of some at least of those important questions which we have so often discussed on the floor of this House. Particularly, do I agree with Mr. Neogy in the stress he laid on the importance of maintaining contact between the Railway Administration and public opinion. The grievance that the Central Advisory Council has not met for some considerable time is a perfectly legitimate one, but I may tell Honourable Members that I have already taken steps to summon a meeting. I hope those meetings in the future will be not merely more numerous and more regular, but that they may lead to an atmosphere of co-operation between the representatives of the Assembly and the Railway Administration which cannot but be of the greatest use to us in conducting the work of the Organization committed to our charge.

I would only now, Sir, ask the House not to accept the motion placed before it. As I have said, Mr. Ghuznavi already paid a compliment to the readiness of the Board in the matter of listening to advice and criticism. I think the gallant Knight from Calcutta told us that when he entered the lists on behalf of some unfortunate subordinates, as indeed befitted a Knight of the Round Table (Laughter), he obtained redress when he went to the Railway Board. Similarly also my friend, Mr. Lalchand Navalrai, said: "I had 16 or 17 grievances and all I had to do was to see the Financial Commissioner and I had those grievances redressed."

**Mr. Lalchand Navalrai** (Sind: Non-Muhammadian Urban): Not all.

**The Honourable Sir Joseph Bhore:** Let us hope, Sir, that all may be redressed, but some perhaps are not worthy of redress. In any case, I venture to hope that those who have come to curse will stay to bless, and I hope the House will have no hesitation in not accepting this motion. (Loud Applause.)

**Mr. A. H. Ghuznavi** (Dacca *cum* Mymensingh: Muhammadan Rural): Sir, after the excellent, illuminating, informing, lucid and instructive speech of my Honourable friend, Sir Joseph Bhore, I would ask for the leave of this House to withdraw my motion (*Voices*: "No, no"), but before I do so, I desire to offer a few remarks. Sir, I am happy, I feel proud that my criticism has had this effect that the Government will now be saving at least between Rs. 20 lakhs and Rs. 30 lakhs. It was said yesterday that the saving of these lakhs on account of a new system of purchase was not due to my criticism, but due to a fall in price in the market.

**Mr. N. N. Anklesaria** (Bombay Northern Division: Non-Muhammadian Rural): On a point of order, Sir,—is the Honourable Member entitled to make a speech when he asks for withdrawal of his motion? I ask for a ruling from the Chair.

**Mr. Chairman** (Sir Hari Singh Gour): He is giving his reasons with a view to persuading the House to let him withdraw his motion.

**Mr. A. H. Ghuznavi:** Now, Sir, I have taken these figures from the *Capital* of last year and this year. Last year, one firm offered their coal at Rs. 4-8-0. Then second class coal was offered at Rs. 3-4-0 by another party. Well, last year the coal which was offered at Rs. 4-8-0 was purchased, and that tendered at Rs. 3-4-0, was not purchased; that is to say, they paid 15 annas per ton higher. Then, there was one tender at Rs. 4-12-0, and another tender for the same was offered at Rs. 4-4-0, but they bought the Rs. 4-12-0 coal and did not buy the coal offered at Rs. 4-4-0.

**Kunwar Hajee Ismail Ali Khan** (Meerut Division: Muhammadan Rural): Sir, he is not giving any reasons for withdrawing his motion.

**Mr. Chairman** (Sir Hari Singh Gour): I hope the Honourable Member will be brief.

**Mr. A. H. Ghuznavi:** I shall take only five minutes more.

**Mr. M. Maswood Ahmad:** Are you withdrawing, or are you going to press for a division?

**Mr. A. H. Ghuznavi:** I want to give my reasons as to why I want to withdraw.

(At this stage Kunwar Hajee Ismail Ali Khan rose.)

**Mr. Chairman** (Sir Hari Singh Gour): Is the Honourable Member raising any point of order? • •

**Kunwar Hajee Ismail Ali Khan:** I should like to raise my point of order that while the Honourable Member said that he agreed to withdraw his motion, he is not giving any reasons in support of withdrawal, but he is making a speech to justify himself in moving the original motion. Sir, this should not be allowed at this stage.

**Mr. A. H. Ghuznavi:** This coal, which was offered last year, at Rs. 4-8-0, has been offered, owing to depression, at Rs. 3-14-0; and the coal that was offered last year at Rs. 3-4-0, has been offered this year, owing to depression, at Rs. 2-13-0. They have bought at Rs. 2-13-0, this year and not at Rs. 3-14-0, and that will save them Rs. 1-1-0, per ton. Similarly, . . . .

(At this stage there was thumping of tables in the Opposition Benches.)

Sir, in view of this attitude of the House, I beg leave to withdraw my motion.

**Mr. Chairman** (Sir Hari Singh Gour): Has the Honourable Member leave of the House to withdraw his motion?

**Some Honourable Members:** No.

**Mr. Chairman** (Sir Hari Singh Gour): As objection has been taken, I will put the motion before the House. The question is:

"That the demand under the head 'Railway Board' be reduced to Rs. 1."

The motion was negatived.

**Mr. Chairman** (Sir Hari Singh Gour): Before I adjourn the House I wish to ask Honourable Members whether they agree to a suggestion that has been made in certain quarters and agreed to by a few Members of the House for the discussion of business tomorrow, and on Saturday and Monday. As Honourable Members are aware, tomorrow is both Friday as well as a day when Honourable Members have an engagement elsewhere at about half past four. It has been suggested that in order to economise time and give Honourable Members as much time as possible tomorrow, the questions which are set down in the agenda for tomorrow may be passed over and that the work of the day might begin at 11 o'clock, and that the House should rise for the mid-day recess at 12-40 and meet again at 2 o'clock rising at 4 o'clock in the afternoon. If that is generally agreed to . . . .

**Several Honourable Members:** Yes, yes.

**Mr. Chairman** (Sir Hari Singh Gour): I take it that that is agreed to by most of the Members. The business will be arranged accordingly.

The Assembly then adjourned till Eleven of the Clock on Friday, the 24th February, 1933.