

30th August 1939

THE  
**LEGISLATIVE ASSEMBLY DEBATES**  
(Official Report)

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Volume V, 1939

*(30th August to 22nd September, 1939)*

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**TENTH SESSION**  
OF THE  
**FIFTH LEGISLATIVE ASSEMBLY,**  
**1939**



NEW DELHI  
GOVERNMENT OF INDIA PRESS  
1940.

# Legislative Assembly.

## *President:*

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

## *Deputy President:*

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

## *Panel of Chairmen:*

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

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

SIR COWASJI JEhangIR, BART., K.C.I.E., O.B.E., M.L.A.

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

## *Secretary:*

MIAN MUHAMMAD RAFI, BAR.-AT-LAW.

## *Assistants of the Secretary:*

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

KHAN SAHIB S. G. HASNAIN.

## *Marshal:*

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

## *Committee on Petitions:*

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

SYED GHULAM BEIK NAIRANG, M.L.A.

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

RAJA SIR VASUDEVA RAJAH, C.I.E., M.L.A.

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## CORRIGENDA.

In the Legislative Assembly Debates, Simla Session, 1939,—

(1) Vol. V, No. 3, dated the 1st September, 1939, page 221, line 2 from the bottom, for "part (b)" read "parts (b) and (c)";

(2) Vol. V, No. 5, dated the 5th September, 1939,—

(i) page 366, line 19 from the bottom, for "wheehher" read "whether";

(ii) page 377, line 17, for "officers" read "officer";

(3) Vol. V, No. 6, dated the 8th September, 1939, page 390, line 4, after "14th March, 1939," insert "in this House";

(4) Vol. V, No. 13, dated the 20th September, 1939, page 744, in the subject-heading to short Notice Question, for "Convention" read "Conversion";

(5) Vol. V, No. 14, dated the 21st September, 1939, page 832, line 12 from the bottom, for "presonnel" read "personnel".

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## LEGISLATIVE ASSEMBLY DEBATES

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

VOLUME V—1939.

## LEGISLATIVE ASSEMBLY.

*Wednesday, 30th August, 1939.*

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

## MEMBERS SWORN.

- The Honourable Diwan Bahadur Sir Arcot Ramaswami Mudaliar  
(Member for Commerce and Labour) ;  
The Honourable Mr. John Anderson Thorne, C.S.I., C.I.E. (Home  
Member) ;  
Dr. Habibur Rahman, M.L.A. (Rajshahi Division : Muhammadan  
Rural) ;  
Mr. Dudley Charles Hudson, M.L.A. (Assam : European) ;  
Mr. Geoffrey Stephen Bozman, C.I.E., M.L.A. (Secretary, Depart-  
ment of Education, Health and Lands) ;  
Mr. Olaf Kirkpatrick Caroe, C.I.E., M.L.A. (Secretary, External  
Affairs Department) ;  
Mr. John Francis Sheehy, C.S.I., M.L.A. (Government of India :  
Nominated Official) ;  
Mr. Noel James Roughton, C.S.I., C.I.E., M.L.A. (Government of  
India : Nominated Official) ;  
Mr. Jatindra Nath Talukdar, M.L.A. (Government of India :  
Nominated Official) ;  
Mr. Astad Dinshaw Gorwala, M.L.A. (Government of India :  
Nominated Official) ;

- Mr. Braj Kumar Nehru, M.L.A. (Government of India : Nominated Official) ;
- Mr. Denys Hayes Crofton, M.L.A. (Government of India : Nominated Official) ;
- Mr. Eric Ingoldby, M.L.A. (Government of India : Nominated Official) ;
- Mr. Kashinath Yashwant Bhandarkar, M.L.A. (Government of India : Nominated Official) ;
- Mr. Niaz Muhammad Khan, M.L.A. (Bengal : Nominated Official) ; and
- Khan Bahadur Shaikh Khurshaid Muhammad, M.L.A. (Punjab : Nominated Official).

### STARRED QUESTIONS AND ANSWERS.

#### (a) ORAL ANSWERS.

#### MURDER OF A SPECIAL TICKET EXAMINER ON THE NORTH WESTERN RAILWAY.

1. \*Mr. Lalchand Navarai : (a) Will the Honourable the Railway Member please state if Government are aware that a gruesome murder in a moving train of a special railway ticket examiner Mr. Idandas D. Motwani aged about 35 years, took place between Badah and Dokri on the Sind Section of the North Western Railway on the 28th April, 1939 ?

(b) If so, under what conditions did that murder take place ?

(c) How many passengers were then travelling in that compartment ?

(d) Was there any police travelling in the train ?

(e) Is it a fact that the train was stopped by a co-passenger and the culprit ran out of the train ?

(f) Did the police arrive at the compartment immediately the train stopped ? Did any of the police follow the culprit ; if so, why was not the police able to catch the culprit as there was no forest at the spot but open arable land ?

(g) What arrangements have the Railway authorities made to suitably compensate the victim's wife and children ?

**The Honourable Sir Andrew Clow :** (a) and (e). Yes.

(b) The Special Ticket Examiner detected a passenger travelling beyond the station for which he held a ticket. The passenger refused to pay the railway fare due. Upon the Special Ticket Examiner persisting in his demand for payment of the fare, the passenger stabbed him,

(c) About ten.

(d) Yes : one Police constable, on duty.

(f) The Police constable arrived at the compartment as soon as the train stopped. Knowing that the Civil Surgeon of Larkana was travelling in the train, the constable first fetched him from his compartment to attend to the Special Ticket Examiner. He then went in search of the assailant who had, however, disappeared.

(g) The amount admissible under the Workmen's Compensation Act has been deposited with the Judge at Larkana, who is Commissioner under the Act, for payment to the legal dependants. The widow has received Provident Fund and gratuity and employment has been given to the deceased's brother.

**Mr. Lalchand Navalrai :** May I ask the Honourable Member to say whether he is aware that since this murder, other murders of railway officials have taken place, one, of the cabin man at Kotri station and the other of the Station Master of Khudal Station who was stabbed....

**Mr. President** (The Honourable Sir Abdur Rahim) : The Honourable Member should confine his questions to this case only.

**Mr. Lalchand Navalrai :** I shall put other questions if not this particular question.

**Mr. President** (The Honourable Sir Abdur Rahim) : Any other question relevant to this question ?

**Mr. Lalchand Navalrai :** Quite relevant, Sir. Will the Honourable Member be pleased to say if he has any power to give special compensation to the heirs of the deceased ?

**The Honourable Sir Andrew Clow :** What does the Honourable Member mean by special compensation ?

**Mr. Lalchand Navalrai :** Compensation apart from what is being given under the particular Acts which the Honourable Member has mentioned in his answer.

**The Honourable Sir Andrew Clow :** I only mentioned one Act, and I also mentioned that employment was given to the brother of the deceased.

**Mr. Lalchand Navalrai :** May I know, Sir, whether the Railway Board or the Honourable Member has got any discretion to give anything more than what is allowed by these Acts ?

**The Honourable Sir Andrew Clow :** I have not got the Regulations with me here, but I believe it is possible.

**Mr. Lalchand Navalrai :** Will he then be good enough to consider and exercise his discretion and give something more to the heirs of the deceased ?

**The Honourable Sir Andrew Clow :** As the dependants of the deceased have got compensation, provident fund and gratuity and also employment for a relative, I think they have been reasonably treated.

**Mr. Lalchand Navalrai :** May I then ask.....

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

**Mr. Lalchand Navalrai :** I want to ask another supplementary question to the same question. It is with regard to part (c).

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

#### RELAY OF PROGRAMMES BY THE DELHI BROADCASTING STATION.

2. **\*Mr. Lalchand Navalrai :** (a) Will the Honourable the Communications Member be pleased to state if he is aware that for sometime the broadcasting station at Delhi has been relaying programmes from other places mostly and incessantly from Bombay ?

(b) If so, how many such whole day relays or part day relays have been done in the Delhi broadcasting station from Bombay during the past six months ?

(c) How much economy has been done by the department on account of these relays and how was the establishment at the broadcasting station utilised during the time the relays were operated upon ?

(d) Are Government aware that people would like to hear at the radios variety of territorial programmes ? If so, do Government propose to minimise these relays and do them only when they are exceptionally important and unavoidable ? If not, why not ?

**The Honourable Sir Andrew Clow :** (a) Yes, Delhi has been relaying the greater part of the day's programme from Bombay on certain days and also occasional items from other stations.

(b) During the past six months, Delhi has been relaying the greater part of the day's programme from Bombay once a week.

(c) When relaying other stations, the relaying station naturally effects a certain economy in the expenditure on its own programmes, but it is difficult to calculate accurately the actual amount saved as whatever savings are effected are devoted to improving the programmes on other days. As regards the second part of the question, relays do not afford any relief to the Engineering staff as the transmitters in their charge work as usual. Some members of the programme staff are relieved of actual transmission duties, but they have to carry on rehearsals, auditions and office work as usual. All India Radio works seven days a week without the holidays enjoyed in other departments : the staff, therefore, requires such relief as can be afforded by the use of relays.

(d) Government are not aware that listeners appreciate locally arranged programmes to the exclusion of all others. On the contrary, Government believe that most listeners like to listen occasionally to other stations besides the one nearest to them ; and since, by means of relays, shortwave programmes from distant stations are rebroadcast by the relaying station on medium wave, relays are particularly appreciated by owners of inexpensive sets who cannot receive the shortwave stations directly. As there are also certain administrative advantages to be gained from these relays, Government see no reason at present to stop them or cut down their number.

**Mr. Lalchand Navalrai :** May I know from the Honourable Member if this change was effected under the orders of any officer, and who was the officer who considered that there should be relays now which had not existed before ?

**The Honourable Sir Andrew Clow :** The general supervision of Broadcasting is in charge of the Controller of Broadcasting who acts under such directions as he gets from Government.

**Mr. Lalchand Navalrai :** Was the change made in response to any demand from the public or he exercised his own discretion in this matter ?

**The Honourable Sir Andrew Clow :** He tries to keep in touch with what he believes to be the popular demand and he also exercises his own discretion.

**Mr. Lalchand Navalrai :** If there was any popular demand, how was it brought to the notice of the Government or of the Controller ?

**The Honourable Sir Andrew Clow :** I have no access here to what was before the Controller. I can only reply to the question that is asked, but I believe that listeners do not wish to exclusively listen to one station.

**Mr. Lalchand Navalrai :** In view of that fact, will the Honourable Member inquire from the public what is their real desire ?

**The Honourable Sir Andrew Clow :** I know many listeners, but I have hardly met any listener who wishes to listen to only one station to the exclusion of all others.

**Mr. Lalchand Navalrai :** The Honourable Member can also take me for a listener.....

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

#### RE ORGANISATION OF THE SIND AND BALUCHISTAN POSTAL CIRCLE

**3. \*Mr. Lalchand Navalrai :** (a) With reference to the reply to part (c) of my starred question No. 281, on the 2nd September, 1937, will the Honourable the Communications Member please state how Sind and Baluchistan Postal Circle has been re-organised ?

(b) Is it a fact that a separate Divisional Engineer, Telegraphs, has been sanctioned for the circle, but a Divisional Office for Railway Mail Service, for which there was a demand, has not been sanctioned ?

(c) Is it a fact that the post of Superintendent, Telegraph Traffic, has been abolished ?

(d) Is it a fact that instead an additional Assistant Director's post has been sanctioned for the circle ?

(e) Is it a fact that this Assistant Director has been assigned the duties of Superintendent, Telegraph Traffic, and also several postal duties, and the Railway Mail Service Division ?

(f) Is it a fact that from May, 1938, when this Assistant Director took over charge, he has not been able to move out in the Railway Mail Service Division ?

**The Honourable Sir Andrew Clow :** (a) The Director, Posts and Telegraphs, no longer holds direct executive charge of the Karachi Engineering Division. A separate post of Divisional Engineer, Telegraphs, has been sanctioned and this officer acts as technical adviser to the Director, Posts and Telegraphs, in matters relating to Telegraph Engineering and Traffic. The posts of Personal Assistant, Traffic, and Personal Assistant, Engineering, have been abolished and one additional post of Assistant Director, Posts and Telegraphs, has been created.

(b) A separate Divisional Engineer, Telegraphs, has been sanctioned for the Circle, but a separate Divisional Office for the Railway Mail Service has not been created as there is no necessity for it.

(c) No, but the post of Personal Assistant, Traffic, was abolished.

(d) Yes.



(e) The facts are substantially as stated by the Honourable Member, but the Assistant Director, Posts and Telegraphs, has not been assigned all the work formerly performed by the Personal Assistant, Traffic.

(f) No.

**Mr. Lalchand Navalrai :** May I know, Sir, if there has not been a demand either by the servants of the Railway Mail Service or by the public for a separate division ?

**The Honourable Sir Andrew Clow :** I don't see what the public has got to do with the administrative arrangements. I can quite believe that certain officials in the department would like to see higher posts created.

**Mr. Lalchand Navalrai :** In view of the fact that the public are affected by the Government not being able to exercise proper supervision in the absence of a separate division as there is lack of supervision, will the Honourable Member be pleased to say whether the public have asked for a separate division or not ?

**The Honourable Sir Andrew Clow :** I am sorry I cannot accept the Honourable Member's premise that there is no proper supervision.

**Mr. Lalchand Navalrai :** With regard to clause (f) of this question, may I know from the Honourable Member whether the Assistant Director has been touring about, and when did he tour last ?

**The Honourable Sir Andrew Clow :** My answer to the Honourable Member's question was 'No' ; in other words, he has been able to tour, I am informed, in 1938-39.

#### RE-ORGANISATION OF THE SIND AND BALUCHISTAN POSTAL CIRCLE.

4. **\*Mr. Lalchand Navalrai :** (a) Will the Honourable the Communications Member please state if it is a fact that the Railway Mail Service Division referred to in the preceding question was transferred to the Sind Circle in 1929 to work out Provincial scheme ?

(b) Is it a fact that at that time a promise was held out to the employees of this Division that they would be gradually transferred to the Punjab Circle as vacancies occurred ?

(c) How many sorters and mail guards have been recruited in the Sind Circle from 1929 to date to replace the Punjab staff ?

(d) Is it a fact that the Divisional Office of the Railway Mail Service was abolished in 1932 ?

(e) Is it a fact that the clerical staff of the Divisional Office was then merged in the circle office and in the Karachi Post Office ?

(f) Is it a fact that this procedure has reduced the number of stationary appointments for which a rotation is prescribed ?

(g) Is it a fact that after the abolition of the Divisional Office, about nine more stationary appointments have been abolished in this Railway Mail Service Division ?

(h) Is it a fact that, as the result of the action mentioned in parts (e) and (g) above, a sorter of this K Division will always remain a sorter for the whole of his service ?

(i) How many selection grade posts of the general line have been given to this Division ?

(j) How many of the sorters are expected to get promotion to the only one selection grade appointment (lower grade) in this Division ?

(k) What is the service of the present incumbent holding the selection grade appointment and what time he will take to retire ?

(l) What extra amount is being spent every month to meet the recent re-organisation and what extra expenditure would be incurred to re-create the Railway Mail Service Divisional Office ?

**The Honourable Sir Andrew Clow :** (a) Yes, in pursuance of the scheme of unification of control of the Post Offices and the Railway Mail Service.

(b) No.

(c) No recruitment has been made for the purpose of replacing the old Punjab staff working in the K Division. On account of reduction in status of certain offices and sections in the K Division, ten sorters who were surplus were transferred to the Punjab and North-West Frontier Circle.

(d) Yes.

(e) The facts are substantially as stated by the Honourable Member.

(f) Yes, to a certain extent.

(g) Yes.

(h) No.

(i) One.

(j) It depends on circumstances.

(k) The official has put in some 24 years' service and is due to retire in 1948.

(l) 800 rupees a month and 1,300 rupees a month, respectively.

**Mr. Lalchand Navalrai :** May I know from the Honourable Member, with reference to his answer to part (b) of the question,—that part says that there was a promise that these Punjab people would be transferred over to the Punjab. Some of them have been transferred, and may I know if there is any likelihood of the others also being transferred ?

**The Honourable Sir Andrew Clow :** My answer was that there was no promise. There were certain instructions to superior officers ; and we are taking steps to draw attention to the matter in order that there may be other transfers.

†5\*—13\*.

#### INCONVENIENCE FOR WANT OF LIGHT ON A ROAD TO SYLHET BAZAR RAILWAY STATION

†14. \*Maulvi Abdur Rasheed Chaudhury : Will the Honourable the Railway Member please state :

(a) the total minimum monthly units contracted for the Sylhet Bazar Railway Station (Assam Bengal Railway) with the Sylhet Electric Supply Company, Limited ;

†These questions were withdrawn by the questioners.

‡Answer to this question laid on the table, the questioner being absent.

- (b) the total number of units consumed in each month during the first half year of 1939 and the total amount paid during this period to the Electric Supply Company, Limited ;
- (c) if it is a fact that though the total consumption of units per month is much less than the contracted quantity for which the Railway is paying, the authorities are refusing to light up 300 yards semi-circular approach road to the station ;
- (d) if it is a fact that owing to heavy rainfall in Sylhet, night passengers of trains feel a good deal of inconvenience for want of light in the semi-circular approach road of Sylhet Bazar Station ;
- (e) whether Government are aware that the railway authorities contemplate supplying light to the approach road in near future ; if not, why not ; and
- (f) if it is a fact that Sylhet Bazar Railway Station is growing in importance every year and that its income is also increasing every year, it being the terminus of the Assam Bengal Railway and the connecting link with Shillong ?

**The Honourable Sir Andrew Clow :** The information is being obtained and a reply will be laid on the table in due course.

#### INDIANS IN ABYSSINIA.

**15. \*Mr. Muhammad Azhar Ali** (on behalf of Dr. Sir Ziauddin Ahmad) : Will the Foreign Secretary please state :

- (a) what the total number of Indians in Abyssinia is ; and
- (b) if it is a fact that Indians are not permitted to travel on the Abyssinian Railway in a compartment higher than the third class ?

**Mr. O. K. Caroe :** (a) About 250.

(b) Government have no information on the point. From reports received, however, it appears that Indians are not allowed to use the thrice weekly Diesel car service to Dire Dawa, and their movements are confined to a weekly train service to Dire Dawa and Jibuti.

**Mr. Muhammad Azhar Ali :** Will Government try to get these grievances of the Indians in Abyssinia redressed ? Will Government take any action with regard to it ?

**Mr. O. K. Caroe :** An approach has been made through His Majesty's Government to the Italian Government in an effort to obtain redress for Indians in Ethiopia.

**Sir Muhammad Yamin Khan :** If the Italian Government do not allow the same facilities to Indians in Abyssinia as they do to the Italians in the matter of travel, will Government see that all the Italians in India are not allowed to travel not more than third class ?

**Mr. O. K. Caroe :** Government, I think, would take the view that it is better to wait until we hear—we hope for a favourable response—from the Italian Government before considering measures of retribution.

**Mr. Muhammad Nauman :** May I know when His Majesty's Government made that request to the Italian Government ?

**Mr. O. K. Caroe :** I am afraid I must ask for notice.

**Mr. Muhammad Nauman :** A demand has been made and I think the Honourable Member must know when it has been made.

**Mr. O. K. Caroe :** I have not the papers with me here to say exactly when the approach was made, but the approach has already been made to the Italian Government. It has got beyond His Majesty's Government, and a diplomatic approach has been made to the Italian Government.

**Mr. N. M. Joshi :** May I ask what, according to the information of Government, is the object of the restriction placed upon the Indians ?

**Mr. O. K. Caroe :** The restrictions have been placed by the Italian Government in accordance with what they call their "protection of the race decrees".

#### ACCIDENT TO THE DEHRA DUN EXPRESS.

**16. \*Mr. Muhammad Azhar Ali** (on behalf of Dr. Sir Ziauddin Ahmad) : (a) Will the Honourable Member for Railways be pleased to lay a statement on the table about the accident of the Dehra Dun Express in the month of July ?

(b) What is the report of the Senior Inspector ?

(c) Did the Honourable Member visit the scene of action and what are his conclusions about the accident ?

(d) Did any Member of the Railway Board actually visit the scene of action ; if so, on what date and what investigations did he make on the spot ? Has he submitted any report about his visit to the Honourable Member ?

(e) What action, if any, have Government taken or propose to take to avoid such accidents in future ?

**The Honourable Sir Andrew Clow :** (a) A statement is laid on the table.

(b) I presume the Honourable Member desires to know the finding of the Senior Government Inspector. It is to the effect that the accident was caused by No. 33 Up running at night into a breach caused by flood rain water percolating into the railway embankment. He does not hold the railway staff as having been responsible or negligent.

(c) and (d). No.

(e) The usual measures taken after breaches in railway embankments have occurred are to consider the adequacy of the drainage openings provided and to increase them if this is considered likely to effect an improvement. In the present instance the original waterways provided at the time of construction in 1930 were increased in 1934 to seven times their original size owing to the peculiar local conditions that had been revealed in the floods of 1933. The need of further structural alterations will be considered.

*Statement.*

In the early morning of the 28th June, No. 83 Up Delhi-Dehra Dun Mixed Express composed of three fourwheeled covered goods wagons leading, with eight bogie passenger coaches in rear hauled by CA class locomotive ran into a breach in the embankment at mile 26½ and was wrecked. The accident occurred at about 2.22 A.M. The night was dark. The bank had been washed away for a short length leaving the track suspended across a comparatively narrow gap. The engine as it ran over the unsupported track broke the rails, derailed and cap-sized. The three four-wheeled goods wagons which were leading were thrown to the right of the embankment and three of the passenger coaches following were derailed and badly damaged. The remaining five coaches were undamaged.

2. The engine crew escaped almost unhurt but were prevented from reaching the next station by further breaches ahead. A gangman was sent back to the last station, Chandpur Siau, about four miles away, with a memorandum for help. He arrived at 3.25. In the meantime, the guard and some passengers succeeded in extricating passengers caught in the wrecked coaches.

3. The Station Master, two doctors and police arrived by light engine from Chandpur Siau at 4.45. 28 passengers were found to be injured and seven found dead. The injured were put into the undamaged coaches and taken to hospital at Moradabad, and arrived there at 11 A.M., having received suitable attention *en route* at Mandi Dhanaura. One passenger died in the train and two more died later in hospital. The total number of casualties was, therefore, ten dead and 25 injured. The Senior Government Inspector reports that the rapidity with which the injured were attended to and removed to hospital was very creditable.

4. The breach was caused by flood water accumulating against the bank. Local records indicate very intense rainfall in the vicinity. After breaches on this section in June, 1933, the original waterways provided were increased to seven times their original size. Although there was considerable rainfall in 1937, no great accumulation of water was experienced.

**Mr. Muhammad Azhar Ali :** With reference to the answer to part (d) of the question, did not Government consider it necessary that a Member of the Railway Board should visit the spot, seeing that so many accidents had already happened ?

**The Honourable Sir Andrew Clow :** No. I do not believe that any Member of the Railway Board can do any more at the scene of the accident than the Senior Government Inspector and the officers enquiring into it can. The more people you have at the scene of accident the more the congestion, and for that reason I did not myself go to the scene of accident ; I went to Moradabad.

**Mr. Muhammad Nauman :** May I know whether any endeavour was made by the Railway Board to consider the particular condition of the embankment which gave way and was the cause of the accident ?

**The Honourable Sir Andrew Clow :** Engineers did inspect the embankment ; so did the Senior Government Inspector who is also an engineer.

#### STEPS TAKEN TO FREE CERTAIN INSPECTORS FROM THE CONTROL OF THE RAILWAY BOARD.

17. **\*Mr. N. M. Joshi :** Will the Honourable Member for Communications be pleased to state what steps Government have taken to free the Inspectors appointed under the Indian Railways Act from the control of the Railway Board ; if not, when do they propose to take such steps ; if they are not prepared to take any such steps, the reasons therefor ?

**The Honourable Sir Andrew Clow :** The question is under the consideration of Government.

**Mr. M. S. Aney :** How long since ?

**The Honourable Sir Andrew Clow :** Very recently, Sir.

**Mr. Lalchand Navalrai :** May I know if these Inspectors are appointed by the Railway Board ?

**The Honourable Sir Andrew Clow :** To the best of my recollection they are appointed by Government.

†18\*.

#### SURCHARGE FOR A BERTH IN AIR-CONDITIONED CARRIAGES.

‡19. **\*Mian Ghulam Kadir Muhammad Shahban :** Will the Honourable the Railway Member be pleased to state :

- (a) whether it is a fact that at one time the surcharge between Delhi and Bombay, for a berth in an air-conditioned coach was only Rs. 5 which was afterwards raised to Rs. 10 ;
- (b) whether it is a fact that the North Western Railway had advertized a surcharge of Rs. 16 between Lahore and Karachi for a first class berth in the month of August, 1939 ;
- (c) if the reply to part (b) above be in the affirmative, will Government please state why more surcharge was recovered on Lahore-Karachi ticket as compared to that on Bombay-Delhi ticket ; and
- (d) what is the principle for fixing air-conditioned coach surcharges ; whether it is fixed on distance ; if not, why not ?

**The Honourable Sir Andrew Clow :** (a) and (b). Yes.

(c) and (d). The cost of providing an air-conditioned service is dependent on such factors as prevailing temperature conditions and cost of ice and consequently varies in different parts of India. In addition to the cost of provision, the number of passengers offering and probable fluctuations in that number from day to day have to be taken into account when determining the surcharge rate and a uniform rate for all services throughout India cannot be expected. Within each service, the different surcharges are regulated by the mileage.

#### EXTENSION OF THE HOURS OF EMPLOYMENT REGULATIONS TO RAILWAYS.

‡20. **\*Mian Ghulam Kadir Muhammad Shahban :** Will the Honourable the Railway Member be pleased to state :

- (a) whether it is proposed to apply 'Hours of Employment Regulations', the legislation for which was passed by this House in 1930, to the Jodhpur Railway ; if so, when ; if not, why not ;
- (b) which of the Company-owned and Company-managed Railways have brought into force the Hours of Employment Regulations ; and

†This question was withdrawn by the questioner.

‡Answer to this question laid on the table, the questioner being absent.

- (c) whether there is any general policy to extend these Hours of Employment Regulations or similar regulations to the (i) State-owned and Company-managed lines, and (ii) Company-owned and Company-managed Railways in India ?

**The Honourable Sir Andrew Clow :** (a) No : as the legislation to which the Honourable Member refers does not extend, except in the case of a comparatively small section, to the territory through which the Jodhpur Railway runs.

(b) The Bengal and North Western, Bombay, Baroda and Central India and Madras and Southern Mahratta Railways.

(c) The present policy is to extend the Regulations, as funds permit, to the principal railways and, thereafter, to take up for consideration their extension to others.

#### REVISION OF A DECISION OF THE APPELLATE AUTHORITY ON RAILWAYS.

†21. **\*Mian Ghulam Kadir Muhammad Shahban :** Will the Honourable the Railway Member be pleased to state :

- (a) whether there is any provision for revision of a decision of the appellate authority given under the rules issued by the Government of India, (Railway Board) *vide* letter No. E-34/R.G./6, dated the 22nd June, 1935 ; if so, do Government propose to quote the specific rule ; and
- (b) if the reply to part (a) above be in the negative, whether Government propose to incorporate a rule for revision of the decision of the appellate authority, when it is complained that the decision was not in accordance with the rules framed by Government ; if not, why not ?

**The Honourable Sir Andrew Clow :** (a) Yes, in rule 25 of the rules referred to by the Honourable Member.

(b) Does not arise.

#### PROMOTION OF CLERKS AND GOODS MARKERS ON THE NORTH WESTERN RAILWAY.

†22. **\*Mian Ghulam Kadir Muhammad Shahban :** Will the Honourable the Railway Member be pleased to state :

- (a) whether it is a fact that clerks and goods markers on the North Western Railway are in receipt of the maximum salaries of Rs. 27 or Rs. 25 per mensem ;
- (b) whether it is a fact that some of these markers are even Matriculates of the Bombay University or have passed Matriculation of the Punjab University in the First or Second Division, and thus possess requisite qualifications for appointments to the subordinate railway service ;
- (c) whether it is a fact that there is no educational qualification restriction for promotion of members of inferior service to the subordinate service posts on the North Western Railway system ;

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† Answer to this question laid on the table, the questioner being absent.

- (d) whether it is a fact that the Railway Board had informed the All-India Railwaymen's Federation in November, 1937, that the Board would discuss the matter of providing some channel of promotion for markers with the Agents of Class I Railways at their next meeting ;
- (e) if the reply to part (d) above be in the affirmative whether Government propose to state the result of these discussions ;
- (f) whether it is a fact that no channel of promotion for markers has been provided on the North Western Railway ;
- (g) whether it is a fact that the markers have sent several memorials requesting provision of some definite channel of promotion for them ;
- (h) whether it is a fact that one of the Divisional Superintendents has repeatedly requested the General Manager to open some channel of promotion for markers, but no definite reply has been communicated to him ;
- (i) whether it is a fact that proposals have been made that an age limit be placed on promotion of markers to some subordinate posts ; if the reply be in the affirmative, whether Government propose to state this age limit and name other classes of employees to whom this age limit applies in the matter of promotion ; and
- (j) whether Government propose to issue orders on the subject of definite channel of promotion for markers, as promised by the Railway Board to the All-India Railwaymen's Federation in 1937 ; if not, why not ?

**The Honourable Sir Andrew Clow :** (a) The maximum of the scale of pay for clerk markers is Rs. 27, and the pay of goods markers is Rs. 25.

(b) Government have no information.

(c) The following categories of inferior staff are eligible for promotion to subordinate grades as a normal channel of their advancement, even if they have not the academical qualifications required for direct recruitment to the relevant subordinate grades :

Electrical Wiremen and Electrical Examiners (Train Lighting) ;  
 Carriage and Wagon Fitters ;  
 Shed and Shop Workmen ;  
 Shed and Shop Mistries ;  
 Works Mistries (Engineering) ;  
 Gangmen, Keymen and Permanent Way Mates ;  
 Cabinmen, Pointsmen, Shunting Porters and Shunting Jemadars ;  
 Cleaners (Running Sheds).

(d) The Railway Board informed the All-India Railwaymen's Federation that they would discuss with General Managers of Class I Railways the general question of the avenues provided for promotion of lower paid employees.



(e) The result of the discussion was embodied in a statement made by the Railway Board to the All-India Railwaymen's Federation at their meeting in January, 1939. I am placing on the table a resume of the statement made.

(f) No channel of promotion is normally provided for markers, but they are considered for promotion to the post of goods clerk on a scale of pay, the maximum of which is Rs. 60.

(g) to (i). Government have no information.

(j) The matter is under examination.

#### *Statement.*

From the discussion which the Railway Board had with Agents of Class I Railways, it was clear that on all railways there were definite avenues of promotion from the lowest to the highest subordinate grades and although direct recruitment to the higher subordinate posts was permitted, the majority of the higher subordinate posts were filled by promotion from the lower subordinate posts.

In certain categories there were also regular avenues of promotion from inferior posts to subordinate posts, e.g., in the Traffic Department from pointsmen and switchmen to brakemen and thence to guards; in the Engineering Department from skilled workmen to Assistant Permanent Way Inspectors and Permanent Way Inspectors; in the Mechanical Department from skilled workmen to journeymen and chargemen, from cleaners to firemen and drivers, from carriage and wagon fitters to assistant train examiners and train examiners. In categories where there was no direct avenue of promotion from inferior service to subordinate service, there was no bar to staff in inferior service who possessed the necessary educational qualifications being promoted to subordinate posts to which direct recruitment was made.

#### ALLOWING OF POLICE OFFICIALS TO SIT AT DEPARTMENTAL ENQUIRIES ON THE NORTH WESTERN RAILWAY.

†23. \***Mian Ghulam Kadir Muhammad Shahban** : Will the Honourable the Railway Member be pleased to state :

(a) whether police officials are allowed to sit on departmental enquiries held by the officers of the North Western Railway ; if so, do Government propose to lay on the table of the House a copy of the orders or rules under which this is permissible ; and

(b) whether this privilege of police officials being on departmental enquiries is extended to them in cases in which the police officials have been unable to obtain a conviction from the court ; if so, why ; if not, whether Government propose to issue orders forbidding police officers from being on the departmental enquiries ?

**The Honourable Sir Andrew Clow** : (a) and (b). I would refer the Honourable Member to the reply given to parts (a) and (b) of Mr. Lalchand Navalrai's starred question No. 1006 asked on the 13th March, 1939. Government have no proposals under consideration for the issue of further orders in the matter.

†24\*—27\*.

†Answer to this question laid on the table, the questioner being absent.

†These questions were withdrawn by the questioner.

# STATEMENTS LAID ON THE TABLE.

*Information promised in reply to parts (a), (b), (c) and (f) of unstarred question No. 46 asked by Mr. Satya Narayan Sinha on the 13th September, 1938.*

## STAFF CONSIDERED SURPLUS ON STATE RAILWAYS.

*Statement showing the staff discharged on the basis of comparative efficiency during 1938.*

Railways.	Category of staff.	No. of men discharged.	Length of service.
<i>Eastern Bengal..</i>		<i>Nil.</i>	
<i>East Indian ..</i>	Fitter ..	1	Three months.
	Cleaners ..	7	Ranging between one month and fourteen years.
	Bearer ..	1	Five months.
	Coolies ..	8	Ranging between one month and seven years.
	Sweepers ..	1	2½ years.
<i>Great Indian Peninsula.</i>	Platers ..	2	About 27 years.
	Assistant Platers ..	3	One 15 years, one 18 years and one 26 years.
	Trectors ..	7	Five ranging between 2 and 4 years, and two about 13 years.
	Machinist .. ..	7	Ranging between 9 and 13 years.
	Firemen ..	2	One three years and the other ten years.
	Heater ..	1	9½ years.
	Assembler .. ..	3	One three years, one nine years and one 26 years.
	Assistant Assembler ..	2	One 11 years and the other 13 years.
	Coolies ..	6	Five ranging between 9 and 13 years, and one 18½ years.
	Painters ..	7	Ranging between 9½ and 10½ years.
	Assistant Painters ..	13	Ranging between 7 and 13 years.
	Polishers .. ..	2	One 5½ years and the other 9½ years.
	Assistant Polishers ..	3	7½ years each.

Railways.	Category of staff.	No. of men discharged.	Length of service.
<i>North Western ..</i>	Yard Foremen ..	2	One 27 years and the other 28 years.
	Waiting Room Ayahs	2	One 1 year and the other 8 years.
	Lampman .. ..	1	13 years.
	Van Porters ..	30	Twenty with one year and ten ranging from 2 to 5 years.
	Running Room Cooks	3	One 12 years; one 16 years and one 18 years.
	Fuel Coolies ..	73	Thirty seven ranging between 6 and 10 years; thirty ranging between 10 and 17 years and six ranging between 19 and 27 years.
	Washout Coolies ..	7	Four ranging between 10 and 13 years and three ranging between 17 and 20 years.
	Turners ..	2	One 11 years and the other 17 years.
	Pump Fitter ..	1	8 years.
	Pump Engine Firemen	2	One 16 years and the other 20 years.
	Pump Engine Driver..	4	Ranging between 11 and 17 years.
	Cleaniug Jamadar ..	1	34 years.
	Fitter ..	1	10 years.
	Fire Droppers ..	2	One 14 years and the other 16 years.
	Boiler Maker ..	1	10 years.
	Mason ..	1	21 years.
	Bolier Attendants ..	5	Ranging between 12 and 20 years.
	Copper and Tin Smith	1	32 years.
	Repacker .. ..	1	13 years.
	Semi-skilled Fitter ..	1	17 years.
	Assistant Painter ..	1	1 year.
	Carpenter .. ..	5	One 3 yeas and four ranging between 10 and 17 years.

Railways.	Category of staff.	No. of men discharged.	Length of service.
North Western— contd.	Storeman .. ..	1	19 years.
	Carriage Coolies ..	5	Ranging between 10 and 14 years.
	Carriage Cleaners ..	11	Five ranging between 8 and 12 years, and six ranging between 17 and 23 years.
	Coolies .. ..	2	One 11 years and the other 13 years.
	Assistant Driver ..	1	9 years.
	Hammerman .. ..	1	18 years.
	Cleaner .. ..	1	12 years.
	Painters .. ..	4	One 3 years and three ranging between 8 and 20 years.
	Mali .. ..	1	25 years.
	Ward Servant .. ..	1	10 years.

The only recruitment during 1938 in the categories in which men were discharged was on the Great Indian Peninsula Railway where five Assistant Painters were taken on temporarily from August to October, 1938.

*Information promised in reply to unstarred question No. 122 asked by Pandit Sri Krishna Dutta Paliwal on the 29th November, 1938.*

#### REVENUE DERIVED FROM RENTS AND LICENSE FEES, ETC., ON STATE RAILWAYS.

##### Statement.

	Eastern Bengal Railway.	East Indian Railway.	Great Indian Peninsula Railway.	North Western Railway.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
(i) Rent for refreshment rooms .. ..	552 0	41,176 8	11,465 0	Nil.
(ii) Rent for other premises	4,386 0	40,000 0	1,656 0	60,446 14
(iii) Auction of salesman's contracts .. ..	Nil	35,930 0	1,515 0	*
(iv) Licence fees charged from stall-holders ..	10,629 8	1,45,370 8†	7,152 0	Nil.

\*The North Western Railway do not auction salesman's contracts, but, as an experimental measure, the contract from the Delhi Hindu refreshment room, the Hindu sweetmeats and tea stalls was put to tender, Rs. 7,025 per annum was accepted for the combined contract from the 15th February 1937.

†Licence fees are not realised from stall-holders paying rent. This amount represents fees charged from vendors for hawkers engaged by them.

*Information promised in reply to starred question No. 1708 asked by Shaikh Rafiuddin Ahmad Siddiquee on the 2nd December, 1938.*

**PAY AND ALLOWANCES OF CERTAIN STAFF ON RE-INSTATEMENT ON THE EAST INDIAN RAILWAY.**

(a) Of the three cases referred to, the first relating to a Permanent Way Inspector cannot be identified on the particulars given. As regards the other two, the reply is in the affirmative if they refer to Mr. Balmukand Kapoor, a travelling ticket examiner, and Mr. Upendra Nath Chatterjee, an assistant booking clerk.

(b) This presumably refers to Mr. Ali Jan Warsi, a travelling ticket examiner, the circumstances of whose case did not justify the grant to him of pay and allowances for the time he was out of employment.

*Information promised in reply to starred question No. 1774 asked by Mr. Suryya Kumar Som on the 5th December, 1938.*

**CONSULTATION WITH THE DELHI IMPROVEMENT TRUST BY THE DELHI MUNICIPAL COMMITTEE.**

(a) An Improvement Trust has been established to make provision for the improvement and expansion of Delhi.

(b) and (c). An arrangement has been made for the Committee to obtain architectural advice from the Trust on important municipal schemes. The desirability of co-ordinating the activities of the Trust and the Municipal Committee is recognised and steps are being taken to achieve that end as far as practicable.

*Information promised in reply to unstarred question No. 1 asked by Pandit Nilakantha Das on the 3rd February, 1939.*

**GARRATT ENGINES PURCHASED BY RAILWAYS.**

(a) and (b). The table below gives the information :—

Names of Railways who maintain " Garratt " engines.	No. of " Garratt " engines on line.	Year in which purchased.
Assam Bengal (M. G.) ..	5	1927-28
Bengal Nagpur (B. G.) ..	2	1925-26
	9	1929-30
	17	1930-31
	28	
Darjeeling Himalayan (N. G.) ..	1	1911

(c) They were all ordered from Messrs. Beyer Peacock and Company, Limited, Manchester, England.

(d) Arrangements were made by the owning railways which are Company-managed.

(e), (f) and (l). Four Broad Gauge "Garratt" engines were sanctioned by the Railway Board, with the approval of the Standing Finance Committee for Railways, against the Bengal Nagpur Railway's 1938-39 requirements. As Messrs. Beyer Peacock and Company have unique experience in this type of locomotive and particularly in its design and also as the price quoted by the firm for such locomotives was considered to be reasonable by the Bengal Nagpur Railway's Consulting Engineers in London, an order for the supply of four "Garratt" engines was placed by the railway administration with the firm without calling for tenders.

(g) "Garratt" was the name of the inventor.

(h) and (i). The original patents have long expired. It is not known whether the latest designs embody any new patented features.

(j) The original patents were held by Messrs. Beyer Peacock and Company, Manchester, who, from time to time, have granted manufacturing licences to locomotive builders in other countries, for example, Messrs. Henschel in Germany and Messrs. Societe Annonis Batignolles in France.

(k) Yes, but there is no other type which appears to be fully suited to Indian needs. The Mallet and Kitson-Meyer types have been tried in India.

*Information promised in reply to part (b) of starred question No. 146 asked by Mr. Lalchand Navalrai on the 6th February, 1939.*

#### SAFEGUARDING OF THE INDIAN SALT INDUSTRY.

(i) It is presumed that the reference in the question is to the Bengal market. Five salt works at Karachi and six factories at Tuticorin supply salt to the Bengal markets. The Ganjam and Naupada factories (nine in number) have also been supplying small quantities to Bengal from time to time while the Bombay Sea Salt Works (numerous small works) have been sending small grained brown salt.

(ii) and (iii). According to figures furnished by the Karachi Salt Works who are the principal suppliers their total capital amounts to about Rs. 24,16,000 and the muster rolls maintained by them show that the average daily labour employed by all these Works taken together was as follows :

1936-37	687
1937-38	639
1938-39 (to end of February, 1939)	527

It has not been possible to ascertain the amount of capital and labour employed by the Bombay Sea Salt Works and the Tuticorin, Ganjam and Naupada factories. These works and factories, however, produce salt mainly for local consumption and send only a small portion of their produce to Bengal.

*Information promised in reply to starred questions Nos. 152 and 153 asked by Mr. Abdul Qaiyum on the 7th February 1939.*

#### EMPLOYEES IN PORT TRUSTS.

*Starred question No. 158.—(a) and (b). A statement is laid on the table giving the required information : this shows the position on 31st December, 1938.*

Statement showing (a) the total number of persons (b) the total number of Indians, and (c) the total number of Anglo-Indians in receipt of Salaries of Rs. 500 and over in the employ of the various Port Trusts in India on the 31st December, 1938.

Name of Port.	In receipt of salaries of from Rs. 500 to Rs. 999 in scales the initial rate of which is Rs. 500 or more.			In receipt of salaries of from Rs. 1,000 to Rs. 1,999.			In receipt of salaries of Rs. 2,000 and over.		
	(1)			(2)			(3)		
	Total.	Indians.	Anglo-Indians.	Total.	Indians.	Anglo-Indians.	Total.	Indians.	Anglo-Indians.
Calcutta .. ..	40	5	11	65	4	8	9	..	..
Chittagong .. ..	4	1	..	3	..	..	..	..	..
Madras .. ..	6	1	..	4	..	..	1	..	..
Bombay .. ..	56	11	11	32	8	1	6	1	..
Karachi .. ..	10	3	1	12	3	..	1	..	..

#### DIRECT APPOINTMENTS MADE BY PORT TRUSTS.

Starred question No. 153.—(a) and (b). A statement is laid on the table giving the required information.

(c) The attention of the Honourable Member is invited to the replies given (i) to part (b) of question No. 254 asked by the Honourable Mr. Govindlal Shival Motilal on the 1st April, 1938, in the Council of State, and (ii) to parts (a) and (b) of question No. 1029 asked by Mr. Manu Subedar on the 28th March, 1938, in the Legislative Assembly.

Statement showing the number of Direct Appointments made by the Port Trusts in India and the number of Indians and Anglo-Indians recruited from 1933 to 1938 on Salaries of Rs. 500 and over.

Name of Port.	Initial salary Rs. 500 to Rs. 999.			Initial salary Rs. 1,000 to Rs. 1,999.		
	(1)			(2)		
	Total number of direct appointments.	Indians.	Anglo-Indians.	Total number of direct appointments.	Indians.	Anglo-Indians.
Calcutta .. ..	8	1	1	2	..	1
Chittagong .. ..	2	1	..	..	..	..
Madras .. ..	3	..	..	..	..	..
Bombay .. ..	13	1	..	..	..	..
Karachi .. ..	4	..	..	2	..	..

Note.—There were no new appointments to posts carrying an initial salary of Rs. 2,000 and over.

*Information promised in reply to starred question No. 405 asked by Mr. T. S. Avinashilingam Chettiar on the 15th February, 1939.*

# ABOLITION OF FIRST CLASS ACCOMMODATION ON BRANCH LINES.

(a) and (b).

Railway.	Sections on which first class accommodation has been abolished.	Mileage of section.
Assam Bengal ..	Chittagong-Dohazari .. .. 4 Up 4 Down	29
	Katakhal-Silchar .. .. 293 Up 296 Down	12
	Katakhal-Lalabazar .. .. 295 Up 294 Down	21½
	Karimganj-Dullabcherra .. .. 275 Up 274 Down 283 Up 280 Down.	31½
	Karimganj-Kalkalighat .. .. 277 Up 276 Down 279 Up to 278 Down. 281 Up 272 Down.	21½
	Furkating-Jorhat Town .. .. 371 Up 374 Down 373 Up 376 Down.	42
	Simaluguri-Khowang .. .. 411 Up 414 Down 413 Up 416 Down. 415 Up 418 Down.	38½
	Chaparmukh-Silghat Town .. .. 351 Up 352 Down 353 Up 354 Down. 355 Up 356 Down.	50½
	Chaparmukh-Mairabari .. .. 361 Up 362 Down 363 Up 364 Down. 365 Up 366 Down.	43
Bengal and North-Western.	<i>Nil.</i>	
Bengal Nagpur ..	<i>Nil.</i>	
Bombay, Baroda and Central India.	(i) On the Broad Gauge system first class accommodation has been abolished on the Tapti Valley Railway on trains Nos. 23 Down and 24 Up, running between Surat and Amalner (through to and from Bhusaval) and also on the following sections :—	160
	Bayana-Muttra Junction .. .. 51 Down 54 Up	46½
	Bharatpur-Muttra Junction .. .. 53 Down 52 Up	20½
	Anand-Boriavi-Vadtal-Swaminarayan-Nadia.      61 Down 62 Up 63 Down 62 Up 65 Down 66 Up 67 Down 68 Up 105 Down 106 Up 107 Down 108 Up 109 Down 110 Up and 112 Up.	12

*N.B.*—1. Upper class accommodation is provided on these trains if 48 hours' notice is given to a station master on the branch concerned.

2. When an upper class passenger is booked from any main or branch line station and the connecting train has no upper class accommodation, the station master of the junction concerned is advised by telegram to enable him to attach an upper class carriage to the train.



Railway.	Sections on which first class accommodation has been abolished.	Mileage of section.
Bombay, Baroda and Central India— <i>contd.</i>	Viramgam-Kharaghoda .. .. 69 Down 70 Up 73 Down 74 Up.	22½
	Baroda-Kathana .. .. 103 Down 102 Up	39
	Surat-Nandurbar .. .. 41 Down 42 Up	100½
	(ii) On the Metre Gauge system first class accommodation has been abolished on the following trains :—	
	1. Farukhnagar Branch .. .. 136 Down 135 Up	7
	between Garhi Harsaru and Farukhnagar .. .. 110 Down 109 Up.	
	2. Fazilka Branch between Kotkapura and Mukyesar .. .. 161 Up 162 Down. 113 Up 114 Down	20
	3. Achnera Junction to Cawnpore Central .. .. 42 Down 41 Up	242
	4. Cawnpore Central to Kasganj .. .. 39 Up 40 Down 85 Up.	155
Eastern Bengal ..	Nil.	
East Indian ..	1. Sections where rakes with no first class are running :—	
	1. Tinpahar-Rajmahal Branch .. ..	8
	2. Bhagalpur-Mandar Hill Branch .. ..	32
	3. Ondal-Gourangdi Branch .. ..	24
	4. Dhanbad-Katrasgarh-Phularitand Section .. ..	13
	5. Dhanbad-Jherria-Lodna-Pathardihi Branch .. ..	10
	6. Dildarnagar-Tarighat Branch .. ..	12
	7. Akharpur-Tanda Branch .. ..	11
	8. Barabanki-Bahramghat Branch .. ..	22
	9. Ahmedpur-Madhoganj-Balmain Section of Cawnpore Balamaui Branch .. ..	31
	10. Balamaui-Sitapur Branch .. ..	40
	11. Shahjahanpur-Sitapur Branch .. ..	57
	12. Najibabad-Kotdwara Branch .. ..	15
	13. Hardwar-Rikhikesh Branch .. ..	15
	2. Sections where rakes with lower class carriages only are running :—	
	1. 1 and 2 KG Kiul-Gaya Branch .. ..	81
	2. 1 and 2 BK Khurja-Bulandshahr Section of Khurja-Bulandshahr-Hapur-Meerut Branch .. ..	15
	3. Dhanbad-Burmo .. ..	32
	4. Dhanbad-Pathardihi .. ..	10
Great Indian Peninsula.	First class accommodation has been abolished on Bhusaval-Amalner-Surat through service trains Nos. 302/301 and 304/303 (with effect from 1st January 1939), and on the following branch lines :—	
	Chalisgaon-Dhulia .. ..	35
	Bhusaval-Amalner .. ..	
	Train Nos. Up. Down. 300 299 314 315 313 316 311 312	51

Railway.	Sections on which first class accommodation has been abolished.	Mileage of section.
Great Indian Peninsula— <i>contd.</i>	Jalamb-Khamgaon .. .. .	8
	Badnera-Amraoti .. .. .	6
	Bina-Kotah .. .. .	188
	Cawnpore-Banda .. .. .	86
Madras and Southern Mahratta.	First class accommodation has been abolished in trains running on the following Branch lines :—	
	<i>Broad Gauge—</i>	
	Guntur-Tenali-Repalle .. .. .	37
	Samalkot-Cocanada .. .. .	10
	Nidadavolu-Narasapur .. .. .	48
	Wallajah Road-Renipet .. .. .	4
	Bowringpet-Marikuppam .. .. .	10
	<i>Metre Gauge—</i>	
	Gudivada-Bhimavaram .. .. .	41
	Hospet-Kotur .. .. .	43
	Sangli-Miraj-Kolhapur (excluding Trains Nos. 15 and 16) .. .. .	36
	Gadag-Sholapur (excluding Trains Nos. 61, 62, 63, 64 and 32) .. .. .	183
	Dharmavaram-Pakala .. .. .	142
	Katpadi-Pakala-Renigunta-Gudur (excepting Trains Nos. 81 and 82) .. .. .	123
North Western ..	Branch lines on which Upper class accommodation is not provided (i.e., 1st and 2nd).	
	Sections. Train Nos.	
	Sialkot-Wazirabad .. 294 Down and 293 Up ..	27
	Chakamru-Lahore .. 314 Down and 313 Up ..	86
	Narowal-Sialkot .. 298 Down and 297 Up ..	19
	Amritsar-Narowal .. 302 Down and 301 Up ..	45
	Batala-Qadian .. 328 Down and 327 Up ..	12
	Bajjnath Paprola and Pathankot .. 332 Down and 331 Up ..	89
	Amritsar-Tarn Taran .. 30 Down and 29 Up ..	15
	.. 32 Down and 31 Up ..	
	Jullundur City—	
	Jaijon Doaba .. 460 Down and 459 Up ..	57
	.. 396 Down and 395 Up ..	
	Jullundur City—	
	Nawa Shahr Doaba .. 270 Down and 269 Up ..	37
	Jullundur City—	
	Hoshiarpur .. 390 Down and 389 Up ..	27
	Jullundur City—	
	Lohian Khas .. 354 Down and 353 Up ..	32
	.. 276 Down and 275 Up ..	
	Jullundur City—	
	Mukerian .. 204 Down and 203 Up ..	45
	.. 406 Down and 405 Up ..	
	.. 430 Down and 429 Up ..	
	Ludhiana-Dhuri .. 308 Down and 307 Up ..	39
	Ludhiana-Lohian Khas .. 416 Down and 415 Up ..	49
	Quetta-Harnai .. 470 Down and 469 Up ..	97
	.. 468 Down and 467 Up ..	
	Samasatta-Multan Cantonment .. 286 Down and 285 Up ..	42

Railway.	Sections on which first class accommodation has been abolished.	Mileage of section.									
Rohilkhand and Kumaon.	<i>Nil.</i>										
South Indian ..	(1) First class accommodation has been abolished on the following branch lines :— <b>Madura Junction—</b> Bodinayakanur .. .. . 56 Chinglepet Junction-Arkonam Junction .. .. . 39 Salem Junction-Viriddhachalan Junction .. .. . 87 Madras Beach-Chingleput Junction (on other than through main line trains) .. .. . 38 Tinnevely-Tiruchendur Railway .. .. . 38 (2) Upper class accommodation has been abolished in the following trains also :—  <table> <tr> <th>Section.</th><th>Train Nos.</th><th></th></tr> <tr> <td>Cuddalore Junction— Viriddhachalan Junction</td><td>421 to 424</td><td>35</td></tr> <tr> <td>Madura Junction Koilpatti ..</td><td>109, 131, 132 and 136</td><td>57</td></tr> </table>	Section.	Train Nos.		Cuddalore Junction— Viriddhachalan Junction	421 to 424	35	Madura Junction Koilpatti ..	109, 131, 132 and 136	57	
Section.	Train Nos.										
Cuddalore Junction— Viriddhachalan Junction	421 to 424	35									
Madura Junction Koilpatti ..	109, 131, 132 and 136	57									

(c) Apart from five old four-wheeled first class carriages belonging to the Madras and Southern Mahratta Railway, the carriages released from branch line services consequent upon the abolition of first class accommodation comprise composites containing I and II class, I, II and III class and I, II, III class and luggage accommodation. These carriages are being absorbed on other services, after conversion, to give reduced upper and increased lower class accommodation in some cases. Several railways are converting composite carriages with this general object in view, first class accommodation being either reduced or eliminated by conversion to second class and second class accommodation converted into intermediate and/or third class. As there is a constant demand for the renewal of rolling stock, the result of the curtailment of upper class accommodation appears in the reduction of the demands rather than in an excess of stock over actual needs.

*Information promised in reply to parts (a) to (c) of starred question No. 544 asked by Mr. Lalchand Navalrai on the 20th February, 1939.*

**ASSISTANT STATION MASTERS AND LOCO. FOREMEN, ETC., QUALIFYING FROM THE WALTON TRAINING SCHOOL.**

(a) and (b).	Course.	No. who have qualified.	No. of qualified who have not yet been promoted.
	T-5 ..	185	17
	T-13 ..	67	26

(c) Vacancies consequent on superannuation will average, during the next ten years, 6.4 per annum for men who have qualified in course T-5 and 2.7 per annum for men who have qualified in course T-13.

*Information promised in reply to starred question No. 618 asked by Mr. S. Satyamurti (on behalf of Mr. Manu Subedar) on the 22nd February, 1939.*

**PERSONS UNDER DETENTION IN THE ANDAMANS, ETC.**

(a) There were 6,316, 6,125, and 6,153 prisoners in the Andamans on the 31st March, 1937, 31st March, 1938 and 31st December, 1938, respectively.

(b) 1,301.

(c) Between annas eight and annas ten.

(d) The Settlement and Jail Departments employ convicts only, while other Departments employ both free workmen and convicts.

(e) There are 20 warders and 2,941 other Government employees, excluding Gazetted Officers, in the Andamans. The conditions in the Andamans are so different from those in India, that no useful comparison can be made between the scale of wages.

(f) On the 31st March, 1938, the population of the Andamans (excluding Nicobars) was estimated at 18,646.

(g) Extraction is done by Government entirely.

*Information promised in reply to starred question No. 620 asked by Mr. Sri Prakasa on the 22nd February, 1939.*

**LOCATION OF THE INCOME-TAX OFFICE IN BENARES.**

(a) It is about three miles from Chowk one of the main business centres of the city but lies half way between that place and Sheopur—another important business centre. The building which is within Municipal limits is only a furlong from the Revenue and Civil Courts and the Imperial Bank of India.

(b) No.

(c) The building has been taken on a lease which will expire on 31st December, 1940. The only important conditions of the lease are that the rent is Rs. 160 per mensem and the lease is for five years from 1st January, 1936. There is also a clause that if during the term of the lease a Government building becomes available for the office or the office is abolished, the lessee may determine the tenancy on three months' notice.

(d) No.

*Information promised in reply to starred question No. 621 asked by Sri K. B. Jinaraja Hegde on the 22nd February, 1939.*

**EXEMPTIONS GIVEN TO CLERKS FOR PROMOTION TO ASSISTANTS' GRADE IN THE CENTRAL SECRETARIAT.**

(a) Yes.

(b) Yes, but only in the General Staff Branch, Quartermaster General's Branch and Headquarters of Air Forces in India.

(c) Exemptions were granted under the orders in force at the time which provided that any definite promise given to clerks prior to the constitution of the late Staff Selection Board in any Department or office in the matter of appointment should be carried out. In addition some second division clerks in the late Foreign and Political and the Industries and Labour Departments and the Home Department were, with the concurrence either of the Staff Selection Board or of the Public Service Commission, exempted from passing an examination on account of their high educational qualifications or long and special experience of the work.

(d) After an examination of the syllabus for the 1st Class Army School Certificate it was held that the certificate did not fall short of the standard demanded of civilians declared fit for First Division appointments. It was therefore decided by the late Army Department that Second Division soldier clerks possessing the certificate in question who were considered fit would not be required to appear at the examination for promotion to the First Division. Accordingly such clerks as were considered fit were promoted to that Division.

(e) No. Two Indian Clerks were also given exemption.

(f) No. Recruitment to the grade of Superintendent or Officer Supervisor is not made through the Federal Public Service Commission. Promotion to these grades is ordinarily made by selection by the Department or office concerned.

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*Information promised in reply to parts (d) to (f) of starred question No. 678 asked by Mr. Muhammad Nauman on the 24th February, 1939.*

#### ORGANISATION OF ESTABLISHMENT OFFICES OF THE DIVISIONAL SUPERINTENDENTS ON THE EAST INDIAN RAILWAY.

(d) About July, 1937.

(e) No, as the proper designation is "Head Clerk, Establishment".

(f) The clerk in question at the time was not on the scale of pay normally associated with Head Clerks' posts and was locally designated as "Clerk-in-Charge, Establishment". Orders were issued by the General Manager, in January, 1939, to discontinue the use of the latter designation.

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*Information promised in reply to starred question No. 701 asked by Mr. Brojendra Narayan Chaudhury on the 24th February, 1939.*

#### ACCIDENTS IN COAL MINES AND COAL RAISINGS IN MINES.

(a) Twelve accidents involving 62 deaths and injuries to eight.

(b) None of these accidents occurred in Railway mines.

(c) 14.79.

(d) No.

*Information promised in reply to starred question No. 709 asked by Shrimati K. Radha Bai Subbarayan on the 24th February, 1939.*

**FACILITIES FOR EDUCATION OF THE CHILDREN OF INDIANS IN BRITISH DOMINIONS AND COLONIES.**

*Statement showing the educational facilities available for Indian Children and Statistics of literacy among the Indian population resident in the Dominions and Colonies within the British Empire.*

1 Dominion or Colony.	2 Educational facilities available for Indian Children.	3 Ban, if any, against admission of Indians into Universities and other educational institutions.	4 Racial discrimination in the matter of financial grants to educational institutions managed by Indians.	5 Latest figures of literacy and steps taken by the Government of India for spread of education among Indians.
Australia ..	All the facilities which are available to children of other nationalities.	None	None	Not available.
New Zealand ..	Do.	Do.	Do.	Do.
Canada ..	Do.	Do.	Do.	Do.
South Africa ..	In the Cape Province and the Transvaal, primary education is free but not compulsory. In Natal, where the bulk of the Indian population resides, there are 17 Government and 85 State-aided Schools for Indian children. The Seari College in Durban serves as a training College for Indian teachers and also provides Secondary education. There are four other training centres for Indian teachers in Natal.	Indians are not admitted to certain Universities.	There is no racial discrimination, but as the rates of pay prescribed for Indian teachers are lower than those of European teachers, the grants are proportionately lower.	50%.

Dominion or Colony.	Educational facilities available for Indian Children.	Ban, if any, against admission of Indians into Universities and other educational institutions.	Racial discrimination in the matter of financial grants to educational institutions managed by Indians.	Latest figures of literacy and steps taken by the Government of India for spread of education among Indians.
1	2	3	4	5
British Guiana ..	Primary education is compulsory. Indian children receive their education in Government and State-aided schools along with the Children of other communities.	None ..	None ..	34.06.
Trinidad ..	Primary education is compulsory in certain areas. Indian children receive their education in Government and State-aided Schools along with the children of other communities.	None ..	None ..	22.8.
Jamaica ..	Do. ..	None ..	None ..	Not available.
Kenya ..	There are 73 schools for Indian children. Of these 13 are Government schools and 51 receive grants-in-aid.	There are separate Schools for pupils of different nationalities, viz., Europeans, Indians, Arabs, Africans, etc.	None so far as Government are aware.	50%.
Uganda ..	There are two Government schools for Indians in addition to 38 schools owned by Indians and assisted from public funds.	There are no schools for other races in the Colony, except a small junior schools for European children and two junior Government aided schools for Goans.	Do. ..	Figures not available.
Tanganyika ..	There are 3 Government and 57 private schools for Indian children. Of the private schools 46 receive grants-in-aid from Government.	None so far as Government are aware.	None so far as Government are aware.	56%.

Nyasaland	..	The Asiatic population of the Protectorate is very small. There are, however, two State-aided schools for Asiatic children.	Do.	..	Do.	Figures not available.
Mauritius	..	Indian children receive their education along with others in Government and State-aided schools. Indian languages are taught in 60 out of 127 primary schools in the Colony, which provide free education.	None. Refusal to admit pupils on grounds of race or religion is forbidden by law.	..	Do.	5% of males and 1% of females (1931 Census).
Zanzibar	..	There are 12 private and 6 State-aided schools for Indian children. There are also some Government and Mission schools where Indians receive education along with others.	Except for some schools where children of all nationalities are admitted, there are separate schools for different races.	None so far as Government are aware. The Government grant-in-aid is based on salary expenditure.	80%.	Figures not available.
Ceylon	..	The schools of Ceylon are not divided on a basis of race or nationality. All the facilities that exist for the general population are, therefore, available to Indian children. Special facilities, however, exist for the children of Indian estate labourers. Attendance at schools between the ages of 6 and 14 is compulsory subject to a few exceptions.	None, provided they fulfil the ordinary conditions required for admission. Burmese is compulsory for admission to the University, but special arrangements are made for the admission of Indian students who have matriculated at an Indian University.	None	26.49.	Figures not available.
Burma	..	Indian children have the same facilities as those of other races. In Indian Anglo-Vernacular schools, Burmese is compulsory as a second language.				



Dominion or Colony.	1	Educational facilities available for Indian Children	2	Ban, if any, against admission of Indians into Universities and other educational institutions.	3	Racial discrimination in the matter of financial grants to educational institutions managed by Indians.	Latest figures of literacy and steps taken by the Government of India for spread of education among Indians.
<b>Malaya</b>	..	There are 2,556 educational institutions of all kinds for non-Europeans. The number of Indian pupils is 35,818. Special facilities are provided for children of estate labourers.	2	None	3	None	26.9 (1931 Census).
<b>Fiji</b>	..	In 1937, there were 77 schools for Indian children including 7 Government schools. Of these 59 were assisted by grants-in-aid. In the majority of these schools, Hindustani is the medium of instruction.		The Fiji Education Ordinance of 1929 (No. 1 of 1929) gives the Board of Education power to direct that a particular school shall be registered for the education of children of a particular race. Certain schools have accordingly been registered exclusively for Europeans, Fijians, Indians, etc., while a number of schools, usually in towns, enroll children of all races.		There is no racial discrimination. Grants to registered schools are based mainly on the average attendance of children of school age, and partly on the grade of teachers employed.	23.8%.

*N.B.*—(1) Dominions and Colonies, which do not have a large resident Indian population or in respect of which no information on the subject is available, have not been included in the Statement.

(2) The information contained in the Statement has been collected from the latest reports and returns available in the Department and has not been obtained officially from the respective Dominion and Colonial Governments.

(3) Measures for the spread of education among Indian children as primarily the concern of the local authorities. It is not possible in a Statement of this nature to detail the occasions when the Government of India have drawn their attention to deficiencies in educational facilities for Indians.

*Information promised in reply to part (a) of starred question No. 826 asked by Maulvi Muhammad Abdul Ghani on the 7th March 1939.*

#### SUPERSESSIONS OF MUSLIMS IN THE ARCHÆOLOGICAL DEPARTMENT.

(a) There has been only one case of supersession of a Muslim among the non-gazetted staff of the Archæological Department.

(b) No.

(c) The order was passed by the Director-General of Archæology under his own powers.

*Information promised in reply to part (h) of starred question No. 830 asked by Mr. K. S. Gupta on the 7th March, 1939.*

#### DENIAL OF RIGHTS OF CITIZENSHIP TO INDIANS IN MALAYA.

No figures are available showing the number of Indians banished from the Malaya States and the Straits Settlements during the period between 1911 and 1931, but the number banished during the years 1935 to 1938 is given below :

Year.	Perak.	Selangor.	Negri Sembilan.	Pahang.	Total.
1935 .. ..	26	6	1	Nil.	33
1936 .. ..	15	8	Nil	1	24
1937 .. ..	7	9	Nil.	Nil.	16
1938 .. ..					25
					98

Most of the banishees were habitual criminals.

*Information promised in reply to starred question No. 844 asked by Mr. K. S. Gupta (on behalf of Mr. C. N. Muthuranga Mudaliar) on the 8th March, 1939.*

#### FOREIGN EXPERTS IN THE GOVERNMENT OF INDIA SECRETARIAT AND ITS ATTACHED OFFICES.

(a) to (e). A statement is laid on the table.

(f) The question of granting extensions to officers mentioned in column (9) of the statement will be considered as each case arises.

## Statement

1 Name of Department or Office.	2 Number of officers employed as 'experts' or in technical posts.	3 Number of European officers employed as 'experts' or in technical posts.	4 Number of European officers employed on contract as 'experts' or in technical posts.	5 Whether such European officers are required to train Indians in these technical posts.	6 Number of such European officers whose period of contract expires this year (1939).	7 Whether any extensions have been granted to such European contract officers.	8 The reasons for the extensions, if any, granted to the officers referred to in column (7).	9 Name of European Contract officers, whose term of employment expires during the three years commencing from the 1st December 1938.	10 Remarks.
1. Home Department and its Attached Offices.	3	3	2	No*	..	No	..	Mr. V. O. J. Hodgson, Assistant Government Examiner of Questioned Documents.	*The European officers actually train Indians though not required to do so, by their contracts.
2. Finance Department and its Attached Offices.	1†	1	1	No*	..	No	..	Mr. S. P. Chambers, Income-tax Adviser to the Central Board of Revenue.	†Appointed on a contract basis for 3 years.
3. Defence Department and its Attached Offices.	1†	1†	..	..	..	..	..		†Employed on a permanent basis.
4. Commerce Department and its Attached Offices.	11	2	2	Yes§	..	No	..		§One of the two European Officers is required to train Indians by his contract.
5. Education, Health and Lands Department and its Attached Offices.	5	3	2	Yes	..	..	..	Dr. W. Burns, D.Sc., C.I.E., Agricultural Commissioner with the Government of India.	This applies to one out of the two officers mentioned in column (4).

## 6. Communications Department and its attached Offices.

¶The European Officers serving in connection with broadcasting train Indian officers working under their control in the course of their duties. The Government of India have taken steps to train Indians for employment in technical posts in the Civil Aviation Directorate.

Mr. L. Fielden, Controller of Broadcasting.  
 Mr. C. W. Goyder, Chief Engineer All-India Radio.  
 Mr. E. M. Rossiter, Technical Officer, Civil Aviation Directorate.  
 Dr. D. M. Langford, Assistant Aircraft Inspector (Grade I).  
 Mr. A. W. Francis, Assistant Aircraft Inspector (Grade I).

No

..

No¶

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*Information promised in reply to starred question No. 879 asked by Mr. K. S. Gupta (on behalf of Shrimati K. Radha Bai Subbarayan) on the 8th March, 1939.*

**LEGISLATION FOR THE PREVENTION OF TRAFFIC IN WOMEN AND CHILDREN IN THE CENTRALLY ADMINISTERED AREAS.**

**British Baluchistan—**

Few brothels exist in the province. No brothels have been closed, nor are any facilities provided for the care of destitute women and girls.

Private organisations and institutions for the relief of these people do not exist in the Province, nor is there any need for them.

**Delhi—**

There are at present no facilities provided for the care of the inmates of closed brothels and of destitute girls and women.

The Chief Commissioner is in contact with the Association for Moral and Social Hygiene in India and with the Delhi Provincial Council for Women in regard to the measures necessary to ensure the successful enforcement of the Punjab Suppression of Immoral Traffic Act, 1935. An annual grant of Rs. 200 is made to the Association for Moral and Social Hygiene in India.

**Ajmer-Merwara—**

The problem of providing for the inmates of closed brothels has not arisen in Ajmer-Merwara. For the care of destitute girls and women there are orphanages and Ashrams.

The Orphanages and Ashrams are private institutions and do not get any monetary assistance from Government, but some of them are assisted from Municipal Funds.

**Coorg—**

There is no traffic in women and children in Coorg, and organized prostitution is negligible, if indeed it exists at all. There is, therefore, no need for the action referred to in the question.

**Panth Piploda—**

The questions do not really arise in a practical form in Panth Piploda which is a purely rural area. There are, however, lady missionaries there who could be counted on to render all necessary facilities for the care of destitute women, if any such need were to arise.

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*Information promised in the reply to starred questions Nos. 970 and 971 asked by Mr. H. A. Sattar H. Essak Sait (on behalf of Mr. H. M. Abdullah) on the 10th March, 1939.*

**SUPERSESIONS OF MUSLIMS IN THE ARCHÆOLOGICAL DEPARTMENT.**

*Starred question No. 970.*—There has been one case of supersession of a Muslim employee during the office tenure of the present Director General of Archaeology.

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**STOPPAGE OF INCREMENTS OF MUSLIMS IN THE ARCHÆOLOGICAL DEPARTMENT.**

*Starred question No. 971.*—(a) Increments of four Muslims have been stopped during the office tenure of the present Director-General of Archaeology. Three such cases occurred during the 10 years commencing from 1925.

(b) Yes, of one.

(c) No.

*Information promised in reply to starred questions Nos. 1003 and 1004 asked by Choudhri Raghuvir Narayan Singh on the 15th March, 1939.*

### MEASURES TO COPE WITH THE TRAFFIC DURING THE MAHABARNI MELA AT HARDWAR.

*Starred question No. 1003.*—(a) The answer is in the negative, the number of passengers that were expected to be carried over the railway during the Mahabaruni Mela was 80,000, whereas 5,93,000 passengers were carried during the last Kumbh Mela.

(b) and (c). Yes.

(d) Expenditure of Rs. 1,588 was incurred for dismantling and Rs. 2,598 for temporary works for the Mahabaruni Mela.

### BRICKS PURCHASED FOR THE CONSTRUCTION OF THE HARDWAR RAILWAY STATION.

*Starred question No. 1004.*—(a) and (b). In the contract free railway freight for bricks and certain other materials was stipulated, the loading and unloading being done by the contractor, but in the interests of the work, the contractor's unloading labour is believed to have been occasionally assisted by railway labour, for which, as far as is known at present, no charges were realised from the contractor. This matter is still under investigation.

(c) 3,28,000 bricks were required for the work and arrangements for their supply were made by the contractor. Rates paid by him are not known.

(d) The estimated amount is Rs. 275. The actual amount incurred is not yet available as the accounts have not been closed.

*Information promised in reply to starred question No. 1033 asked by Shrimati K. Radha Bai Subbarayan on the 14th March, 1939.*

### WOMEN ON THE NURSING STAFF OF HOSPITALS UNDER GOVERNMENT CONTROL IN DELHI PROVINCE.

(a), (b) and (c). A statement giving the information asked for by the Honourable Member is placed on the table.

(d) No test has been prescribed but contracts for nurses at the Irwin Hospital require members of the Nursing staff recruited in the United Kingdom to satisfy the Chief Medical Officer within a reasonable time that they have a colloquial knowledge of Hindustani.

(e) Government have in view the desirability of training Indians for higher nursing appointments.

#### Statement.

(1) Name of Hospital.	(2) Total number of women employed on nursing staff.	(3) Classification.					
		(a) Nursing Superintendents, Matrons and Sisters.		(b) Staff Nurses.		(c) Probationer or Student nurses.	
		Indian.	Non-Indian.	Indian.	Non-Indian.	Indian.	Non-Indian.
Irwin Hospital . . .	50 (excludes Linen Keeper).	1	9	8	8	9	15
Hindu Rao Hospital	From 4—6 (varying with state of work).	..	4—6	..	..	..	..

*Information promised in reply to parts (a), (b) and (d) of starred question No. 1038 asked by Mr. Brojendra Narayan Chaudhury on the 14th March, 1939.*

### HIGHER RATE OF DEATHS IN MINES IN ASSAM.

(a) During the years 1934 to 1937, on an average, the death rate in Assam was 20 per cent. higher and the serious accident rate eleven times higher than the respective rates in the Jharia and Raniganj coalfields, *vide* statement attached.

(b) The mines in Assam were inspected during 1937 by an Inspector of Mines, while those in Bengal were inspected by five different officers, the Chief Inspector, Inspector, Junior Inspectors and Assistant Inspector of Mines.

(d) The coal seams in Assam are difficult to work on account of the fact that they are friable, steeply inclined and outcrop in hill sides and are also traversed by "faults" and "slips". The accident and death rates referred to in the answer to part (a) of the question are, however, no criteria of the prevailing conditions in the respective fields. The rates for the Assam fields tend to be high on account of the comparatively fewer persons employed, while the fact that a great deal of labour is employed in the Jharia and Raniganj fields in obtaining coal by quarrying—a method which is comparatively free from accidents, fatal or serious—tends to lower the rates for these fields.

*Statement showing the death rate and persons seriously injured per 1,000 persons employed during the years 1934 to 1937 in the whole of the Assam Coalfield and in the Raniganj and Jharia coalfields.*

	Death rate of fatal accidents per 1,000 persons employed.				Persons injured in serious accidents per 1,000 persons employed.			
	Assam.		Raniganj and Jharia.		Assam.		Raniganj and Jharia.	
	No. of deaths.		No. of deaths.		No. of persons injured.		No. of persons injured.	
1934 ..	6	3.54	118	0.95	48	28.48	349	2.80
1935 ..	3	1.64	160	1.31	91	49.78	401	3.29
1936 ..	3	1.39	381	3.04	70	32.33	496	3.95
1937 ..	5	2.39	153	1.17	96	45.91	514	3.95
	17	8.96	812	7.47	305	156.50	1,760	13.99
Average ..	4.25	2.24	203	1.87	76.25	39.12	440	3.50

*Information promised in reply to starred questions Nos. 1107 and 1108 asked by Mr. Abdul Qayyum (on behalf of Chaudhri Raghbir Narayan Singh) on the 16th March, 1939.*

### DRAINAGE SCHEME AT LHAKSAR STATION ON THE EAST INDIAN RAILWAY.

*Starred question No. 1107.*—The estimated cost of the scheme was Rs. 6,465. The actual expenditure up to date is about Rs. 5,000.

**DRAINAGE SCHEME AT LHAKSAR STATION ON THE EAST INDIAN RAILWAY.**

*Starred question No. 1108.*—(a) A mistake was made in the grading of the drain, but no alteration was made in the drawing signed by the Chief Engineer in token of his approval.

(b) No. The mistake was discovered after a little more than one-third of the drain had been constructed.

(c) No. The length of the drain wrongly graded was about 1,100 feet.

(d) No. Only a part of the drain was reconstructed.

(e) The cost involved was about Rs. 1,100. After consideration of the circumstances, no action was taken against any of the staff.

(f) Yes, if the original drawing has been signed by the Chief Engineer.

*Information promised in reply to unstarred question No. 32 asked by Qazi Muhammad Ahmad Kazmi on the 16th March, 1939.*

**COLOUR TEST OF EMPLOYEES ON STATE RAILWAYS.**

(a) Tests for colour perception prescribed by the Railway Board for all State-managed Railways involve the use of either the Norman lantern or the Edridge Green lantern. Ishihara's test was never employed on the East Indian Railway.

(b) This is a technical matter on which opinions may differ.

(c) and (d). Do not arise in view of the reply to part (a).

(e) Ishihara's test has been in use on certain Railways as a preliminary or auxiliary test, but is not the test officially prescribed. The prescribed tests are based on the advice of the Medical Section of the Indian Railway Conference Association.

*Information promised in reply to part (c) of unstarred question No. 33 asked by Qazi Muhammad Ahmad Kazmi on the 16th March, 1939.*

**VISION TEST OF CLERKS ON THE EAST INDIAN RAILWAY.**

The East Indian Railway Administration considered that a higher standard of vision was necessary for goods clerks as they are frequently required to visit places where deficient sight would involve danger from moving vehicles. On re-consideration, however, the Administration have since decided to place goods, parcel, luggage and booking clerks in Class C1 for the vision test.

*Information promised in reply to parts (a), (b) and (d) of starred question No. 1140A asked by Mr. Manu Subadar on the 17th March, 1939.*

**GOVERNMENT SERVANTS LENT TO INDIAN STATES.**

(a) On 1st January, 1939, Government servants on the active list were serving in 97 States.

(b) These Government servants were drawn from nearly all Departments and Services of the Central and the Provincial Governments.

(d) Twelve are working either as Dewans or as officers of equivalent status and authority.



*Information promised in reply to starred question No. 1172 asked by Mr. Brojendra Narayan Chaudhury on the 20th March, 1939.*

**PURCHASE OR MANUFACTURE OF NEW CARRIAGES FOR HORSES ON THE ASSAM-BENGAL RAILWAY.**

(a) No. The body work of two existing horse boxes is being renewed during 1939-40 at a total cost of Rs. 7,000.

(b) No, because the running costs of horse boxes are not maintained separately from other types of coaching vehicles. The Assam Bengal Railway has only 12 horse boxes including the two to be rebuilt. This number, reduced from 20 in 1924-25, is the minimum necessary to meet the traffic offering.

*Information promised in reply to starred question No. 1182 asked by Mr. Badri Dutt Pande on the 20th March, 1939.*

**CERTAIN ALLEGATIONS AGAINST THE SERVANTS OF MAHARAJA OF DAKBHANGA WHILE TRAVELLING FROM LUCKNOW TO DELHI.**

(a) Except that the Maharaja travelled in a first compartment, and the third class accommodation consisted of two compartments, the facts are as stated.

(b) The third class compartments were not reserved, and enquiries made do not substantiate the allegation that the servants prevented other passengers from entering their compartment.

(c) Chowdhury Vijaipal Singh made this statement to the Assistant Station Master who himself visited the compartment. It is understood that other passengers were accommodated and that there was no obstruction by the occupants.

(d) At Gajroula Mr. Vijaipal Singh approached the Travelling Ticket Examiner, and asked under what condition dogs could travel in a passenger carriage. He was informed that it must be with the concurrence of the fellow passengers in the compartment. Mr. Vijaipal Singh then summoned the guard and complained that the attendants of the dogs would not allow other passengers to entrain. The guard, who was informed that the dogs had been booked with owner, directed the attendants to make room for other passengers, which was done. According to the report received, Mr. Vijaipal Singh, though holding an intermediate class ticket, elected to travel in the third class compartment with the dogs. As soon as the train started he pulled the alarm chain and stated that he objected to travelling in the same compartment with the dogs and demanded their removal to the brake van.

(e) The train was detained for 19 minutes.

(f) It was not the guard but the Assistant Station Master, Gajroula Junction, who referred to the Controller. The latter gave orders for the dogs to be removed to the brake van.

(g) No such request was made by any railway servant.

(h) The Travelling Ticket Examiner is reported to have taken the number of the tickets on his own initiative, in the course of checking between Gajroula and Delhi.

(i) Yes.

(j) Government understand that action has been taken by the East Indian Railway authorities against the ticket checking staff.

*Information promised in reply to part (c) of starred question No. 1183 asked by Mr. S. Satyamurti on the 20th March, 1939.*

### MANUFACTURE OF LOCOMOTIVES IN INDIA.

The appended statement gives the information promised.

*Statement showing particulars of locomotives purchased out of India during 1935-36, 1936-37 and 1937-38.*

Railways.	1935-36.		1936-37.		1937-38.	
	No. purchased.	Country from which purchased.	No. purchased.	Country from which purchased.	No. purchased.	Country from which purchased.
<i>Broad Gauge.</i>						
Eastern Bengal ..						..
East Indian ..	14	Germany	10	Germany	8	England
Great Indian Peninsula		..	2	England	*1	England.
North Western ..	15	Germany			8	England.
Bengal Nagpur ..		..			2	England.
Bombay, Baroda and Central India.	†1	England.		..		
Madras & Southern Mahratta.			2	England		..
South Indian ..	7	England			4	England.
<i>Metre Gauge.</i>						
Assam Bengal ..	6	England			4	Germany
Bengal & North Western.	8	England			9	England.
Bombay Baroda & Central India.						
Eastern Bengal ..						..
Madras & Southern Mahratta.				..	5	England.
Rohilkund & Kumaon			4	England.	4	England.
South Indian ..	..	..	..	..	2	England.

\* Electric Locomotive.

† Diesel-electric Shunting Locomotive.

*Information promised in reply to unstarred question No. 50 asked by Mr. Muhammad Azhar Ali on the 20th March, 1939.*

### INVESTIGATION INTO CASES OF BREACHES OF DISCIPLINE AND INSUBORDINATION AGAINST CHOWKIDARS ON THE NORTH WESTERN RAILWAY.

One Chowkidar was removed from service.

*Information promised in reply to starred question No. 1238 asked by Pandit Lakshmi Kanta Maitra (on behalf of Dr. P. N. Banerjee) on the 22nd March, 1939.*

### INCOME AND EXPENDITURE OF AHMEDABAD CANTONMENT BOARD.

(a) and (b). Statements, showing the financial position of the Ahmedabad Cantonment and the municipal amenities provided for the civilian population residing in the Sadar Bazar, are attached.

(c) and (d). As a civilian Executive Officer is not available, a military officer has been appointed under Rule 33 Cantonment Executive Officers Service Rules, a copy of which is in the Library of the House.

#### *Receipts.*

Income of the Cantonment Board, Ahmedabad, during	1935-36.	1936-37.	1937-38.
	Rs.	Rs.	Rs.
<b>I.—RATES AND TAXES—</b>			
(b) Tax on annual value of lands and buildings ..	3,242	3,507	3,631
(c) Tax on animals and vehicles .. ..	1,172	1,135	1,094
(e) Tolls (on roads and ferries) .. ..	3,800	710	3,014
(f) Water rate and Tax .. ..	5,828	6,978	6,693
(g) Conservancy Tax .. ..	3,332	3,336	3,398
<b>II.—REALIZATION UNDER SPECIAL ACTS—</b>			
(a) Pounds ..	144	241	270
<b>III.—REVENUE DERIVED FROM PROPERTY AND POWERS APART FROM TAXATION—</b>			
(a) <i>Land—(2) Rent from land the property of Government—</i>			
(i) Premia on leases .. ..	5,505	5	30
(ii) Rents from leases .. ..	3,544	3,325	193
(iii) Proceeds from licenses .. ..	773	753	552
(4) Sale of trees, grass, fruit, etc. ..	8,358	9,122	7,073
(6) Other items .. ..	843	447	177
(b) <i>Buildings—</i>			
(2) Income from buildings other than the property of Government—			
(iv) Other buildings .. ..	347	267	221
(c) <i>Conservancy receipts (Other than taxes and rates)—</i>			
(1) Sale proceeds of night soil and sweepings ..	650	305	101
(2) Other receipts .. ..	3,372	3,372	3,372
(d) <i>Fines under Cantonment and other Acts..</i> ..	143	111	103
(g) <i>Income from Markets and Slaughter Houses—</i>			
(2) Slaughter Houses .. ..	129	62	23
(A) <i>Other Revenue—</i>			
(1) Warrant Fees .. ..	86	73	64
(5) License fees .. ..	272	218	204

Income of the Cantonment Board, Ahmedabad, during	1935-36.	1936-37.	1937-3.
	Rs.	Rs.	Rs.
<b>IV.—MISCELLANEOUS—</b>			
(b) Other items .. .. .	378	362	534
<b>V.—GRANTS AND CONTRIBUTIONS FROM GENERAL AND SPECIAL SOURCES—</b>			
(a) Grants-in-Aid for administration of Cantonment	5,000	..	..
(b) Contributions .. .. .	592	200	375
<b>VI.—EXTRAORDINARY AND DEBT—</b>			
(a) Sale of fixed deposit ..	4,822	..	..
(b) Deposits .. .. .	1,017	..	200
<b>Total Income ..</b>	<b>53,349</b>	<b>34,529</b>	<b>31,322</b>

*Expenditure.*

Expenditure of the Cantonment Board, Ahmedabad, during	1935-36.	1936-37.	1937-38.
	Rs.	Rs.	Rs.
<b>A.—General Administration—</b>			
(1) Executive Officer .. ..	600	600	909
(2) Establishment .. ..	1,827	1,887	1,947
<b>B.—Collection of Revenue—</b>			
(1) Octroi-Toll Tax—			
(b) Contingencies .. ..	58	35	20
(2) Other Taxes—			
(a) Establishment .. ..	1,020	1,049	1,050
(b) Contingencies .. ..	49	46	40
(3) Miscellaneous Revenue—			
(a) Establishment .. ..	50	60	50
(b) Contingencies .. ..	11	12	12
<b>C.—Refunds—</b>			
(2) Other Taxes .. ..	59	146	5
(3) Miscellaneous refunds .. ..	1,711	1,607	1,532
<b>D.—Public Works—</b>			
(2) Maintenance and repairs—			
(a) Buildings .. ..	2,349	2,182	664
(b) Roads .. ..	14,548	6,055	6
(c) Drainage .. ..	217	1	861
(f) Miscellaneous public improvement .. ..	..	..	42

Expenditure of the Cantonment Board, Ahmedabad, during	1935-36.	1936-37.	1937-38.
	Rs.	Rs.	Rs.
<b>E.—Public Safety and Convenience—</b>			
(2) Lighting—			
(b) Contingencies .. .. .	2,903	2,523	2,297
(5) Pounds—			
(a) Establishment .. .. .	42	42	42
(b) Contingencies .. .. .	..	..	8
(8) Arboriculture, tree-tending, etc.—			
(a) Establishment .. .. .	280	445	570
(b) Contingencies .. .. .	7	..	16
(7) Rewards for destruction of wild or rabid animals and snakes.	69	47	45
<b>F.—Medical services and Sanitation—</b>			
(1) Hospitals and Dispensaries—			
(a) Establishment .. .. .	993	864	864
(b) Contingencies .. .. .	508	570	674
(4) Latrines, drainage, conservancy, etc.—			
(a) Establishment .. .. .	6,645	6,639	6,761
(b) Contingencies .. .. .	1,842	2,035	2,018
(5) Water Supply—			
(a) Establishment .. .. .	540	569	570
(b) Contingencies .. .. .	13	13	12
(7) Epidemics—			
(b) Contingencies .. .. .	..	..	97
<b>G.—Public Instruction—</b>			
(1) Primary and Secondary Schools—			
(a) Establishment .. .. .	1,140	1,145	1,074
(b) Contingencies .. .. .	88	170	217
(2) Libraries .. .. .	61	65	66
<b>H.—Contributions for general purposes—</b>			
(1) Service funds—			
(a) Contributions to Provident Fund .. .. .	170	161	160
(b) Bonuses to Provident Fund .. .. .	..	220	610
<b>I.—Pensions, gratuities and annuities .. .. .</b>	108	108	108
<b>J.—Survey of land .. .. .</b>	..	..	77
<b>K.—Amount credited to Military Works for water supply ..</b>	5,220	6,358	6,058

Expenditure of the Cantonment Board Ahmedabad, during	1935-36.	1936-37.	1937-38.
<b>L.—Miscellaneous—</b>			
(4) Office and miscellaneous expenses—			
(a) Stationery .. ..	112	14	50
(b) Printing .. ..	..	37	28
(c) Postage .. ..	62	63	61
(d) Telegrams .. ..	2	3	..
(e) Books, periodicals and maps .. ..	1	40	68
(f) Anti-rabic treatment .. ..	..	5	11
(h) Rents, rates and taxes .. ..	235	257	251
(i) Audit charges .. ..	250	210	185
(j) Miscellaneous .. ..	345	192	435
(5) Payments to Government—			
(ii) Government share of—			
(a) Rent .. ..	903	826	..
(b) Premia .. ..	1,376	1	..
(iii) Payments in respect of—			
(b) Quarries in class " B " (5) .. ..	157	77	6
(iv) Payment in respect of land in class " C " .. ..	15	15	11
<b>M.—Extraordinary and Debt—</b>			
(5) Deposits .. ..	1,013	7	200
Total Expenditure .. ..	47,697	37,401	30,818

*Part (b).*

Statement showing amounts spent for providing Municipal Amenities to the civilian population residing in Sadar Bazaar of Ahmedabad Cantonment.

	1935-36.	1936-37.	1937-38.	Remarks.
	Rs.	Rs.	Rs.	
1. Water-supply ..	Nil	Nil	Nil	Water works and supply system are owned and run by the Military Engineer Services.
2. Roads ..	1,188	1,367	Nil	
3. Lighting ..	1,450	1,261	1,148	
4. School ..	1,228	1,315	1,291	
5. Public Library ..	61	65	66	
6. Watering of roads in Sadar Bazaar during hot weather.	Nil	Nil	Nil	The roads being tarred there is no necessity for watering.
Total ..	3,927	4,008	2,506	

*Information promised in reply to part (a) of starred question No. 1271 asked by Prof. N. G. Ranga on the 23rd March, 1939.*

#### MEASURES FOR SAFETY OF WOMEN TRAVELLING IN THIRD CLASS COMPARTMENTS.

(a) From information gathered from the major railways it has been ascertained that there were, during 1938, 24 such cases.

*Information promised in reply to part (a) of starred question No. 1306 asked by Mr. S. Saiyamurti on the 25th March, 1939.*

#### FOREIGNERS IN INDIA.

(a) The number of foreigners who entered India otherwise than in transit from 1st January, 1938, to 31st December, 1938, was 12,811.

*Information promised in reply to starred question No. 1315 asked by Mr. Manu Subedar on the 27th March, 1939.*

#### RATE OF INTEREST ALLOWED FOR PROVIDENT FUND, ETC.

(a) and (b). The rate of interest on Provident Fund balances for 1939-40 has been fixed at 3.5 per cent., save that those who have been members of the General Provident Fund from a date prior to the 1st April, 1938, when the general rate was reduced from 4 per cent. to 3.5 per cent. are entitled under the Rules of the Fund to a minimum rate of 4 per cent. The same minimum rate has been guaranteed to such members of the State Railway Provident Fund and of the provident funds of those railways whose provident fund balances are deposited with Government as joined the Fund before the 7th March, 1938. There are also certain Service Provident Funds, which were closed to new entrants on the institution of the General Provident Fund on the 1st August, 1909, whose members have been guaranteed a minimum rate equal to  $\frac{1}{2}$  per cent. in excess of the rate allowed on provident fund balances in general. For these Funds, therefore, the rate is 4 per cent. for 1939-40. The membership of such of these Service Funds as have not already ceased to exist must be very small at the present time.

(c) No, save to the extent laid down in the Rules of the particular Funds mentioned above.

(d) (i). The rates of interest allowed on Post Office Savings Bank deposits during the past 5 years were as follows :—

1934-35 .. .. .	2½ per cent.
1935-36 .. .. .	2½ per cent.
1936-37 .. .. .	2½ per cent. up to 30th June, 1936, and 2 per cent. from 1st July, 1936.
1937-38 .. .. .	2 per cent.
1938-39 .. .. .	2 per cent. up to 30th November, 1938, and 1½ per cent. from 1st December, 1938.

(ii) The rates of yield on Postal Cash Certificates issued during the last five years and if not withdrawn until after five completed years would be as follows :—

1934-35 .. .. .	4 per cent. if issued on or before 2nd April, 1934, 3.3 per cent. if issued on or after 3rd April, 1934 and 3 per cent. if issued on or after 1st December, 1934.
1935-36 .. .. .	3 per cent.
1936-37 .. .. .	3 per cent. if issued on or before 30th June, 1936, and 2.5 per cent. if issued on or after 1st July, 1936.
1937-38 .. .. .	2.5 per cent.
1938-39 .. .. .	2.5 per cent.

(iii) and (iv). The rates of interest allowed during the past five years on Provident Funds in general, including those Funds which guarantee a minimum rate to certain classes of subscribers, were as follows :—

1934-35 ..	..	5.25 per cent.
1935-36 ..	..	5 per cent.
1936-37 ..	..	4.75 per cent.
1937-38 ..	..	4 per cent.
1938-39 ..	..	3.5 per cent. (Protected subscribers receiving 4 per cent.).

*Information promised in reply to starred question No. 1374 asked by Mr. Sham Lal on the 30th March, 1939.*

#### ADULTERATION OF GHEE AND GRIEVANCES OF SHOPKEEPERS IN NEW DELHI.

(a) No. Samples of food, especially of ghee, are taken under the Punjab Pure Foods Act and prosecutions follow only when samples are found on analysis not to conform to prescribed standards.

(b) Yes.

(c) The Municipal Committee has no laboratory of its own. In two cases one portion of the sample was examined by a laboratory other than the Delhi Provincial Laboratory. The results of the analyses in these cases differed in some respects from those obtained in the Provincial Laboratory and the accused were given the benefit of doubt. As the charges were not declared false, no question of compensation arose.

(d) No.

(e) Government do not consider any public enquiry necessary.

*Information promised in reply to starred question No. 1416 asked by Mian Ghulam Kadir Muhammad Shahban on the 31st March, 1939.*

#### GRANT OF BENEFIT OF SUBSCRIBING TOWARDS PROVIDENT FUND TO GANG MATES ON THE NORTH WESTERN RAILWAY.

(a) Yes, on the East Indian Railway, and on the Great Indian Peninsula Railway in the case of those governed by the Great Indian Peninsula Railway Company's rules provided their monthly pay is not less than Rs. 30. Their scales of pay are as follows :

*East Indian Railway.*—Rs. 20—1—26—2—30, with an efficiency bar after Rs. 26 stage, from 1st September, 1930. Prior to 1st September, 1930, there were no regular grades and the pay of the mates varied in various localities between a minimum of Rs. 13 and a maximum of Rs. 39. Staff who did not wish to adopt the revised scale introduced in 1930 were permitted to retain their old scales of pay.

*Great Indian Peninsula Railway.*—The scales differ in different areas. The highest and lowest scales are :—

		Old Scales.	New Scales.
Highest	..	30—1—37	27—1—34
Lowest	..	20—1—27	18—1—25 and 16—1—21— ‡—21‡

(b) On the North Western Railway, Permanent Way Mates and Works Mates who are employed on that Railway are classified as " Inferior Servants " for the purpose of the State Railway Provident Fund Rules and are, therefore, not eligible to subscribe to the Fund.

(c) There is no such intention at present as the status and pay of the men concerned does not warrant a special concession.



*Information promised in reply to starred question No. 1429 asked by Mr. K. S. Gupta on the 31st March, 1939.*

### MAINTENANCE CADRE OF THE VIZAGAPATAM PORT.

(a) It has been formed gradually and has not yet assumed a final shape.

(b) Economy combined with efficiency.

(c) In view of the reply to part (a), this part of the question does not arise, but the total cost of maintaining the port (including the cost of pilotage and depreciation) during the years 1933-34 to 1937-38 was :

					Rs.
1933-34	..	..	..	..	3,53,703
1934-35	..	..	..	..	13,36,824
1935-36	..	..	..	..	15,42,398
1936-37	..	..	..	..	14,56,303
1937-38	..	..	..	..	15,53,168

(d) 2886, 2209, 1351 and 1327, respectively.

(e) 85, 81, 81 and 71, respectively. The following statement shows briefly the distribution of duties among the supervisory staff :

					1933.	1935.	1937.	1-3-1939.
Officers	..	..	..	..	10	7	7	5
Medical	..	..	..	..	3	3	5	4
Watch and Ward	..	..	..	..	1	1	1	1
Civil Engineering	..	..	..	..	15	12	9	8
Workshops, including out door repairs					15	14	15	14
Electrical	..	..	..	..	7	6	6	2
Dredging	..	..	..	..	33	26	22	20
Marine	..	..	..	..	..	4	4	4
Pilotage	..	..	..	..	..	3	3	3
Traffic Subordinate Supervising staff	..	..	..	..	1	5	9	10
Total	..	..	..	..	85	81	81	71

(f) Yes. The combined strength of the two sections in 1934 was 638. The present strength of the outdoor repairs section is 232.

*Information promised in reply to parts (a), (b), (d) and (e) of starred question No. 1430 asked by Mr. K. S. Gupta on the 31st March, 1939.*

### CERTAIN STAFF IN THE VIZAGAPATAM PORT.

(a) Eleven up to and during the year 1935 : nine from the year 1936 onwards.

(b) No : the two posts now existing replaced posts of Mechanical Superintendent and Mechanical Engineer.

(d) 108 workmen. One Foreman, one Senior Assistant Foreman and one Junior Assistant Foreman.

Foreman

Rs. 600 per mensem in the scale of Rs. 500—20—600.

Senior Assistant Foreman

Rs. 247-8-0 per mensem in the scale of Rs. 180—7½—300.

Junior Assistant Foreman

.. Rs. 105 per mensem in the scale of Rs. 100—2½—150.

The Foremen are Indian or Anglo-Indian.

(e) Twelve. A decrease.

*Information promised in reply to parts (b), (c) and (d) of starred question No. 1432 asked by Mr. K. S. Gupta on the 31st March, 1939.*

### PILOTS IN THE VIZAGAPATAM PORT.

(a) No.

(c) Pilots at the port of Vizagapatam are not employed exclusively in piloting vessels. Their time is divided between :

- (i) Actual pilotage which, in addition to the time spent in bringing vessels into the port or taking them out of the port, necessarily includes much standing by.
- (ii) Attention to buoys, fenders, moorings, etc.
- (iii) Dredging (One pilot constantly assists the Harbour Master in supervising dredging. Pilots also relieve the Dredging Masters in special cases).

No record is maintained of the time spent by the pilots on the different items of work which they perform, but when employed on dredging their daily duty consists of an eight-hour shift.

(d) No.

*Information promised in reply to parts (c), (d) and (e) of starred question No. 1433 asked by Mr. K. S. Gupta on the 31st March, 1939.*

### CERTAIN STAFF IN THE VIZAGAPATAM PORT.

(c) The cost of the Traffic Department is ordinarily Rs. 7,570 per mensem. As the permanent staff cannot all be absent, the remainder of the question is not understood.

(d) There are three Assistant Quay Foremen. There has been no increase in their number since the cadre of the Traffic Department was first sanctioned in 1936. All three are Anglo-Indians.

(e) 15 men. Their salaries are shown in the statement below. They were originally recruited for a temporary construction office, and selection was made on the basis of previous experience in Railway or other Government offices. They have office experience ranging from 9 to 17 years.

*Statement showing the staff employed in the office of the Port Engineer, Vizagapatam, and the salary drawn by each.*

Number of Posts.	Designation.	Grade.
		Rs.
1	Office Manager ..	150—5—250
2	Section heads ..	80—4—120
2	Senior clerks ..	60—4—80
3	Senior clerks ..	55—5/2—70
1	Junior clerks ..	35—35—1 1/2—50—1—60
3	Junior clerks ..	30—3/2—45—2/2—55
1	Senior typist ..	60—4—80
1	Junior typists ..	40—40—2 1/2—65—3/2—80
1	Record searcher ..	20—1—30

*Information promised in reply to starred question No. 1448 asked by Bābu Kailash Behari Lal on the 31st March, 1939.*

#### SCALES OF PAY OF TIME-CHECKERS IN THE JAMALPUR WORKSHOP.

(a) Yes, but there is also another scale of pay of Rs. 16—2—30 which is applicable to time-checkers recruited prior to 1928.

(b) to (f). The reply is in the affirmative.

*Information promised in reply to starred questions No. 1451 and 1452 asked by Mr. Lalchand Navalrai on the 31st March, 1939.*

#### RULES FOR OUT-STATION INDIAN APPRENTICES OF WORKSHOPS ON THE NORTH WESTERN RAILWAY.

*Starred question No. 1451.*—(a) The rules issued in 1921 were superseded by the rules issued on the 1st September, 1926, which applied to all apprentices then in service.

(b) A copy of the rules issued on the 1st September, 1926, is appended.

(c) Paragraph 6 of the old (1921) rules was as follows :

“ Apprentices at the end of their indentures will not be retained in the service unless their work, conduct and time-keeping have been satisfactory. Those who are retained will be started as mechanics on Rs. 1-8-0 per day ”.

(d) The Honourable Member is referred to rules 9 and 11 of the rules referred to in the reply to part (b). The apprentices were discharged in accordance with rule 9 and as there were no vacancies to which they could be appointed, they were not selected for appointment.

(e) No, because their discharge under rule 9 is automatic, and they are not permanent employees.

(f) Yes, if they were in service as paid apprentices on the 15th July, 1931, but only for the purpose of determining their eligibility for the old scales of pay.

#### *Rules for Apprentices in Out-Station Workshops on the North Western Railway.*

These rules will take effect from the 1st September, 1926, and are in supersession of all previous rules.

1. Out-station railway mechanical workshops are situated at Karachi, Sukkur, Rawalpindi and Kalka.

2. Candidates for admission to any one of these out-station workshops, as apprentices, must be between 15 and 17 years of age, of good moral character, and healthy constitution and have passed the VI standard.

Appointments will be subject to passing class “ B ” medical examination by the railway doctor.

3. After engagement, apprentices will be required to execute an agreement as a bound apprentice.

4. Application for employment as an out-station apprentice must be made to the Chief Mechanical Engineer, North Western Railway, Lahore.

5. Candidates on application for posts of apprentices must state the trade they wish to follow, with at least one alternative.

The railway reserves entirely to itself the selection of out-station apprentices, both as regards numbers allotted to each workshop and the trades in which apprenticeship will be given. The Chief Mechanical Engineer's decision will be final.

6. The period of apprenticeship extends over five years, during which period the time spent in workshops is shown in Appendix A.

7. Whilst in workshops apprentices must conform to the shop working hours and rules and regulations that may be in force in the shops during their apprenticeship.

8. Apprentices will be allowed 15 days casual leave on full pay each year in addition to the regular workshop holidays.

9. At the expiration of the term of apprenticeship all apprentices shall automatically be discharged, unless previous intention to employ them has been intimated. In this matter the decision of the Chief Mechanical Engineer shall be final.

10. No apprentice will be given an increase in pay unless his attendance, general conduct and application to work are satisfactory. Annual increments may be withheld at the discretion of the Chief Mechanical Engineer. In all cases of bad time-keeping an apprentice will be required to make up the full 12 months' service subject to the leave facilities laid down in paragraph 8 above, before being given such increments.

If an apprentice's attendance, general conduct or application to work is consistently unsatisfactory, his services may be terminated by serving him with one month's notice.

An apprentice may terminate his service by giving one month's notice to the Administration.

11. On completion of their apprenticeship, apprentices may be selected to fill such vacancies as occur for journeymen in their respective trades, on probation for one year, in the scale Rs. 100—10—170.

12. During the period of apprenticeship, apprentices will be paid at the following rates :—

							Rs.
First year	..	..	..	..	..	..	40
Second year	..	..	..	..	..	..	50
Third year	..	..	..	..	..	..	60
Fourth year	..	..	..	..	..	..	70
Fifth year	..	..	..	..	..	..	80

13. Apprentices will not be permitted to subscribe to the State Railway Provident Fund institution whilst serving their apprenticeship.

W. A. C. THORPE,  
Chief Mechanical Engineer.

North Western Railway Headquarters Office, Lahore, dated the 1st September 1926.

#### APPENDIX A.

##### *Locomotive Shops.*

						Months.
<b>Directors and fitters—</b>						
Machine shop	..	..	..	..	..	6
Fitting shop	..	..	..	..	..	24
Brass Fitting shop	..	..	..	..	..	6
Copper and Tinsmith shop	..	..	..	..	..	4
Erecting shop	..	..	..	..	..	20
						<hr/> 60
<b>Boilermakers—</b>						
Boiler smithy	..	..	..	..	..	6
Plating	..	..	..	..	..	12
Boiler shop	..	..	..	..	..	42
						<hr/> 60

Months.

**Turners—**

Light machine shop ..	..	..	..	..	..	12
Brass finishing shop ..	..	..	..	..	..	12
Wheel shop ..	..	..	..	..	..	6
Tool room ..	..	..	..	..	..	8
Machine repairs ..	..	..	..	..	..	6
Heavy machine shop ..	..	..	..	..	..	16
						<hr/> 60

**Blacksmiths—**

Smithy ..	..	..	..	..	..	52
Tool shop ..	..	..	..	..	..	8
						<hr/> 60

**Moulders—**

Core making ..	..	..	..	..	..	6
Green-sand moulding ..	..	..	..	..	..	15
Dry-sand moulding ..	..	..	..	..	..	15
Brass foundry ..	..	..	..	..	..	12
Pattern shop ..	..	..	..	..	..	12
						<hr/> 60

**Millwrights—**

Millwright shop ..	..	..	..	..	..	18
Light machine shop ..	..	..	..	..	..	6
Pattern shop ..	..	..	..	..	..	6
Brass finishing shop ..	..	..	..	..	..	6
Foundry ..	..	..	..	..	..	8
Smithy ..	..	..	..	..	..	8
Millwrights ..	..	..	..	..	..	8
						<hr/> 60

*Carriage and Wagon Shops.***Turners and tool-makers—**

Machine shop ..	..	..	..	..	..	18
Brass finishing shop ..	..	..	..	..	..	12
Wheel shop ..	..	..	..	..	..	6
Tool shop ..	..	..	..	..	..	24
						<hr/> 60

**Fitters—**

Machine shop ..	..	..	..	..	..	18
Brass finishing shop ..	..	..	..	..	..	12
Fitting shop ..	..	..	..	..	..	30
						<hr/> 60

Blacksmiths—				Months.
Light smithy	..	..	..	30
Hot iron machines	..	..	..	6
Forge	..	..	..	12
Spring shop	..	..	..	12
				60
Millwrights—				
Machine shop	..	..	..	12
Brass finishing shop	..	..	..	6
Pattern shop	..	..	..	6
Smithy	..	..	..	12
Millwrights	..	..	..	24
				60
Painters and upholsterers—				
Sewing	..	..	..	3
Caning	..	..	..	3
Upholstering	..	..	..	12
Mixing colours	..	..	..	6
Lettering	..	..	..	18
Painting, varnishing and Polishing	..	..	..	18
				60
Underframe and wagon builders—				
Machine shop	..	..	..	6
Smith shop	..	..	..	6
Fitting shop	..	..	..	12
Heavy repair shop	..	..	..	12
Boiler shop, loco.	..	..	..	12
Underframe shop	..	..	..	12
				60

### AGREEMENT WITH OUT-STATION APPRENTICES RECRUITED IN SUKKUR WORKSHOPS.

Starred question No. 1452.—(a) Yes.

(b) A copy of the agreement is appended.

#### *Service Agreement of Out-station Indian Apprentices, English speaking.*

This Agreement made the \_\_\_\_\_ day of \_\_\_\_\_ in the year one thousand nine hundred and \_\_\_\_\_ between (1) \_\_\_\_\_ of \_\_\_\_\_ (hereinafter called the Apprentice) and the Secretary of State for India in Council witnesseth that the said (1) \_\_\_\_\_ doth this day bind (2) \_\_\_\_\_ a boy of the age of \_\_\_\_\_ years completed, son of the said (1) \_\_\_\_\_ to serve the said Secretary of State as an Apprentice in the shops of the North Western Railway, at \_\_\_\_\_ from this day forth for five years, during all which term the said Apprentice shall duly and faithfully serve the said Secretary of State according to his skill and ability in all lawful business and demean and behave himself honestly, orderly and obediently in all things towards the Agent of the said Railway and the officers under whom he may from time to time be placed and shall not absent himself from duty without first obtaining permission to do so, or without submitting a proper medical certificate of temporary unfitness for duty.

And the said Secretary of State in consideration of the faithful service of the said (2) \_\_\_\_\_ doth covenant and agree with the said (1) \_\_\_\_\_ his executors and administrators that he will cause to be taught to the said

(1) Here enter the name of father or guardian of the boy.

(2) Here enter the name of the boy.

\*N.B.—No boy who is under the age of 15 years or above the age of 18 years can be bound apprentice.

†Or otherwise describing the relation in which (1) and (2) stand.

(2) \_\_\_\_\_ in the best way and manner that he can the trade of \_\_\_\_\_ during the said term, and will pay him the wages for the actual number of days worked at the following rates, the grant of increase at the close of each year being subject to the Apprentice giving satisfaction :

	Rs.	A.	P.	
First year ..	..	0 14	0	per day.
Second year	..	1 0	0	do.
Third year ..	..	1 2	0	do.
Fourth year .. .. .	..	1 4	0	do.
Fifth year ... .. .	..	1 6	0	do.

PROVIDED that if after the first year of his apprenticeship the said (2) \_\_\_\_\_ is found to be unfit for training or if at any time he fails to comply with the conditions of his service as set forth herein, it will be open to the said Secretary of State to terminate his apprenticeship at once and then this agreement will be null and void, otherwise it will remain in full force.

Further it is hereby agreed between the said (1) \_\_\_\_\_ and the said Secretary of State that a deduction of annas eight per month will be made from the wages of the said (2) \_\_\_\_\_ and deposited with the North Western Railway, as a guarantee of his good conduct during the period of his apprenticeship which amount will be forfeited to the said Secretary of State in the event of the said \_\_\_\_\_ resigning the service before the termination or cancellation of this agreement or absconding or otherwise misconducting himself, and returned to him in full at the expiration of his term should the same have been thoroughly satisfactory.

IN WITNESS WHEREOF the parties have hereunto set their hands and seals on the date hereinafter mentioned, respectively.

Signed and delivered by the said—

this \_\_\_\_\_ day  
of \_\_\_\_\_ 19 , in the  
presence of—

1. \_\_\_\_\_
2. \_\_\_\_\_

Witnesses. Signature of Guardian.

Signed and delivered by the said—

this \_\_\_\_\_ day  
of \_\_\_\_\_ 19 , in the  
presence of—

1. \_\_\_\_\_
2. \_\_\_\_\_

Witnesses.

Apprentice.

Signed and delivered by—

Chief Mechanical Engineer, North  
Western Railway, for and on behalf of  
the said Secretary of State for India  
in Council this \_\_\_\_\_  
day of \_\_\_\_\_ 19 .

Chief Mechanical Engineer, North Western  
Railway.

(1) Here enter the name of father or guardian of the boy.

(2) Here enter the name of the boy.

*Information promised in reply to starred question No. 1455 asked by Mr. Ram Narayan Singh on the 31st March, 1939.*

#### RAILWAY LAND LEASED OUT AT PATPORE CABIN NEAR DELHI JUMNA BRIDGE.

(a) The land in question is being leased on the usual terms adopted by the Railway Administration.

(b) The land is being leased to Messrs. Gopal Brothers of Delhi for the erection of temporary buildings for use as godowns.

(c) No. It is not the practice of the Administration to call for tenders for lease of railway lands.

(d) No ; because no broker was employed to arrange the lease.

(e) No. It was not considered necessary to advertise this particular lease, and it is not the practice of the Railway to do so.

(f) Only one other application for lease of this land was received about two months after Messrs. Gopal Brothers' application, and while negotiations with them were in progress. This application was from Mr. Behari Singh Arora who was informed that the Administration was already dealing with another applicant and in case negotiations fell through, he would be informed.

(g) No. The rent being obtained is considered adequate.

*Information promised in reply to starred questions Nos. 1475 and 1476 asked by Mr. Brojendra Narayan Chaudhury on the 3rd April, 1939.*

#### PUBLICATIONS REGARDING PLANNING, ETC., AND COST OF CONSTRUCTION OF BUILDINGS, ETC., OF NEW DELHI.

*Starred question No. 1475.*—(a) No.

(b) It is not possible to deal adequately with the subjects referred to in clause (i) of part (a) in an answer to a question. As regards clause (ii), a statement is laid on the table.

(c) (i) Rs. 8,52,75,530.

(ii) Rs. 73,33,594.

(d) A statement is laid on the table.

(e) There is no planning office as such, but the Central Public Works Department organisation has a Consulting Architect and his office, where schemes for Government buildings, lay-outs, etc., are prepared. This office is located in the North Block of the Imperial Secretariat Buildings, New Delhi. For private buildings the Land and Development Office, which is situated in Scindia House, Connaught Circus, exercises such control as is possible under the terms of the leases.

(f) No report of the activities of the Consulting Architect's office is published, but a report on the Land and Development Office will be found on pages 5—7 of the Annual Administration Report of the Delhi Province for 1936-37, a copy of which is available in the Library of the House.

#### Statements.

##### I

The information in regard to part (a) (ii) of the question is as follows :

- (ii) The total area of land disposed of is 3255.8 acres. This is made up of 2140 acres used for Government purposes, 980 acres used for non-Government purposes generally and 185.8 acres occupied by the Princes. The total area which remains for disposal within the developed portion of New Delhi is 650 acres more or less. Standard forms of lease are available in the office of the Chief Commissioner, Delhi. No leases were executed in respect of areas allotted to the Princes.



## II

(d) The returns in premium and ground rent for the land leased to private persons up to 1938 were as follows :

	Rs.
Premium .. .. .	36,16,187
Ground Rent .. .. .	9,46,033

The figure for ground rent is from 1st April, 1930, as previous figures are not readily available. In addition, rent is realised from officials occupying Government residencies and also from commercial departments in respect of office accommodation supplied to them by the Public Works Department. The rent realised amounted to Rs. 48,68,000 for the period 1932-33 to 1937-38 and to Rs. 13,19,742 up to the year 1925-26. Information for the years 1926-27 to 1931-32 is not readily available.

### AMOUNT SPENT ON MUNICIPAL AMENITIES OF NEW DELHI.

*Starred question No. 1476.*—A statement showing the total grants from Central revenues to the New Delhi Municipal Committee since 1932-33, the year in which the Municipal Committee assumed responsibility for the provision of municipal amenities in New Delhi, is appended. Information regarding the amounts spent from Central revenues before 1932-33 on amenities ordinarily provided by municipal committees is not readily available.

*Statement showing Grants from Central Revenues to the New Delhi Municipal Committee, since 1932-33.*

	Rs.
Veterinary Hospital .. .. .	9,000
Public Health .. .. .	2,16,000
Medical .. .. .	94,800
Education .. .. .	2,39,837
Arboriculture .. .. .	1,25,000
Government of India grants for balancing the budget and maintenance of roads	21,85,260
Total	28,69,897

*Information promised in reply to the starred questions Nos. 1488 and 1489 asked by Bhai Parma Nand on the 3rd April, 1939.*

### DELHI JOINT WATER AND SEWAGE BOARD.

*Starred question No. 1488.*—(a) The Delhi Joint Water and Sewage Board is a body constituted under an Act of the Central Legislature—the Delhi Joint Water and Sewage Board Act, 1926. It is not administered by the Government.

(b) Does not arise.

(c) Yes.

(d) No. Memorials were submitted to the Chief Commissioner by the store-keeper and the accountant. The Chief Commissioner had no statutory power of interference as an appellate authority and saw no reason to re-open the Board's decision.

(e) An order for alumina ferric was placed on 28th March, 1938. It is correct that a new contract was to come into force from the 1st April, 1938, under which the price of the material would be reduced by Rs. 13-4-0 per ton.

(f) A shortage of 28,000 lbs. was discovered after the enquiry began, but the shortage was not the subject of the departmental proceedings to which the Honourable Member refers.

(g) The enquiry was held by the Chief Commissioner and his Financial Adviser. The employees concerned were Muslims.

## DELHI JOINT WATER AND SEWAGE BOARD.

*Starred question No. 1489.*—(a) No definite communal ratio has been prescribed for recruitment of the staff. The communal ratio of the present staff is as follows :

	European.	Hindu.	Muslim.	Sikh.	Christian.
1. Engineer and Secretary's Office .. ..	..	11	6	..	1
2. Water Works .. ..	1	76	67	..	4
3. Kilokri Pumping Station and Diposal Works .. ..	1	84	56	3	..

(b) Of the posts referred to, two posts of Superintendent are held by Europeans, and two of the three posts of Assistant Superintendent, the post of foreman and the post of head clerk are held by Muslims. They were appointed because they were the most suitable candidates available.

*Information promised in reply to part (b) of starred question No. 1495 asked by Mr. S. Satyamurti on the 4th April, 1939.*

## RACIAL DISCRIMINATION ABOUT VISITING OF H. M. S. "NORFOLK".

The allocation of days for visiting ships of the Royal Navy varies in different Indian ports and is arranged as far as possible to conform to the wishes of the local authorities and to suit the convenience of the visitors themselves.

In Calcutta, it has been the invariable custom to allot certain days to the general public and reserve other days for specially invited parties from all communities and for the European community. The days allotted for the invited parties are intended for the benefit of Indian gentlemen who wish to arrange for their families or employees to see round the ship in greater comfort than is possible on general public days in view of the heavy rush of visitors, who are chiefly of the coolie classes, on those days. For the same reasons one day is customarily allotted to the European community.

*Information promised in reply to part (c) of starred question No. 1530 asked by Seth Haji Sir Abdoola Haroon on the 5th April, 1939.*

## STRENGTH OF MUSLIMS AND HINDUS IN CERTAIN CADRES IN CERTAIN POSTAL CIRCLES.

Clerical vacancies filled under	During the years								
	1936.			1937.			1938.		
	Total.	Hindus.	Muslims.	Total.	Hindus.	Muslims.	Total.	Hindus.	Muslims.
The Presidency Postmaster, Calcutta .. ..	40	15	19	31	13	13	20	16	4
The Postmaster, Lahore .. ..	10	..	7	10	5	5	..	..	..
The Postmaster, Karachi .. ..	2	1	1	6	3	3	19	15	4

*Information promised in reply to starred question No. 1548 asked by Mr. Lalchand Navalrai on the 5th April, 1939.*

# CLOSING OF THE VEHICULAR TRAFFIC OVER THE LANSDOWNE BRIDGE BETWEEN ROHRI AND SUKKUR.

(a) The roadway has already been closed.

(b) The closure has been effected from the 1st April, 1939, and is intended as a permanent measure.

(c) Vehicular traffic has been carried on the railway bridge since its construction in 1889. Since then the large increase in railway loads has required various schemes to be considered to secure the safety of the bridge. The cost of renewing the bridge is prohibitive, and the Railway have found that the only way of dealing with the problem at a reasonable cost is to remove the heavy dead weight of the roadway which will enable heavy rail loads to pass over the bridge. The Sind Government have been advised and have accepted the proposal.

(d) The detour for road traffic between Rohri and Sukkur via the Lloyd Barrage involves an extra distance which varies with the destination or starting point in Sukkur town, but is on the average about five miles.

(e) Yes.

(f) None.

---

*Information promised in reply to starred question No. 1553 asked by Mr. B. B. Varma on the 5th April, 1939.*

# LEASE OF LAND AT PATPORE CABIN NEAR JUMNA BRIDGE, DELHI.

(a) (i) Yes.

(ii) For the erection of temporary buildings for use as godowns.

(b) No. The negotiations were conducted through the medium of official correspondence.

(c) The rent which is at the rate of Rs. 18 per 100 sq. yards was considered adequate.

(d) The Deputy Commissioner's estimate is Rs. 1,000 per acre.

(e) No other land in this vicinity has been leased.

(f) The Honourable Member is referred to the information laid on the table today in reply to part (f) of starred question No. 1455 asked by Mr. Ram Narayan Singh on the 31st March, 1939.

(g) and (h). It is not the practice or rule to invite tenders for or to auction leases of railway lands.

(i) The Deputy Commissioner was consulted.

(j) No, for the reasons given in reply to part (c) of this question.

---

*Information promised in reply to starred question No. 1558 asked by Mr. Kuladhar Chaliha on the 5th April, 1939.*

# REPLACEMENT OF THE GORAI BRIDGE ON THE EASTERN BENGAL RAILWAY.

(a) The Gorai Bridge has not been replaced. The original girders, which have become overstressed under the heavier axle loads now operative on railways, have been renewed and some bracing added to the piers. Work has been completed except for cylinder pier bracing and some minor works. Booked expenditure up to the end of February, 1939, was Rs. 16,11,440.

(b) Materials of the old bridge have not been fully disposed of. Amounts received for old girders, as at present known, are given in the reply to part (d) of this question. The amount to be obtained for old girders was estimated at Rs. 98,000.

(c) By public auction.

(d) The names of the purchasers above Rs. 1,000 with the amounts paid by each are appended :

			Rs.
Messrs. Thakurdin Ramjosh	..	..	38,390
Messrs. Tulsiram Bandiprosad	..		21,539
Messrs. Dhaniram Padarat Ram			15,175
Messrs. Bhagwandas Ghusari	..		3,675
Messrs. Soleman Salaji			1,698
Messrs. Jokiram Baijnath			14,068
Messrs. Tulsiram Bhagwandas			10,505
Messrs. Kandamal Rakhmal	..		6,797
Messrs. Capital Engineering ..		..	10,400
Mr. Ramnath			17,604
			<hr/>
			1,29,851
			<hr/>

*Information promised in reply to starred questions Nos. 1559 and 1560 asked by Mr. Muhammad Nauman on the 5th April, 1939.*

#### REST TO GUARDS ON THE EAST INDIAN RAILWAY.

*Starred question No. 1559.*—No guards on the East Indian Railway are entitled to enjoy rest invariably on any particular day of the week.

#### ALLOWANCE TO GUARDS WORKING ON SUNDAYS ON THE EAST INDIAN RAILWAY.

*Starred question No. 1560.*—(a) to (c). Under the rules of the late East Indian Railway Company, which continue to apply to those employees of the Company who were taken over by the State in 1925, only European and Anglo-Indian guards are entitled to double pay for working on Sundays.

*Information promised in reply to part (b) of starred question No. 1565 asked by Mr. H. M. Abdullah on the 5th April, 1939.*

#### PREPONDERANCE OF NON-MUSLIMS IN THE ELECTRICAL BRANCH OF THE NORTH WESTERN RAILWAY.

Ten posts were filled by promotion during the last three years ; promotion in all these cases was by selection ; two of those selected were the seniormost.

*Information promised in reply to parts (b) to (d) of starred question No. 1567 asked Mr. H. M. Abdullah on the 5th April, 1939.*

# EMPLOYMENT OF MUSLIMS IN CERTAIN POSTS ON THE NORTH WESTERN RAILWAY.

(b) The number of Muslims working as personnel officers, office superintendents (personnel) and head clerks (personnel) on the North Western Railway on the 31st March, 1931, 31st March, 1932, and 31st March, 1939, was as follows :

	31st March, 1931.	31st March, 1932.	31st March, 1939.
Senior Scale, Headquarters office ..	..	1	..
Senior Scale, Divisions .. ..	4	3	..
Junior Scale, Divisions .. ..	..	..	..
Lower Gazetted Service, Mechanical workshops	1	..	..
Lower Gazetted Service, Divisions ..	..	..	2
Office Superintendents, Headquarters office	..	..	..
Office Superintendents, Divisions .. ..	1	1	..
Head Clerks, Headquarters office .. ..	..	..	1
Head Clerks, Mechanical Workshops ..	1	1	2
Head Clerks, Divisions .. .. ..	2	1	2

(c) The reply to the first part is in the negative. As regards the second part, the communal composition of the staff employed in the Personnel Branch of the North Western Railway Headquarters Office on the 31st March, 1939, was as follows :

Category of staff.	Hindus.	Muslims.	Europeans and Anglo-Indians.
Gazetted officers ..	2	..	4
Office Superintendents ..	1	..	..
Head Clerks .. .. ..	2	1	1

(d) As regards Gazetted Officers, the number of Muslim officers in proportion to the total gazetted strength is limited and an increase of Muslim representation in the personnel branch can only be effected, at the expense of Muslim representation in the three major departments of the railway, *viz.*, Engineering, Traffic and Mechanical. Government are fully alive to the necessity for avoiding an undue preponderance of any one community in any of the departments of the railway. The subordinate posts detailed in parts (b) and (c) above are filled by promotion, in which case communal considerations do not apply. The percentage reserved for Muslims in direct recruitment on the North Western Railway is 60 per cent. ; and as the proportion of Muslims increases the number of Muslims available for promotion to such posts will also increase.

*Information promised in reply to starred question No. 1590 asked by Mr. Kuladhar Chaliha on the 6th April, 1939.*

#### AREA IN NEW DELHI SET APART FOR FRUIT CULTIVATION.

(a) No.

(b) and (c). No plots have been given on lease for fruit gardens nor is it intended to make any plots available for this purpose.

(d) and (e). There has been no demand for land for fruit cultivation. Government do not propose to take any action as the development of Government land within the New Delhi area for purposes of fruit gardens is likely to lead to fly and mosquito breeding on an extensive scale and is, therefore, considered objectionable for health reasons.

(f) Except those of the decorative type required for gardens, no fruit trees have been planted either on roads or in the compounds of Government buildings in New Delhi.

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*Information promised in reply to starred questions Nos. 1601 to 1604 asked by Khan Bahadur Shaikh Fazl-i-Haq Piracha on the 11th April, 1939.*

#### EMPLOYMENT OF MUSLIMS IN THE INCOME-TAX DEPARTMENT, PUNJAB.

No definite rules were framed by the Central Board of Revenue to regulate the seniority of the staff and officers in the Income-tax Department, Punjab. In 1925, the question was considered but dropped as provincial conditions and practice varied, but in 1931, the Central Board of Revenue ruled for the guidance of Commissioners that, subject to the discretion of Commissioners in special cases, the date of confirmation and not the date of appointment should be the criterion.

So far as Government are aware, these directions have been followed in the Punjab. The Honourable Member is aware that proper representation of communities is regulated by the Government's detailed orders and that annual statements showing the position of each community in the service and the progress made in the recruitment of minorities are printed and made available in the Library of the House. Promotions are, however, not subject to these communal orders as they are determined by merit. The collection of further detailed information in respect of the various categories of staff mentioned by the Honourable Member, with the particulars desired, will involve an expenditure of time and labour not commensurate with the results. Much of the information is, however, contained in the printed communal statements to which I have already asked the Honourable Member to refer.

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*Information promised in reply to starred question No. 1643 asked by Sri K. B. Jinaraja Hegde on the 12th April, 1939.*

#### INCONVENIENCES ON STATIONS OF THE SHAHDARA-SAHARANPUR LIGHT RAILWAY.

(a) Between sixty-five and eighty per cent. of the stock on all trains is fitted with latrines.

(b) Roofs of all passenger coaches are inspected prior to each rainy season. Owing to shrinkage of the composite roofing during the hot weather and subsequent expansion some small leaks may escape notice during this inspection. These are remedied as soon as they come to notice.

(c) Three compartments to seat 34 intermediate class passengers (increased to four during the busy season) are attached by day trains and two compartments (increased to three during the busy season) by night trains. The average daily number of intermediate class passengers is 23 who travel an average distance of only 23 miles.

(d) Wood and glass shutters are provided in windows of upper class stock. Only wood shutters are provided in lower class carriage windows. These are considered adequate for the purpose.

(e) Considering the restricted space in narrow gauge vehicles, the luggage accommodation provided is reasonable.

(f) All third class carriages are in process of having their seats widened to 16½". 40 per cent. remain to be altered. The wider the seats the less room there is, of course, to move about. All stock is constructed to standard dimensions laid down by the Railway Board.

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*Information promised in reply to parts (c) and (e) of starred question No. 1660 asked by Mr. B. B. Varma on the 12th April, 1939.*

#### STENOGRAPHERS ON THE EAST INDIAN RAILWAY.

(c) The practice is for each officer concerned to select the stenographer he considers most suitable for his requirements.

(e) The circular letter referred to in the reply already given to parts (a) and (b) of the question is still in force. The orders contained therein have since been amplified to provide for the General Manager's stenographer being granted Rs. 20 per mensem in addition to whatever pay he may be drawing.

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*Information promised in reply to starred question No. 1661 asked by Mr. B. B. Varma on the 12th April, 1939.*

#### CONFIRMATION OF STAFF OF THE PUBLICITY ORGANISATION ON STATE RAILWAYS.

As regards the East Indian Railway, the Honourable Member is referred to the reply given to Mr. T. S. Avinashilingam Chettiar's question No. 1659 on the 12th April, 1939. The staff then serving in the Publicity Branch of the Eastern Bengal and North Western Railways were confirmed from the 2nd January, 1929, when the posts they held were made permanent. The staff in the Publicity Branch of the Great Indian Peninsula Railway were confirmed from the dates when they joined the Branch.

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*Information promised in reply to parts (d) to (f) of question No. 1664 asked by Mr. T. S. Avinashilingam Chettiar (on behalf of Mr. Sharn Lal) on the 12th April, 1939.*

#### GRIEVANCES OF TICKET COLLECTORS ON THE NORTH WESTERN RAILWAY.

(d) It had been the practice in the case of temporary vacancies of ticket collectors in grade II, to allow the seniormost men in grade I to officiate. This practice was subsequently discontinued and orders issued that ticket collectors in grade I who were considered fit for promotion both to posts of ticket collectors, grade II and to posts of special ticket examiners, grade II should be allowed to officiate as ticket collectors, grade II. In accordance with these orders, ticket collectors in grade I, who were not considered fit for promotion but had been officiating in grade II were reverted to grade I.

(e) No.

(f) The General Manager has since decided that ticket collectors, grade I, considered fit for promotion to grade II, may be allowed to officiate in that grade, even though not fit for promotion to special ticket examiner, grade II.

*Information promised in reply to parts (d), (e) and (f) of starred question No. 1676 asked by Pandit Lakshmi Kanta Maitra on the 12th April, 1939.*

**NEW RULES FOR EXAMINATION FOR RECRUITMENT OF INSPECTORS AND HEAD CLERKS TO SUPERINTENDENTS OF POSTS OFFICES, ETC.**

(d) Forty-four per cent. of the applicants and not 50 per cent. were rejected.

(e) As regards the Bombay Circle, the fact is substantially as stated by the Honourable Member. As regards the Bengal and Assam Circle, the percentage of the applicants selected from each unit varied from 48 to 100.

(f) Only those applicants who fulfilled all the prescribed conditions for selection were selected. The proportion of eligible applicants varied, but there was probably also some difference in the standards applied.

*Information promised in reply to starred question No. 1677 asked by Bhai Parma Nand on the 12th April, 1939.*

**SANCTION FOR THE BATALA-BEAS RAILWAY PROJECT.**

(a) The Batala-Butari Railway Project was sanctioned in January, 1928. Subsequently it was decided to change the alignment and make the junction at Beas instead of Butari. The detailed estimate sanctioned for the Batala-Beas Project which amounted to Rs. 34,97,955 contained provision for the following :

	Rs.
(i) Acquisition of land ..	6,49,323
(ii) Earthwork	2,11,427
(iii) Bridges .. .. .	2,16,359
(iv) Station buildings and residential quarters ..	4,13,184

(b) Seven.

(c) The Section from Batala to Qadian was completed and opened in December, 1928. The remaining section from Qadian to Beas was subsequently abandoned. The amount of work carried out on the latter section is as shown below :

Acquisition of land .. .. .	80 per cent.
Earthwork .. .. .	91 per cent.
Major bridges .. .. .	80 per cent.
Minor bridges .. .. .	21 per cent.
Station buildings and staff quarters .. .. .	90 per cent.

(d) The track was not laid and the following works were not completed :

- (a) Certain minor bridges.
- (b) Watering arrangements and other station machinery.
- (c) Signalling.
- (d) Fencing.

The work was stopped in the first instance owing to financial stringency.

(e) A statement showing the financial results of working of the Batala-Qadian section for the three years ending 31st March, 1937, is attached. This shows that the section, as an isolated project, is working at a net loss of about Rs. 14,000 per annum, but, owing to the additional earnings brought to the main line by the interchanged traffic with this Branch, the estimated return on the Capital during the three years varied from 3.25 per cent. to 6.87 per cent.



(f) Seven applications were received from September, 1934, to October, 1935, and a deputation waited at Qadian on the General Manager, North Western Railway, on 25th October, 1936, and handed him a memorial. The deputation were informed that the Administration was aware of the points mentioned by them, that an investigation was being actively pursued and that any recommendation to the Government of India would depend on the return estimated as a result of these enquiries.

(g) The figures regarding income and expenditure on the Batala-Beas section were collected at all places along the alignment and through the civil authorities of the Tehsils through which the proposed alignment would pass. The calculations were made both from the probable traffic offering and also by recognized formulæ.

(h) The deputation referred to in the answer to (f) above stated that any one of its members or of the Committee could be called to assist the Railway Administration in collecting data with regard to probable traffic.

(i) The assistance of the Committee was not sought as Sri Hargobindpur had already been visited by the Officers concerned with the project prior to the submission of the original traffic report and it was felt that no useful purpose would be achieved by these officers again visiting Sri Hargobindpur and the other proposed railway stations for further enquiries.

(j) Yes.

(k) The highest bid received for the buildings which were put up to auction was Rs. 1,450. This was considered too low and rejected.

(l) The question of completing the line to Sri Hargobindpur and to Beas was carefully examined, but since the expected return on the estimated cost was found to be inadequate, the project will not be completed.

Statement showing financial results of working new branch lines.

Railway.	Year.	1	2	North Western Railway.			Name of Branch.		Patla-Qadian.	Length in miles. 12.04.	Main Line.		12	13	14	15
				Earning of Branch.	Expenses of Branch.	8	9	10			11					
1934-35	..	9,28,931	36,833	..	36,833	28,473	30,068	74,178	—37,345	1,07,366	39,822	67,544	30,199	3.25	%	
1935-36	..	9,28,931	43,530	..	43,530	28,473	30,068	58,541	—15,011	1,04,712	39,518	65,194	50,183	5.40	%	
1936-37	..	9,28,931	42,791	..	42,791	29,218	28,096	57,314	—14,523	126,395	48,030	78,365	63,842	6.87	%	
			3	4	5	6	7	8	9	10	11	12	13	14	15	
		Capital cost on 31st March <i>plus</i> calculated interest during construction.	Branch line proper.	Guarantee payable <sup>a</sup> by local Government, etc., if any.	Total Columns 3+4.	Actual expenditure of branch wherever ascertainable <i>plus</i> 5% of gross earnings for hire of rolling stock wherever main line rolling stock is used.	Share of other expenditure pertaining to the Branch.	Total Columns 6+7.	Net earnings of branch proper (columns 5 and 8).	Additional earnings minus any loss due to short circuiting or diversion of traffic.	Additional expenses calculated at 5% of the normal operating ratio (including depreciation) obtaining on the existing system of additional earnings after deducting loss (Col. 10).	Additional net earnings (Columns 10 and 11).	Total net earnings (Columns 9+12).	Return on Capital (Columns $\frac{13 \times 100}{2}$ ).	Remarks.	

*Information promised in reply to starred question No. 1680 asked by Mr. K. S. Gupta on the 12th April, 1939.*

#### COMPLAINTS AGAINST SHOUTING OF WARES ON THE NORTH WESTERN RAILWAY.

*List of Complaints received from Passengers on the North Western Railway against Shouting of Wares by Vending Contractors' Salesmen.*

Number of complaints.	Class of ticket held by complainant.	Train No. in which complainant travelling.	Station complained against.
4	Upper Class ..	No. 4 Down ..	Mozaffarnagar.
1	Do. ..	No. 3 Up ..	Jullundur City and Amritsar.
1	2nd Class ..	No. 58 Down ..	Wazirabad.
1	Not stated by complainant.	No. 34 Down ..	Phagwara.
1	Do. ..	No. 126 Down ..	Moghalpura.
1	Do. ..	Not stated by complainant.	Moghalpura.
1	Do. ..	Do. ..	Wazirabad (In the "C. and M." Gazette").
1	Do. ..	Do. ..	Amritsar.
1	Do. ..	Do. ..	General complaint (In the "Tribune").
Total .. 12			

*Information promised in reply to starred question No. 1697 asked by Pandit Sri Krishna Dutta Paliwal on the 12th April, 1939.*

#### USE OF RUNNING ROOMS BY TRAVELLING TICKET EXAMINERS ON THE EAST INDIAN RAILWAY.

(a) Travelling ticket examiners are granted each week a rest of not less than 24 consecutive hours.

(b) The reply to the first part is in the affirmative : the second part does not, therefore, arise.

(c) No.

(d) Does not arise.

(e) The number of running rooms on each Division is as follows :

Howrah .. .. .	4
Asansol .. .. .	4
Dinapore .. .. .	4
Allahabad .. .. .	6
Lucknow .. .. .	6
Moradabad .. .. .	9

These may be, and are, used both by travelling ticket examiners and guards. There are also two rest rooms on the Dinapore Division and three on the Moradabad Division, which may be used by travelling ticket examiners.

(f) Separate accounts are not kept of the cost of maintenance of these rooms.

(g) Yes.

*Information promised in reply to part (b) of starred question No. 1703 asked by Mr. H. M. Abdullah on the 12th April, 1939.*

#### EMPLOYMENT OF MORE MUSLIM WATERMEN ON THE NORTH WESTERN RAILWAY.

	Permanent.	Temporary.
Hindus .. .. .	811	418
Muslims .. .. .	662	448

*Information promised in reply to unstarred questions Nos. 59 and 61 asked by Mr. S. Satyamurti on the 12th April, 1939.*

#### EUROPEAN, ANGLO-INDIAN AND INDIAN EMPLOYEES IN PORT TRUSTS.

*Unstarred question No. 59.*—A statement giving the information for the Ports of Calcutta and Bombay is laid on the table.

*Statement showing the number of Europeans, Anglo-Indians and Indians in the employ of the Calcutta Port Commissioners and the Bombay Port Trust on the 31st December, 1938, who were receiving Salaries of Rs. 500 and over.*

Name of Port.	(1) Initial salary of Rs. 500 to Rs. 999.			(2) Rs. 1,000 to Rs. 1,999.			(3) Rs. 2,000 and over.		
	Europeans.	Anglo-Indians.	Indians.	Europeans.	Anglo-Indians.	Indians.	Europeans.	Anglo-Indians.	Indians.
Calcutta .. .. .	24	11	5	53	8	4	9	..	..
Bombay .. .. .	34	11	11	23	1	8	5	..	1

#### NEW APPOINTMENTS MADE IN PORT TRUSTS.

*Unstarred question No. 61.*—A statement giving the required information is laid on the table.

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Statement showing the number of new appointments made by the different Port Trusts in India since January, 1929 in posts with initial monthly salaries of Rs. 500 and over.

Name of Port.	(1) Rs. 500 and over.				(2) Rs. 1,000 and over.			
	Total.	Europeans.	Anglo-Indians.	Indians.	Total.	Europeans.	Anglo-Indians.	Indians.
Calcutta .. .. .	16	13	1	2	2	2	..	..
Chittagong .. .. .	5	4	..	1	..	..	..	..
Madras .. .. .	6	5	..	1	2	2	..	..
Bombay .. .. .	27	22	..	5	..	..	..	..
Karachi .. .. .	5	4	..	1	2	2	..	..

Note.—There were no new appointments to posts carrying an initial salary of Rs. 2,000 and over.

Information promised in reply to part (a) (i) of unstarred question No. 70 asked by Pandit Lakshmi Kanta Maitra on the 12th April, 1939.

#### AREA UNDER A MEDICAL OFFICER FOR RENDERING TREATMENT TO RAILWAY EMPLOYEES.

Railway.	Average number of stations for which a Sub-Assistant Surgeon is responsible.
Eastern Bengal ..	14
East Indian ..	11
Great Indian Peninsula	15
North Western ..	14

Information promised in reply to unstarred question No. 76 asked by Mr. Muhammad Azhar Ali on the 12th April, 1939.

#### APPLICATION OF REVISED SCALES OF PAY TO CERTAIN STAFF IN THE DELHI DIVISION OF THE NORTH WESTERN RAILWAY.

(a) The Divisional Superintendent, Delhi's circular No. 681-P/0, (and not 681-P-10), dated the 8th October, 1938, was issued under instructions from the General Manager, and involved the abolition of a grade of Assistant Station Masters. It did not involve the grant of the new scales of pay to men entitled to the old ones in any particular post which was retained.

(b) The General Manager.

Information promised in reply to starred questions No. 1708 and 1709 asked by Mr. K. S. Gupta on the 14th April, 1939.

#### DISPOSAL OF LAND BY THE DELHI IMPROVEMENT TRUST.

Starred question No. 1708.—(a) The Trust have followed the rules for the disposal of land framed, with the previous sanction of the Chief Commissioner, under section 78 (e) and (h) of the United Provinces Town Improvement Act, 1919 (VIII of 1919), as extended to the Province of Delhi. These rules provide for the disposal of land in any of the following ways :

- (i) by private contract ;
- (ii) by tender ;
- (iii) by auction.

(b) The long term leases granted by the Trust are generally similar to the leases which were granted by the Nazul Department before the creation of the Trust. It is understood that the Delhi Municipal Committee has sold land outright by public auction.

(c) The amenities provided by the Trust include metalled roads and lanes filtered water supply, sewers and sanitary conveniences, storm water drains, street lighting, parks and open spaces. The amenities provided by the Committee in the only Municipal lay-out comparable to a Trust lay-out will be similar. The land so far disposed of by the Trust is Nazul, i.e., Government land, and the practice in disposing of this land has always been to offer it on long-term lease and not free-hold. The comparison between the Trust and the Committee is not understood; in both cases land is offered on known conditions and the lessee or purchaser presumably pays what he thinks reasonable. The premium on a long term lease is not the same as the free-hold purchase price.

(d) There is no general proposal or intention to sell Nazul land held by the Trust free-hold. It is possible that isolated plots may be disposed of free-hold. Land acquired by the Trust may be disposed of on lease purchase terms, i.e., by outright sale on the instalment plan, but the policy has not been finally settled.

#### DISPOSAL OF LAND BY THE DELHI IMPROVEMENT TRUST.

*Starred question No. 1709.*—(a) A statement giving the information is attached.

(b) The Trust have developed about 156 acres in the Western Extension for providing housing facilities for middle class persons and about 63.5 acres in the Western Extension and Andha Moghal colony for providing accommodation for the poorest classes. In the Western Extension, the Trust have also provided municipal services in a large area already populated mainly by the middle and poorer classes. The total cost of these schemes is about Rs. 30 lakhs.

*Statement giving the number of plots disposed of by the Delhi Improvement Trust and the prices realised.*

	No. of plots disposed of.	Prices realized per sq. yd.
1. Western Extension—		
(a) Bungalow plots ..	40	Varying from Rs. 4-1-0 to Rs. 5-2-0.
(b) Housing plots ..	6	Varying from Rs. 6 to Rs. 7.
2. Daryaganj South—		
(a) Shop Sites ..	10	Varying from Rs. 17 to Rs. 22-4-0.
(b) Bungalow plots ..	8	Varying from Rs. 6-8-0 to Rs. 8-4-0.
(c) Housing plots ..	25	Varying from Rs. 9-4-0 to Rs. 15-8-0.
3. Garstin Bastion Road ..	19	Varying from Rs. 20 to Rs. 27.
4. Mondhewala Road ..	1	Varying from Rs. 15.
5. Qutab Road ..	2	Rs. 25 and Rs. 26-14.
Qassabpura—		
(a) Housing plots ..	24	Varying from Rs. 3 to Rs. 5.
(b) Shop Sites ..	1	Rs. 8.

In all cases the plots have been disposed of by the procedure prescribed by the Trust Land Disposal Rules, framed with the previous sanction of the Chief Commissioner, under section 73 of the United Provinces Town Improvement Act, 1919 (VIII of 1919) as extended to the Province of Delhi.

*Information promised in reply to part (b) of starred question No. 1711 asked by Mr. S. K. Gupta on the 14th April, 1939.*

# APPOINTMENT OF HONORARY SURGEONS AND PHYSICIANS IN THE IRWIN HOSPITAL, DELHI.

(i) A statement is enclosed.

(ii) Reference is invited to rule 4 of the rules for the appointment of honorary medical officers at the Irwin Hospital, a copy of which was laid on the table of the House on the 14th April, 1939, in reply to part (a) of the question. Private doctors desirous of working as honorary surgeons or physicians are required to be persons of good reputation with sufficient experience and high professional skill in their special branches.

*Statement showing the Length of Experience and Academic Qualifications possessed by those who are working as Honorary Surgeons and Physicians, etc., in the Hospitals in the Centrally Administered Areas.*

	Experience.	Academic qualifications.
<i>Irwin Hospital, Delhi.</i>		
Honorary Surgeon 1 ..	2 years 4 months Senior House Surgeon and Operator in Vienna.	M.B., B.S. (Pb.), F.R.C.S. (Edin.).
Honorary Aural Surgeon 1 ..	14 years ..	M.B., D.L.O. (Lond.), F.R.C.S. (Edin.).
Honorary Ophthalmic Surgeons 2— 1 .. .. .	6½ years ..	M.B., B.S. (Lucknow), D.O.M.S. (Lond.).
2 .. .. .	21 years ..	L.M. & S., D. O. M. S. (Lond.).
Honorary Dental Surgeon 1 ..	About 15 years	D.D.S. (Penn, U.S.A.).
Honorary Clinical Assistants 2— 1 .. .. .	11 years ..	M.B., B.S. (Pb.).
2 .. .. .	2 years ..	M.B., B.S. (Pb.).
Honorary Gynaecologist 1 ..	About 2 years	M.B., B.S.
*Honorary Radiologist 1 ..	16 years ..	B.Sc., M.B., D.M.R.E. (Lond.).
<i>S. J. T. B. Hospital, Kingsway, Delhi.</i>		
Honorary Surgeon 1 .. ..	About 2 years	M.B., B.S. (Pb.), F.R.C.S. (Edin.).
Honorary Physicians 2— 1 .. .. .	About 13 years	M.B., B.S. (Pb.), D.T.M. (Wales).
2 .. .. .	About 18 years	M.B., T.D.D. (Wales).
<i>Venereal Dispensary, Delhi.</i>		
Honorary Physicians 2— 1 .. .. .	15 years ..	M.B., B.S.
2 .. .. .	16 years ..	M.B., B.S. (Bombay), M.R.C.P. (Edin.).

*Note.*—In addition to the above there is an Honorary Resident Staff of 5 Junior and 5 Senior House Physicians and Surgeons employed on a year's basis from among the newly passed graduates.

\*Is also Honorary Radiologist at the S. J. T. B. Hospital, Kingsway.

*Information promised in reply to starred question No. 1723 asked by Mr. Kuladhar Chaliha (on behalf of Mr. Lalchand Navalrai) on the 14th April, 1939.*

**NOTICE REGARDING PURCHASE OF SPECTACLES IN DR. SHROFF'S CHARITABLE EYE HOSPITAL, DELHI.**

(a)—(c). A notice board in Urdu and Hindi to the effect that patients should purchase the prescribed spectacles from the hospital is hung in the refraction room of Dr. Shroff's Hospital. There has never been a notice board of the kind in English. The notice draws attention to a facility arranged in the interests of the patients themselves and amounts to advice. Its existence is not, therefore, inconsistent with the previous statement.

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*Information promised in reply to unstarred question No. 81 asked by Babu Baijnath Bajoria on the 14th April, 1939.*

**ALLOWANCES PAID TO THE FAMILIES OF CERTAIN PERSONS.**

(a) The information cannot be supplied without a degree of labour which is not commensurate with the purpose to be served.

(b) On the recommendation of Mr. H. C. Buller, sanction was accorded to the allowance paid to the descendants of the late Raja Uday Narayan being brought to the Sudder Jama of the district of Birbhum.

(c) No. The pension appears to have been stopped in 1844. Jagadananda was the last recipient.

(d) Yes. The pension of the widow was granted to Jagadananda Rai by the Commissioner of Revenue in his letter of the 13th September, 1830. The pension of Jagadananda does not appear to have been paid to anybody after 1844.

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*Information promised in reply to parts (b) and (c) of starred question No. 1733 asked by Mr. Mohan Lal Saxena on the 15th April, 1939.*

**ALLEGATIONS AGAINST BRITISH ARMY OFFICERS TRAVELLING TO EUROPE IN S. S. "CONTE BIANCAMANO."**

(b) and (c). The statements of the officers against whom this complaint has been made have been obtained. It appears from them that the complainants were intentionally provocative and refused every offer of compromise made to them. Government are satisfied that the incident was trivial, and in the absence of any independent corroboration of the version of either side, are not prepared to take any further action in the matter.

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*Information promised in reply to a supplementary question to part (c) of starred question No. 1739 asked by Mr. Abdul Qaiyum on the 15th April, 1939.*

**LEASE AND PURCHASE OF LAND IN KOHAT CANTONMENT.**

This does not now arise as the proposal to purchase 92.88 acres of land for the extension of the aerodrome, which would have caused hardship not only to the owners but to the labourers, employed on the land, has been dropped.



*Information promised in reply to parts (b), (c) and (d) of starred question No. 1740 asked by Mr. Abdul Qayyum on the 15th April, 1939.*

#### LEASING OUT OF THE FOOTBALL GROUND BETWEEN THE PESHAWAR SADAR POLO GROUND AND THE DAIRY FARM.

(b) and (d). As this ground is the only available space near the Sadar Bazar for recreational purposes and has often been used as such by the civilian bazaar population, Government do not consider it desirable to allow one club to have the sole use of the ground to the exclusion of all others. It has been ascertained that the local military authorities, in whose charge the land is, are prepared to make arrangements to permit the use of the ground at various times by the Peshawar Gymkhana Football Club.

(c) Government have not been able to verify whether the Peshawar Cantonment Gymkhana Football Club has been in existence for as long as 20 to 25 years. Neither this Club nor any other club has, however, ever had any right to use the land.

*Information promised in reply to starred question No. 1744 asked by Qazi Muhammad Ahmad Kazmi on the 15th April, 1939.*

#### TERRITORIAL RE-DISTRIBUTION FOR INCOME-TAX PURPOSES OF CERTAIN PLACES.

(a) Bulandshahr and Mirzapur thrice and Saharanpur twice.

(b) The amount of work that has to be done and the number of officers available.

(c) Government are not aware of any inconvenience caused to the public and the staff by the territorial changes referred to by the Honourable Member. The appointment of one Inspector for each district is not justified by the amount of work to be done by them.

*Information promised in reply to starred question No. 1748 asked by Mr. K. Santhanam (on behalf of Mr. Sham Lal) on the 15th April, 1939*

#### HOUSE SCAVENGING TAX IN KASAU LI CANTONMENT.

(a) No. Government understand that the Cantonment Board, Kasauli, is issuing notices to the residents of the bazar area calling upon them to make satisfactory arrangements for the scavenging of their houses, and, in case of their failure, it intends to take action under section 131 of the Cantonments Act, 1924.

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

*Information promised in reply to starred question No. 1754 asked by Maulvi Syed Murtuza Sahib Bahadur on the 15th April, 1939.*

#### DELAY IN THE SUPPLY OF APPLICATION FORMS FOR APPOINTMENTS OF ACCOUNTING ASSISTANTS UNDER THE SUPERINTENDENT OF INSURANCE.

(a) Yes. But it is not possible to say whether they were all qualified.

(b) The Federal Public Service Commission began to supply forms to candidates on the 9th January, 1939.

(c) 17th January, 1939, was the date originally fixed.

(d) After the issue of the original advertisement the question was raised of reserving some of these posts for members of minority communities and this was under the consideration of the Government of India. Application forms could not be supplied to candidates pending a final decision on the matter, since information on this point had to be furnished to candidates along with the forms.

(e) and (f). Yes. Some complaints were addressed to the Commission. The last date for the submission of applications was extended to the 7th February, 1939, and a copy of the order was supplied to all candidates who had applied for forms before the 17th January, 1939.

(g) There was no irregularity.

## MOTIONS FOR ADJOURNMENT.

### COMPENSATION FOR INDIANS WHO SUFFERED DURING BURMA RIOTS.

**Mr. President** (The Honourable Sir Abdur Rahim) : The Chair has received a number of notices of motions for an adjournment of the business of the Assembly. The first one is by Sir Abdul Halim Ghuznavi to the following effect :

“ That the Assembly do now adjourn to discuss a definite matter of urgent public importance, namely, the failure of the Government of India to secure compensation for the Indians who suffered during the last riots in Burma ”.

Is it the case of the Honourable Member that no efforts have been made by the Government to obtain compensation ?

**Sir Abdul Halim Ghuznavi** (Dacca cum Mymensingh : Muhammadan Rural) : May I put a few facts before you ?

**Mr. President** (The Honourable Sir Abdur Rahim) : The Chair does not want a speech.

**Sir Abdul Halim Ghuznavi** : I will only state a few facts why I brought forward this adjournment motion. The riot started on the 26th July and more than a year is gone—no tangible result.....

**Mr. President** (The Honourable Sir Abdur Rahim) : The Chair does not want a speech. It only wanted to know whether any efforts have been made by Government to obtain compensation or not.

**Mr. N. M. Joshi** (Nominated Non-Official) : Not, according to our information, Sir.

**Sir Abdul Halim Ghuznavi** : Yes, not according to information available to us.

**The Honourable Sir Muhammad Zafrullah Khan** (Leader of the House) : Not only have efforts been made to obtain compensation, but the efforts are still being continued and the matter is still the subject of correspondence between the two Governments.

**Mr. President** (The Honourable Sir Abdur Rahim) : In those circumstances the motion is disallowed.

### MAJDIA TRAIN DISASTER ON THE EASTERN BENGAL RAILWAY.

**Mr. President** (The Honourable Sir Abdur Rahim) : The next motion is by Mr. Akhil Chandra Datta. He wants to discuss a definite matter of urgent public importance, namely, “ the Majdia train disaster on the E. B. Railway which happened on the 17th April, 1939.”

**The Honourable Sir Andrew Clow** (Member for Railways and Communications) : I regret that I must take objection to this motion. This was a lamentable disaster which occurred earlier in the year, and as a result of it four men have been placed on trial on charges relating to the responsibility for the accident. According to my information the case is still *sub judice* and I do not think it can suitably be discussed at this stage.

**Mr. Akhil Chandra Datta** (Chittagong and Rajshahi Divisions : Non-Muhammadan Rural) : In fact, I anticipated this objection. I appreciate it.

**Mr. President** (The Honourable Sir Abdur Rahim) : The motion is disallowed.

#### DESPATCH OF INDIAN TROOPS OUTSIDE INDIA.

**Mr. President** (The Honourable Sir Abdur Rahim) : The next motion is in the name of Sardar Sant Singh. He wants to discuss a definite matter of urgent public importance, namely, " the despatch of Indian troops outside India for purposes other than defence of India and at the cost of Indian revenues ".

I may inform the House that this motion has been disallowed by His Excellency the Governor General.

#### SPECIAL RESERVATION OF POSTS AND FIXING MINIMUM REMUNERATION FOR ANGLO-INDIANS.

**Mr. President** (The Honourable Sir Abdur Rahim) : There is another motion standing in the name of Sardar Sant Singh. He wants to discuss a definite matter of urgent public importance, namely, " the Government of India's Resolution, Home Department No. 14-5-38, dated 1st May, 1939, providing special reservation of posts and fixing minimum remuneration for the Anglo-Indian and thus perpetuating racial discrimination in this country ".

**Sardar Sant Singh** (West Punjab : Sikh) : May I submit to you that in view of the indisposition of Sir Henry Gidney, I have given him an undertaking not to move this motion.

**Mr. President** (The Honourable Sir Abdur Rahim) : Then the Honourable Member doesn't move it ?

**Sardar Sant Singh** : I do not move it.

#### GRIEVANCES OF MUSLIM EMPLOYEES ON THE EASTERN BENGAL RAILWAY.

**Mr. President** (The Honourable Sir Abdur Rahim) : The next notice is from Mr. Nauman. He wishes to discuss a definite matter of urgent public importance, namely, " the failure of the Government of India to set up a board of independent enquiry in the matter of grievances of Muslim employees on the Eastern Bengal Railway where Muslims are being discharged, dismissed and persecuted by non-Muslim Railway officials ".

When was this refusal made by the Government of India ?

**Mr. Muhammad Nauman** (Patna and Chota Nagpur *cum* Orissa : Muhammadan) : Representation was made last year. Recently things have become worse.

**Mr. President** (The Honourable Sir Abdur Rahim) : When was the last attempt made ?

**Mr. Muhammad Nauman** : In 1938.

**Mr. President** (The Honourable Sir Abdur Rahim) : I am afraid it is too late. The motion is disallowed.

#### ISSUE OF ORDINANCES NOS. I AND II WHEN THE LEGISLATURE IS IN SESSION.

**Mr. President** (The Honourable Sir Abdur Rahim) : The next notice of a motion for adjournment is also from Sardar Sant Singh. He wishes to discuss a definite matter of urgent public importance, namely, " the issue of Ordinances Nos. I and II of 1939 in exercise of the powers con-

ferred by Section 72 of the Government of India Act as set out in the Ninth Schedule to the Government of India Act, 1935, and thus departing from the normal course of enacting legislation with the consent of the Legislature which is in session and thereby ignoring its rights”.

I take it that the Ordinance was issued by the Governor General.

**Sardar Sant Singh** : Yes, Sir.

**Mr. President** (The Honourable Sir Abdur Rahim) : The Honourable Member cannot move any motion with respect to any action of the Governor General.

**Sardar Sant Singh** : I am not criticising the action of the Governor General.

**Mr. President** (The Honourable Sir Abdur Rahim) : The Honourable Member will have to criticise the action of the Governor General. There have been repeated rulings to the effect that he cannot do so.

**Sardar Sant Singh** : My point is this. The Session of the House was to commence on the 30th August. The normal course should have been to consult this House particularly at this emergent hour.

**Mr. President** (The Honourable Sir Abdur Rahim) : The Ordinance was issued by the Governor General, the Chair understands. If that is so, the motion is out of order.

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

**Secretary of the Assembly** : Information has been received that the following Bills which were passed by both Chambers of the Indian Legislature during the Delhi Session, 1939, have been assented to by His Excellency the Governor General under the provision of sub-section (1) of Section 68 of the Government of India Act, as continued by section 317 of the Government of India Act, 1935,—

- (1) The Indian Tariff (Amendment) Act, 1939,
- (2) The Ajmer-Merwara Municipalities Regulation (Amendment) Act, 1939,
- (3) The Destructive Insects and Pests (Amendment) Act, 1939,
- (4) The Motor Vehicles Act, 1939,
- (5) The Indian Cotton Cess (Amendment) Act, 1939,
- (6) The Indian Merchant Shipping (Amendment) Act, 1939,
- (7) The Indian Income-tax (Amendment) Act, 1939,
- (8) The Dissolution of Muslim Marriages Act, 1939,
- (9) The Standards of Weight Act, 1939,
- (10) The Indian Merchant Shipping (Second Amendment) Act, 1939,
- (11) The Insurance (Amendment) Act, 1939,
- (12) The Indian Patents and Designs (Amendment) Act, 1939,
- (13) The Workmen's Compensation (Amendment) Act, 1939,
- (14) The Cotton Ginning and Pressing Factories (Amendment) Act, 1939,
- (15) The Employment of Children (Amendment) Act, 1939,

- (16) The Registration of Foreigners Act, 1939,
  - (17) The Indian Succession (Amendment) Act, 1939,
  - (18) The Indian Tariff (Second Amendment) Act, 1939,
  - (19) The Coal Mines Safety (Stowing) Act, 1939,
  - (20) The Sugar Industry (Protection) Act, 1939,
  - (21) The Chittagong Port (Amendment) Act, 1939,
  - (22) The Criminal Law Amendment Act, 1939, and
  - (23) The Indian Soft Coke Cess Committee (Reconstitution and Incorporation) Act, 1939.
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#### STATEMENTS LAID ON THE TABLE.

##### NET EARNINGS OF RECENTLY CONSTRUCTED RAILWAY LINES.

**The Honourable Sir Andrew Clow** (Member for Railways and Communications) : Sir, I lay on the table a statement showing the net earnings for the financial year 1937-38 of recently constructed railway lines.

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Statement showing net earnings during the financial year 1937-39 of new lines opened after 1st April 1931, throughout for Traffic for a full year.

Serial No.	Name of project.	Working Railway.	Gauge.	Mileage.	date of opening.	Net income creditable to the project for 1937-38.	Percentage return of income (column 6 on capital outlay).		Estimated percentage return of income on capital outlay some years after opening as estimated originally.
							1936-37.	1937-38.	
	1	2	3	4	5	6	7	8	9
1	Chittagong—Dobazari	A. B.	3 3½	25.05	10-6-31	—52,878	—1.18	—1.01	8.50
2	Paipur—Parvatipuram	B. N.	5 6	240.00	31-3-32	57,01,385	7.16	11.56	5.40
3	Kalukhali—Bhatapara	E. B.	5 6	53.49	1-3-32	—1,03,000	*1.88	*—1.75	5.00
4	Tangla Rangapara	E. B.	3 3½	52.50	6-2-33	(c) 1,39,765	†1.54	2.69	0.68
5	Calcutta Chord Railway	E. I.	5 6	8.01	1-2-32	—58,203	†—0.18	—0.12	(d)
6	Lucknow Sultanpur Zafarabad	E. I.	5 6	136.00	25-5-32	3,74,002	2.90	2.87	5.80
7	Jarwa—Pusad	G. I. P.	2 6	42.65	23-11-31	6,520	0.51	0.19	6.81
8	Jhundo—Pithoro	Jodhpur	3 3½	54.11	1-6-35	2,02,128	2.91	*8.74	6.12
9	Chak Jhumra Kushab	N. W.	5 6	70.47	12-3-32	2,68,816	1.43	1.58	6.00
10	Sind Left Bank Feeder Railway	N. W.	5 6	164.49	10-12-31	3,36,092	†3.76	3.64	(c)
11	Pollachi Palghat	S. I.	3 3½	33.45	1-4-32	12,001	(a) 0.21	(a) 0.22	5.20
12	Salem Attur Vriddhachalam	S. I.	3 3½	82.53	17-8-31	16,908	(a) 0.26	(a) 0.20	5.80
13	Agastampalli—Point Calimere	S. I.	3 3½	5.50	20-1-36	—13,177	(a) —5.36	(a) —3.93	(b) —10.5

\* Under investigation.

† Revised figures.

(a) Excludes net earnings of existing lines from new traffic interchanged with new railway but estimated return took into account such credit.

(b) Government were committed to the construction of the line as part of the terms of transfer of the Tanjore District Board lines to the South Indian Railway. It was estimated that a loss of Rs. 37,500 would accrue to Government on an outlay of Rs. 3½ lakhs.

(c) The annual loss in working the Sind Left Bank Feeder Railways was estimated at Rs. 4-60 lakhs during the first five years after opening and Rs. 2-63 lakhs after the first five years of opening for traffic. To recoup the loss the Provincial Government agreed to pay a fixed sum of Rs. 4 lakhs annually for each of the first five years and thereafter the actual loss in working subject to a maximum of Rs. 2 lakhs per annum.

(d) Justified on broad grounds of improving transportation facilities particularly quick despatch of coal traffic to the docks.

(e) Actuals excluding guarantee.

(f) Government of Assam have agreed to pay the actual loss incurred in working the railway for an indefinite period subject to 2 maximum of Rs. 1,75,000 each year provided that, if and when, the line yields a return of over 5 per cent. on its capital cost, the balance will be utilised in repaying sums that may have been paid under the guarantee.

THE INSURANCE RULES, 1939, AND THE UNITED KINGDOM-INDIA TRADE  
AGREEMENT RULES, 1939.

**The Honourable Diwan Bahadur Sir A. Ramaswami Mudaliar**  
(Member for Commerce and Labour) : Sir, I lay on the table :

- (a) a copy of the Insurance Rules, 1939 ; and
- (b) a copy of the United Kingdom-India Trade Agreement Rules, 1939.

*The Insurance Rules, 1939.*

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE.

NOTIFICATION.

INSURANCE.

*Simla, the 3rd June 1939.*

**No. 597-I. (1)/38.**—In exercise of the powers conferred by sub-sections (1) and (2) of section 114 of the Insurance Act, 1938 (IV of 1938), read with section 22 of the General Clauses Act, 1897 (X of 1897), the Central Government is pleased to make the following rules, the same having been previously published as required by sub-section (1) of section 114 of the first mentioned Act, namely :—

THE INSURANCE RULES, 1939.

*Preliminary.*

1. These rules may be called the Insurance Rules, 1939.

Short title.

2. In these rules,—

Definitions.

“ the Act ” means the Insurance Act, 1938  
(IV of 1938) and

“ the Bank ” means the Reserve Bank of India.

*Actuaries.*

3. For the purposes of the Act, an actuary shall be either :

Qualifications of actuaries.

- (a) a Fellow of the Institute of Actuaries, London, or of the Faculty of Actuaries in Scotland, or
- (b) an Associate of such Institute or Faculty, or any other person having actuarial knowledge, to whom a certificate has been granted under rule 4.

4. An Associate of the Institute of Actuaries, London, or of the Faculty of Actuaries in Scotland, or other person, desiring

Grant of certificates to  
actuaries.

to obtain a certificate under this rule, shall apply in writing to the Superintendent of Insurance stating his qualifications and the particular duties of an actuary under the Act which he wishes to undertake, and the Superintendent of Insurance may, if he is satisfied as to the applicant's competence, grant him a certificate authorising him to perform all or certain of the duties of an actuary under the Act subject to such conditions and restrictions as may be specified in the certificate :

*Deposits with the Bank.*

5. (1) Sterling securities shall be sent by the depositor with a covering letter to the Manager, Reserve Bank of India, London, and shall be held by the London office of the Bank on behalf of the Calcutta office of the Bank.

Deposits with the Bank.

(2) Deposits in sterling securities shall not be brought on the books of the Calcutta office of the Bank until that office has received an intimation in Form I from the London office of the Bank that the securities have been received.

(3) Deposits, other than deposits in sterling securities, shall be sent by the depositor with a covering letter to the Manager, Reserve Bank of India, Calcutta, and shall be held by the Calcutta office of the Bank.

(4) Securities shall be duly transferred to the Bank by the depositor.

(5) Upon receipt of the intimation referred to in sub-rule (2) or of a deposit under sub-rule (3) the Calcutta office of the Bank shall send—

(a) a certificate in Form II to the depositor; and

(b) a statement in Form III to the Superintendent of Insurance:

Provided that, if the Bank is not satisfied as to the validity of the title of the depositor to the securities, it may return them to him with the request that they shall first be renewed or that such other measures as may be necessary shall be taken to clear the title.

(6) The market value of sterling securities held by the Bank shall be converted at 1s. 6d. to the rupee.

6. When the form or amount of a deposit is changed by reason of a subsequent deposit, a substitution or a payment under sub-section (9) or sub-section (10) of section 7 of the Act, the Bank shall, within two weeks from the entry of such change in the books of the Bank, send a fresh certificate and a fresh statement of the nature, and in the manner, described in clauses (a) and (b) of sub-rule (5) of rule 5.

7. When a security in deposit matures, or when any yield on such a security ceases to accrue, the Bank shall not be bound to inform the depositor; but, upon receipt of a requisition from the depositor made in writing and in accordance with the provisions of the Act, the Bank shall, within six weeks of such a receipt, collect the discharge value and hold the amount in cash to the credit of the depositor or invest it in securities specified by the depositor.

Maturing of deposits.

8. (1) No interest shall be paid on cash deposits.

Interest and dividends on deposits.

(2) Interest or dividends on sterling securities shall be remitted by the London office of the Bank to the Calcutta office of the Bank at the Telegraphic Transfer Rate on India prevailing on the date of realisation of the interest or dividends.



(3) The Calcutta office of the Bank shall remit interest or dividends on securities other than sterling securities, and amounts received from the London office of the Bank under sub-rule (2) without delay to the depositor at an office in India to be specified by the depositor,—

(a) if the office so specified is at a place where there is an office of the Bank or a branch of the Imperial Bank of India, by means of a Government draft, and

(b) in other cases, by a Security Deposit Interest Payment Draft on the nearest Government Treasury,

after deduction of a commission of annas four on every sum of Rs. 100 or part thereof.

9. (1) Withdrawals and payments from deposits and purchases of securities shall not be made save in accordance with the provisions of the Act and on receipt by the Bank of a requisition in writing and in accordance with the provisions of the Act from the depositor, a liquidator acting in accordance with law or a Court of competent jurisdiction, as the case may be.

(2) The Bank shall not be bound, in pursuance of sub-rule (1), to return securities actually deposited, but may substitute therefor new scrip of securities of the same description and amount.

(3) The Bank shall be entitled to charge, for the purchase of securities, any brokerage payable by the Bank in respect of such purchase.

10. (1) The Superintendent of Insurance shall be entitled, free of any fee, to inspect or to require from the Bank any information relating to any security deposited with the Bank under the Act.

(2) The Bank shall, if so required, furnish the Superintendent of Insurance, or any person authorised by him in that behalf in writing with a copy of any entry in any register or book maintained by the Bank relating to any deposit made with the Bank under the Act.

(3) The Bank shall publish in the *Gazette of India* as soon as may be after the 1st January in each year a list in Form IV of deposits made with it under the Act, as at 31st December of the preceding year.

#### *Prospectuses, Tables and Proposal Forms.*

11. (1) No person shall supply or exhibit any prospectus or table of premium rates to any other person with a view to the issue of a policy of insurance unless such prospectus or table includes—

(a) a description of the contingency or contingencies to be covered by insurance and the class or classes of lives or property eligible for insurance under the terms of such prospectus or table ;

(b) a full statement of the circumstances, if any, in which rebates of the premiums quoted in the prospectus or table shall be allowed on the effecting or renewal of a policy, together with the rates of rebate applicable to each case ; and

## (e) a copy of section 41 of the Act.

(2) The provisions of sub-rule (1) shall be deemed to have been complied with if to every such prospectus or table of premium rates supplied or exhibited after the date of commencement of the Act is attached in the form of an addendum a statement containing so much of the matters referred to in sub-rule (1) as is not already included in the said prospectuses or tables, but every prospectus and table of premium rates printed after the coming into force of the Act shall have the matters referred to in the said clauses incorporated therein.

12. (1) Every proposal form in the case of life insurance or, in the case of any other form of insurance, the document, if any, forming the basis of the contract, shall contain the statement and copy mentioned in clauses (b) and (c) of sub-rule (1) of rule 11.

(2) The provisions of sub-rule (2) of rule 11 shall apply *mutatis mutandis* to proposal forms, except that, where an addendum is attached to a proposal form, it shall also be signed by the person who signs the proposal form.

*Election of Directors by Policyholders.*

13. (1) A person shall not be eligible for election as a director of an insurance company under sub-section (1) of section 48 of the Act unless—

(a) he holds, otherwise than by way of assignment or transfer, one or more policies of life insurance issued by the company satisfying the following requirements:—

(i) the policies shall be either whole life policies or endowment life insurance policies, and not encumbered in any way; and

(ii) the total sum assured by the policies, including any bonuses that may have attached to them before the date of election, is not less than Rs. 2,000, where the company has at that date been carrying on life insurance business for not less than 5 years, and not less than Rs. 1,000 in other cases; and

(iii) where the company has been carrying on life insurance business for more than 2 years, each of the policies shall have been in force for not less than one, two or three years, according as the company has at the date of election been carrying on life insurance business for not more than 5 years, for more than 5 but not more than 8 years, or for more than 8 years; and

(b) he is not a director (other than an elected director of the company), manager, legal or technical adviser, managing agent, insurance agent or employee of any insurer, or an employer of insurance agents.

(2) If at any date after election as a director, a person ceases to hold one or more policies of life insurance satisfying all the requirements specified in clause (a) of sub-rule (1) or begins to hold any disqualifying office or employ.

ment specified in clause (b) thereof, he shall forthwith cease to be an elected director of the company.

14. (1) The election of directors under section 48 of the Act shall take place at a meeting of the holders of policies of life insurance issued by the company, which shall be held at the place where the principal office of the company is situated.

Election of directors  
under section 48.

(2) Not less than 28 days before the meeting is to be held, there shall be inserted in a newspaper published in the English language and in a newspaper published in an Indian language circulating in the place where the principal office of the company is situated and, if there are policyholders of the company residing in a Province other than that in which the principal office of the company is situated, in a newspaper published in a principal language of, and circulating in, that Province, a notice stating the number of directors to be elected at, and the time and place of, such meeting, which shall be fixed with a view to affording voters the fullest opportunities for attending, and informing policyholders how to obtain admission to the meeting according to the manner hereinafter described. Such notice shall also set forth the qualifications which a person must possess in order to be eligible for election as a director, and shall invite applications from eligible persons prepared to accept office :

Provided that, where a company prints on its policies the qualifications of elected directors as set forth in rule 13, and issues, at least three months before the election, to all existing policyholders whose policies do not contain a statement of those qualifications, for attachment to their policies a slip setting forth those qualifications, the notice to be published in newspapers in accordance with this sub-rule need not set forth those qualifications :

Provided further that a company may, in respect of one or more Provinces, instead of publishing the notice in newspapers, send it by post to every policyholder residing therein.

(3) The applications from eligible persons prepared to accept office as elected directors of the company shall be sent by registered post to the principal office of the company so as to reach it not less than 10 days before the date of the meeting. Such applications shall be made in the English language or in a principal language of the Province in which the principal office of the company is situated. If the number of such applicants does not exceed the number of directors to be elected, all such applicants shall be deemed to have been elected as directors, and it shall not be necessary to hold the meeting of policyholders as previously announced. The company shall in that event inform the policyholders forthwith by notice inserted in newspapers as in sub-rule (2), or by notice sent individually by post or by both methods, of the names of persons elected as directors and of the cancellation of the meeting.

(4) Every policyholder who desires to attend the meeting shall apply to the company for a certificate of admission, such application to reach the company not less than 15 days before the date of the meeting, and the company on being satisfied that the applicant holds a policy of life insurance issued

by the company shall issue a certificate at least 6 days before the date of the meeting. Such certificate shall, if applied for by post, be sent only to the address of the policyholder, or if applied for in person, be delivered only on production of the relevant policy. A certificate of admission shall not be transferable.

(5) No person other than those whose presence is necessary for the conduct of the meeting shall be admitted to the meeting unless he produces the certificate of admission granted to him under sub-rule (4).

(6) The meeting shall be presided over by the Chairman for the time being of the Board of Directors of the company, or in his absence by any director nominated by him, or in the absence of any such director by a chairman elected by the policyholders present at the meeting.

(7) Votes for the election of directors may be given at the meeting either personally or by proxy and in the manner hereinafter provided in this rule. The instrument appointing a proxy shall be in writing under the hand of the appointor in favour of a policyholder, and shall be presented at the principal office of the company not less than 6 days before the date of the meeting.

(8) Every policyholder present at the meeting shall be given one voting paper on his own behalf and one voting paper in respect of each proxy, if any, which he holds. The number of votes to be given on each voting paper shall not exceed the number of directors to be elected and not more than one vote shall be given on each voting paper to any one candidate.

(9) The votes shall be counted by the company's auditors if present in that capacity, or failing them by scrutineers appointed by the meeting and working under the supervision of the Chairman. The result of the ballot shall be announced at the meeting, and in the event of an equality of votes the election shall be decided by lot.

(10) The first meeting of policyholders in accordance with this rule shall be held not later than one year after the commencement of the Act or in the case of a company incorporated after the commencement of the Act, within two years of the date of registration to carry on life insurance business.

(11) An election held in accordance with this rule shall not be invalid merely by reason of the accidental omission to send any notice or other document to, or the non-receipt of any notice or other document by, any policyholder, or of any other accidental irregularity or informality in the observance of the provisions of this rule.

15. (1) A director elected in accordance with these rules shall, as regards retirement from office and all other matters, be subject to the same rules and regulations as the other directors of the company.

(2) In the event of a casual vacancy arising among the directors elected in accordance with these rules the remaining directors may fill the vacancy by appointing a policyholder who is eligible under rule 13 for election as a director, and the person so appointed shall be subject to retirement at the same time as the director in whose place he is appointed.

*Insurance Agents.*

16. An individual who desires to obtain or renew a licence to act as an insurance agent shall proceed as follows:—  
 Issue of licences to insurance agents.

- (a) He shall pay into the Reserve Bank of India or where there is no office of that Bank into the Imperial Bank of India acting as the agent of that Bank or into any Government Treasury, a fee of one rupee for credit under the head " XXXVI—Miscellaneous Departments—Miscellaneous—Fees realised under the Insurance Act, 1938 ", and obtain a receipt therefor.
- (b) He shall also obtain from the officer authorised by the Superintendent of Insurance under subsection (1) of section 42 of the Act for the Province in which the applicant resides, or, if there is no such officer or the applicant resides outside British India, from the Superintendent of Insurance, a form of application for the licence which shall be as prescribed in Form V.
- (c) He shall then send the completed application form together with the receipt to the aforesaid officer or the Superintendent of Insurance, as the case may be, who shall, after taking all reasonable steps to satisfy himself that the application is in order and that the applicant is not disqualified from holding a licence, issue a licence in Form VI :

Provided that where it appears that a former licence of the applicant has been cancelled by the Superintendent of Insurance on the ground that the applicant has knowingly contravened a provision of the Act the officer shall report the matter to the Superintendent of Insurance.

17. Where the Superintendent of Insurance cancels the licence of an insurance agent under subsection (5) of section 42 of the Act he shall :—  
 Cancellation of licences.

- (a) inform all the officers authorised by him under subsection (1) of section 42 of the Act that the licence has been cancelled,
- (b) require the agent to return the licence issued to him, and
- (c) cause the fact of cancellation to be announced in the *Gazette of India* and in such Provincial Gazette or Gazettes as he deems fit.

*Provident Societies.*

18. (1) Provident societies which immediately before the commencement of the Act were transacting bond investment business may continue to receive premiums or contributions and to make payments in respect of such business but shall not undertake any new business of that class.  
 Transaction of bond investment business.

(2) For the purpose of sub-rule (1), ' bond investment business ' means the business of effecting contracts by the issue of bonds, endowment certificates or other documents, whereby in return for one or more premiums paid to the provident society, the payment is insured of a sum or series of sums, at a future date or dates, whether fixed beforehand or determined by chance.

19. (1) Every provident society shall in addition to the matters specified in clauses (a) to (o) of subsection (1) of section 74 of the Act set forth in its rules :—

- (i) that where a policy is applied for on the life of a person other than the person paying the premiums on such policy, the name of the person paying the premiums and his relationship to the life insured shall be inserted in the policy, the policy shall not be issued till the life insured (or if he be not of age his legal guardian) has given his consent in writing to the insurance being effected, and the amount secured shall not be excessive having regard to the interest of the person paying the premiums in the life insured ;
- (ii) the disqualifications, if any, due to change of occupation, residence, or other specified cause ;
- (iii) the terms upon which any policy may be kept in force for a reduced benefit without liability to payment of further premiums ;
- (iv) a statement to the effect that all policies issued after the commencement of the Act shall have clearly set out therein the matters referred to in section 68 and in clauses (f), (g), (h), (i) and (j) of subsection (1) of section 74 of the Act and those referred to in clauses (ii) and (iii) above ;
- (v) the method of voting at the meetings of the managing body and the number constituting a quorum ;
- (vi) a statement that no dividend shall be declared except as a result of a valuation under subsection (1) of section 81 ;
- (vii) a statement that no bonus other than an interim bonus shall be declared except as a result of a valuation made in accordance with subsection (1) of section 81, that the rate of such bonus shall not exceed that recommended by the actuary, and that no interim bonus shall be declared at a rate exceeding that approved by an actuary ; and
- (viii) a statement that the paid-up capital shall not be treated as part of the society's assets for the purpose of showing a divisible surplus at the time of any investigation made under subsection (1) of section 81, and that where assets of the nature of organisation or preliminary expenses exceed the paid-up capital the fund shall be diminished by the amount of such excess for the purpose of ascertaining the financial condition of the society.

(2) All rules made by a Local or Provincial Government under section 24 of the Provident Insurance Societies Act, 1912, are hereby repealed.

20. (1) The revenue account and balance sheet of a provident society shall be prepared in accordance with Forms VII and VIII respectively, and in their completion regard shall be had to the notes appended thereto.

(2) If it so desires a provident society may submit a profit and loss account in addition to a revenue account and balance sheet.

(3) The statements required under clauses (a) (i) and (b) of subsection (2) of section 80 of the Act shall be prepared in accordance with Forms IX and X respectively.

21. (1) Whenever an investigation is made into the financial condition of a provident society under section 81 of the Act  
 Actuarial reports. the report of the actuary—

- (a) shall, so far as practicable, be prepared in accordance with the regulations and requirements contained in the Fourth Schedule to the Act except that it shall not be necessary to supply a consolidated revenue account in Form G, a statement in Form DDD of additions to and deductions from policies and a statement in Form DDDD of particulars of policies forfeited or lapsed ;
- (b) shall contain in the appropriate places the information required in clauses (a) to (e) of subsection (2) of section 81 ;
- (c) shall state the proportion of the renewal premium income spent in payment of commission and other expenses in each year during the period since the last investigation after allowing, as the cost of the new business of the year,  $7\frac{1}{2}$  per cent. of single premiums and 90 per cent. of first year's premiums falling due in the year after deduction of those unpaid under policies allowed to lapse in the year ;
- (d) shall state whether the actuary has taken steps to prevent the policy reserve values from being less than the minimum surrender values ;
- (e) shall have appended to it a certificate as prescribed in subsection (2) of section 81 ; and
- (f) shall contain a statement that in no case where a policy has been written off as a lapse does there exist any further liability actual or contingent.

(2) Where an investigation into the financial condition of a provident society is made as at a date other than the expiration of the year of account, the accounts for the period since the expiration of the last year of account and the balance sheet as at the date at which the investigation is made shall be prepared and audited in the manner provided by the Act and these rules.

22. Every document submitted to the Superintendent of Insurance under section 82 of the Act shall be signed by two  
 Signatures to documents submitted by provident societies. or more directors where the Society is a company incorporated under the Indian Companies Act, 1913, or under the Indian Companies Act, 1882, or under the Indian Companies Act, 1866, or under any Act repealed thereby or by the proprietors in any other case, and in addition, in all cases, by the principal officer of the society.

23. The notices referred to in subsection (6) of section 92 of the Act shall be sent by post to the last known addresses of the persons concerned, as recorded in the society's books, and certificates of posting shall be obtained therefor :

Provided that the liquidator may at his discretion send all or any of the notices by registered post.

#### *Fees.*

24. (1) The fee for registration under section 3 of the Act shall be one hundred rupees for each of the following classes of insurance business done or to be done by the insurer, namely :—

- (i) life insurance,
- (ii) fire insurance,
- (iii) marine insurance,
- (iv) accident and miscellaneous insurance, including workmen's compensation and motor-car insurance :

Provided that where the business done or to be done is marine insurance business relating to country craft or its cargo and no other form of marine insurance the fee for registration shall be fifty rupees for that class of business and provided further that where an insurer who has obtained a certificate of registration for carrying on marine insurance business relating to country craft or its cargo subsequently applies for registration to carry on any other class of marine insurance business the fee for such registration shall be fifty rupees only.

(2) The fee for registration shall be paid into the Bank or where there is no office of the Bank, into the Imperial Bank of India acting as the agent of that Bank or into any Government Treasury for credit under the head "XXXVI-Miscellaneous Departments—Miscellaneous—Fees realised under the Insurance Act, 1938", and the receipt shall be sent along with the application for registration.

(3) The fees payable under subsection (1) of section 20 of the Act shall be paid in the manner provided in sub-rule (2).

#### *Miscellaneous.*

25. An actuary investigating the financial condition of an insurer shall, in addition to the reports, statements and abstracts required to be furnished under section 13 of the Act, furnish statements with regard to the following matters :—

- (a) whether he has taken steps to prevent the policy reserve values from being less than the minimum surrender values ;
- (b) the proportion of the renewal premium income spent in payment of commission and other expenses in each year during the period since the last investigation after allowing, as the cost of the new business of the year,  $7\frac{1}{2}$  per cent. of single premiums and 90 per cent. of first year's premiums falling due in the year



26. The declaration referred to in clause (d) of subsection (2) of section 16 of the Act shall be in Form XI and one copy of the declaration shall be signed in the manner described in subsection (2) of section 15 of the Act.

16 of the Act shall be in Form XI and one copy of the declaration shall be signed in the manner described in subsection (2) of section 15 of the Act.

## Returns in respect of dividing insurance business.

respect of other insurance business, and along with the revenue account shall also furnish in respect of such business returns in Forms XII, XIII and XIV respectively. Four copies shall be submitted of each of these three last mentioned returns, of which one of each shall be signed in the manner described in subsection (2) of section 15 of the Act.

**Form I.**

(See Rule 5.)

## RESERVE BANK OF INDIA.

**To**

**The Manager.**

Reserve Bank of India.

**Calcutta.**

London.....19

This is to inform you that the.....  
have this day deposited the undermentioned securities.

**Manager.**

[illegible]



## Form III.

(See Rule 5.)

## RESERVE BANK OF INDIA.

Securities Department, Calcutta.

Reference No. Sec./

Dated the.....19 .

Statement showing the particulars of deposits held on behalf of the.....  
 ..... of the Insurance Act, 1938.

Existing deposits (excluding deposits withdrawn).				New deposit.			Total.		
Cash.	Securities.		Cash.	Securities.		Cash.	Securities.		Total.
	Loan.	Face Value.		Loan.	Face Value.		Loan.	Face Value.	
		Book Value.			Book Value.			Book Value.	
Ra.		Ra.	Ra.		Ra.	Ra.		Ra.	Ra.
Total									

Certified that the above agrees with the entries in the Books maintained by the Bank

Manager.



## Form V.

(See Rule 16.)

*Application for a licence to act as an Insurance Agent for the year ending  
31st March 19 .*

- |   |      |
|---|------|
| (1) Full name of the applicant . . . . .  | (1)  |
| (2) Father's name . . . . .   | (2)  |
| (3) Permanent home address . . . . .  | (3)  |
| (4) Present postal address . . . . .  | (4)  |
| (5) Age and date of birth . . . . .   | (5)  |
| (6) Does the applicant hold a licence and if so since when has he been holding a licence ? . . . . .  | (6)  |
| (7) What is the number of the licence held, if any ? . . . . .  | (7)  |
| (8) Has the applicant been found to be of unsound mind by a Court of competent jurisdiction ? . . . . .   | (8)  |
| (9) Has the applicant been found guilty of criminal misappropriation or criminal breach of trust or cheating by a Court of competent jurisdiction ? . . . . .   | (9)  |
| (10) In the course of any judicial proceedings relating to any policy of insurance or the winding up of an insurance company or in the course of an investigation of the affairs of an insurer has the applicant been found guilty of or to have knowingly participated in or connived at any fraud, dishonesty or misrepresentation against an insurer or an assured ? . . . . . | (10) |
| (11) Has the applicant's licence been cancelled at any time by the Superintendent of Insurance and if so when ? . . . . .   | (11) |
| (12) Has an application for a licence ever been refused ? If so, when and by whom ? . . . . .   | (12) |

---

*Declaration.*

I, the applicant, declare that the above answers are true and that the licence for which I hereby apply will be used only by myself for soliciting or procuring insurance business.

Dated

19

*Signature.*


---

*N.B.*—The attention of the applicant is drawn to section 104 of the Insurance Act, 1938, which provides that whoever in any document required for the purposes of any of the provisions of that Act wilfully makes a statement false in any material particular knowing it to be false shall be punishable with imprisonment for a term which may extend to three years, or with fine which may extend to one thousand rupees, or with both.

**Form VI.**

(See Rule 16.)

No. of Licence.....

Licence to act as an Insurance Agent under Part II of the Insurance Act,  
1938.

---

of 

---

---

having paid the prescribed fee and having made the necessary declaration  
is hereby authorised to act as an Insurance Agent up to 31st March 19 .

Dated the                      day of                      19

Officer authorised under subsection (1) of section 42 of the Act.  
Superintendent of InsuranceSignature of Licence-holder  
to be made as soon as licence is received.

---

**NOTE.**—If it is desired to renew this licence for a further period the procedure laid down in rule 16 of the Insurance Rules, 1939, shall be followed and applications for renewal should reach the issuing authority at least two months before the existing licence expires.

## Form VII.

(See Rule 20.)

Revenue Account of the \_\_\_\_\_ (here insert name of provident society) for the year ending ..... 19

	Rs. A. P.	Rs. A. P.
<p>Dividends to shareholders payable on for the year ending</p> <p>(This is to be stated here by Societies not supplying a Profit and Loss Account).</p>		
<p>Claims under policies (including provision for claims due or intimated)—</p> <p>To be specified separately according to the classes of contingency set forth in section 65.</p> <p>Other classes (to be separately specified).</p>	<p>Funds, specified separately according to the classes of contingency set forth in section 65.</p> <p>Investment Reserve Fund</p> <p>Dividend Reserve Fund</p> <p>Other Funds (to be separately described).</p>	Rs. A. P.
<p>Annuities</p> <p>Surrenders including Surrenders of Bonus</p>	<p>Shareholders' capital paid up at the beginning of the year.</p> <p>Shareholders' capital paid up during the year.</p>	





## Form VII—concl'd.

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Bad debts . . . . .			
Other payments (accounts to be specified) . . . . .			
Shareholders' capital paid up at the end of the year as per balance sheet.		Consideration for annuities granted	Rs. A. P.
[Profit transferred to Profit and Loss Account if a Profit and Loss Account is submitted.]		Interests, dividends and rents Less income-tax	
Balance of funds at the end of the year as per balance sheet.—		Entrance fees . . . . .	
		Fines . . . . .	
Rs. A. P.		Other income (accounts to be specified) . . . . .	
Funds, specified separately according to the classes of contingency set forth in section 65.		[Loss transferred to Profit and Loss Account if a Profit and Loss Account is submitted.]	
Investment Reserve Fund.			
Dividend Reserve Fund.			
Other funds (to be separately described).			

*Notes relating to the Revenue Account—(Form VII).*

1. All items in this account shall be net amounts after deduction of the amounts paid and received in respect of reassurances of the society's risks.

2. A society transacting more than one class of business shall show in its accounts the premium income, the claims and the funds separately for business under each class of contingency prescribed or authorised under section 65. (See rule 18.)

3. If any sum has been deducted from the expenses and credit has been taken for it in the balance sheet as an asset the sum so deducted shall be shown in a separate statement, as follows :—

*Statement regarding preliminary expenses, etc., submitted by the  
for the year ending 19 .*

Balance at beginning of year either of the adverse balance of any profit and loss or revenue account or such bad debts and preliminary and other expenses as may not have been included in the profit and loss or revenue account either as loss or outgo but for which credit is taken in the balance sheet as assets . Rs.

Addition thereto during the year not shown as loss or outgo in either the profit and loss or revenue account . . . . . Rs.

---

Total Rs.

---

Less amount written off during the year as per profit and loss or revenue account. . . . . Rs.

Balance at the end of year still shown as assets in the balance sheet Rs.

4. The society may, if it so desires, show in this account the amount of commission on new business separately from commission on renewal premiums.

5. The items on the income side shall relate to income whether actually received or not and the items on the expenditure side shall relate to expenditure whether actually paid or not.

6. Any office premises which form part of the assets of any fund of the society shall be treated as an interest earning investment and accordingly in the revenue account a fair rent for the premises shall be included under the heading " Interest, Dividends and Rents " and a proper charge for the use thereof shall be included in the appropriate place in the expenses of management.

7. The following information shall be supplied in addition, namely, the gross premium income for each class of contingency for which the net premium income is shown separately in the revenue account. (See note 1.)

## Form VIII.

(See Rule 20.)

Balance Sheet of \_\_\_\_\_ as at \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_

	Rs.	A.	P.		Rs.	A.	P.
Shareholders' capital (each class to be stated separately)—				Loans—			
Authorized—				On mortgages of property . . . .			
shares of Rs. _____ each Rs. _____				On security of municipal and other public rates. . . .			
Subscribed—				On stocks and shares . . . .			
shares of Rs. _____ each Rs. _____				On society's policies within their surrender value. . . .			
Called up—				On personal security . . . .			
shares of Rs. _____ each Rs. _____				To other provident societies and insurers . . . .			
Less unpaid calls Rs. _____				Investments—			
Balances of Funds—				Deposit with the Reserve Bank of India (Securities to be specified). . . .			
To be specified separately as shown in the Revenue Account (Form VII). . . .				Indian Government Securities . . . .			
Balance of Profit and Loss Account . . . .				Provincial Government Securities . . . .			
				British, British Colonial and British Dominion Government Securities: . . . .			
				Foreign Government Securities . . . .			

Form VIII—*contd.*

L169LAD	Rs.	A.	P.	Rs.	A.	P.
Debiture stock	per cent.	.	.			
Loans and advances (a)	.	.	.			
Bills payable (a)	.	.	.			
Estimated liability in respect of outstanding claims (b).						
To be stated separately in respect of each fund shown in the Revenue Account (Form VII).						
Annuities due and unpaid (b)			.			
Outstanding dividends		.	.			
Sundry creditors (including outstanding and accruing expenses and taxes) (a).			.			
Other sums owing by the society (a)			.			
Contingent liabilities (to be specified) (c)			.			
Investments— <i>contd.</i>						
Indian Municipal Securities			.			
British and Colonial Securities			.			
Foreign securities			.			
Bonds, Debentures, Stocks and other Securities whereon Interest is guaranteed by the Indian Government or a Provincial Government.						
Bonds, Debentures, Stocks and other Securities whereon Interest is guaranteed by the British or any Colonial Government.						
Bonds, Debentures, Stocks and other Securities whereon Interest is guaranteed by any Foreign Government.						
Debentures of any railway in India			.			
Debentures of any railway out of India						
Preference or guaranteed shares of any railway in India.						
Preference or guaranteed shares of any railway out of India.						
Railway Ordinary Stocks (i) in India, (ii) out of India.						
Other Debentures and Debenture Stock of Companies incorporated (i) in India, (ii) out of India.						

Form VIII—*concl.*

Rs. A. P.	Rs. A. P.
	<p>Investments—<i>concl.</i>            Other guaranteed and preference Stocks and Shares of Companies incorporated (i) in India, (ii) out of India.            Other ordinary Stocks and Shares of Companies incorporated (i) in India, (ii) out of India.            Holdings in Subsidiary Companies .            House property (i) in India, (ii) out of India.            Other investments (to be specified) .            Agents' Balances . . . .            Outstanding premiums (b) (d) . . . .            Interest, dividends and rents outstanding (b) .            Interest, dividends and rents accruing but not due (b). . . .            Sundry debtors . . . .            Bills receivable . . . .            Cash—                At bankers on Deposit Account .                At bankers on Current Account and in hand.            Other Accounts to be specified (e) . . . .</p>

*Footnotes to Balance Sheet—(Form VIII).*

(a) If the society has deposited security as cover in respect of any of these items the amount and nature of the securities so deposited shall be clearly indicated on the face of the balance sheet.

(b) These items are or have been included in the corresponding items in the revenue account or profit and loss account. Outstanding and accruing interest, dividend and rents shall be shown after deduction of income-tax or the income-tax shall be provided for amongst the liabilities on the other side of the balance sheet.

(c) Such items as amount of liability in respect of bills discounted, uncalled capital in respect of other investments, etc., shall be shown in their several categories under the heading 'contingent liabilities' or the appropriate items on the assets side shall be set out in such detail as will clearly indicate the amount of uncalled capital.

(d) Either this item shall be shown net or the commission shall be provided for amongst the liabilities on the other side of the balance sheet.

(e) Under this heading shall be included such items as the following which shall be shown under separate headings suitably described :—

Office furniture, goodwill, preliminary, formation and organisation expenses, development expenditure account, discount on debentures issued, other expenditure carried forward to be written off in future years, adverse balance of profit and loss account, etc. The amounts included in the balance sheet shall not be in excess of cost.

*Statement and Certificates relating to the Balance Sheet.*

I. There shall be appended to the balance sheet a statement showing separately for every asset which is included in the balance sheet, the full title and particulars of the asset, and the value at which it is included in the above balance sheet, and in the case of assets being stock exchange securities, the nominal value and the market value as at the date of the balance sheet. In stating the market value of a stock exchange security no credit shall be taken in the statement for accrued interest.

II. To the balance sheet shall be appended :—

(a) A certificate signed by the same persons as are required to sign the balance sheet certifying that the values of all the assets have been reviewed as at the date of the balance sheet and that in their belief the assets set forth therein are shown in the aggregate at amounts not exceeding their realisable or market value under each of the several headings "Loans", "Investments", "Agents' Balances", "Outstanding premiums", "Interest, dividends and rents outstanding", "Interest, dividends and rents accruing but not due", "Sundry debtors" "Bills receivable" and the items entered under "other accounts".

*Footnotes to Balance Sheet—(Form VIII)—concl'd.*

Provided that if the persons signing the certificate are unable to certify without reservation that the assets set forth in the balance sheet are so shown as aforesaid, a full explanation shall be given.

- (b) A certificate signed by the auditor (which shall be in addition to any other certificate or report he is required by law to give with respect to the balance sheet) certifying that he has verified the cash balances, the loans and investments.





**Form X.**

(See Rule 20.)

Statement under clause (b) of sub-section (2) of section 80 in respect of \_\_\_\_\_ (here insert name of provident society) for the year ending .....19.....

—	No.	Sum insured.
		Rs.
<b>Policies effected—</b>		
By husband or wife		
„ son . . . . .		
„ daughter . . . . .		
„ father . . . . .		
„ mother . . . . .		
„ brother . . . . .		
„ sister . . . . .		
„ grandson . . . . .		
„ grand-daughter . . . . .		
„ nephew . . . . .		
„ niece . . . . .		
„ any other person . . . . .		
<b>Total . . . . .</b>		

**Form XI.**

(See Rule 26.)

It is hereby certified that all amounts received directly or indirectly at credit of the revenue account in respect of business transacted in India referred to in clause (b) of sub-section (2) of section 16 of the Act, whether from the head office of the insurer or from any other source outside India, have been shown in the afore-mentioned revenue account, except such sums as properly appertain to the capital account, and it is further certified that all expenditure, including claims, attributable to business in India, met during the year in question from sources arising outside India, has been shown in the said revenue account except such sums as properly appertain to the capital account.



**Form XIII.**

(See Rule 27.)

Submitted by the (here insert name of insurer) for the year ending  
19 .

	Number of dividing insurance policies effected in the year under review insuring sums payable at death or survivorance.		
	Under table No. 1.	Under table No. 2.	And so on for each other table of dividing insurance business insuring sums payable at death or survivorance.
(1) Number of Policies insuring money to be paid on the death of a male life— Effected during the year by— the life insured . . . . . his wife . . . . . ,, son . . . . . ,, daughter . . . . . ,, father . . . . . ,, mother . . . . . ,, brother . . . . . ,, sister . . . . . any person other than the above relations . . . . .			
(2) Number of Policies insuring money to be paid on the death of a female life— effected during the year by— the life insured . . . . . her husband . . . . . ,, son . . . . . ,, daughter . . . . . ,, father . . . . . ,, mother . . . . . ,, brother . . . . . ,, sister . . . . . any person other than the above relations . . . . .			
Total number of Policies effected in the year . . . . .			

If the different tables be not distinguished from one another by numbers, as assumed in the above Form, the headings to the Form may be altered accordingly.

**Form XIV.**

(See Rule 27.)

Submitted by the (here insert name of insurer) for the year ending 19 .

Age of life on the death of whom the policy monies become payable.	Number of dividing insurance policies effected in the year under review insuring sums payable at death or survivorance.			
	Under table No. 1.	Under table No. 2.	Under table No. 3.	And so on for each other table of dividing insurance business insuring sums payable at death or survivorance.
Under 5 years .				
Over 5 and under 10 .				
„ 10 „ 15 .				
„ 15 „ 20 .				
„ 20 „ 25 .				
„ 25 „ 30 .				
„ 30 „ 35 .				
„ 35 „ 40 .				
„ 40 „ 45 .				
„ 45 „ 50 .				
„ 50 „ 55 .				
„ 55 „ 60 .				
„ 60 „ 65 .				
„ 65 „ 70 .				
„ 70 .				
Total number of policies effected in the year.	(These totals should agree with the totals in Form XIII.)			

If the different tables be not distinguished from one another by numbers, as assumed in the above Form, the headings to the Form may be altered accordingly.

A. H. LLOYD,

*Addl. Secy. to the Govt. of India.*

*United Kingdom-India Trade Agreement Rules, 1939.*

In exercise of the powers conferred by sub-section (2) of section 3 of the Indian Tariff Act, 1934 (XXXII of 1934), and in supersession of the notification of the Government of India in the Department of Commerce, No. 780-T. (11), dated the 24th December, 1932, the Central Government is pleased to make the following Rules :—

*Rules.*

1. *Short title.*—These Rules may be called the United Kingdom-India Trade Agreement Rules, 1939.

2. *Application.*—These Rules apply to goods consigned from the following countries, namely :—

- (a) The United Kingdom of Great Britain and Northern Ireland, and
- (b) The Colonies, British Protectorates, and territories under the British Mandate specified in the First Schedule.

3. *Definition.*—In these Rules—

- (a) “ Act ” means the Indian Tariff Act, 1934 (XXXII of 1934) ;
- (b) “ British Colony ” means any country specified in the First Schedule ;
- (c) “ expenditure on material ” means the cost to the manufacturer of the material at the factory or works, including containers but excluding royalties ;
- (d) “ factory or works cost ” means the cost of production to the manufacturer at the factory or works and shall include the value of containers and other forms of interior packing ordinarily sold with the article when it is sold retail, but shall not include the manufacturer's or exporter's profit or the cost of exterior packing, carriage to port and other charges incidental to the export of the article subsequent to its manufacture ; and
- (e) “ United Kingdom ” means the United Kingdom of Great Britain and Northern Ireland.

4. No article shall be deemed to be the produce or manufacture of the United Kingdom or a British Colony unless the Customs Collector is satisfied—

- (1) subject to the provisions of rule 5 that the article has been consigned from such country ; and
- (2) (a) where the article is unmanufactured, that it has been grown or produced in such country, and
- (b) where the article is manufactured—
  - (i) that it has been wholly manufactured in such country from material produced in such country ; or
  - (ii) that it has been wholly manufactured in such country from unmanufactured materials ; or
  - (iii) that it has been partially manufactured in such country and that the final process of manufacture has been performed in such country, and that the expenditure on material produced and labour performed in such country in the manufacture of the article is not less in the case of an article specified in the Second Schedule than one-half and in the case of other articles than one-quarter of the factory or works cost of the article in its finished state :

Provided that where the goods are consigned from a British Colony the material produced and labour performed in any other British Colony may be reckoned as though it were material produced or labour performed in the colony from which the goods were consigned.

*Explanation.*—For the purposes of sub-clause (iii) of clause 2 (b) the final process of manufacture shall not be deemed to have been performed in any country in which no process other than a process of mixing, bottling, labelling, packing into retail containers or the like has been performed, but where such process as aforesaid has been performed in the country in which the final process of manufacture has also been performed nothing herein shall render the cost of such process ineligible for inclusion in the computation of the fraction of the factory or works cost of the article in its finished state which represents expenditure on material produced and labour performed in that country.

5. Articles of a description specified in the first column of the Third Schedule which have been consigned from the United Kingdom but are in other respects eligible under rule 4 to be deemed to be the produce or manufacture of a country specified in the corresponding entry in the second column thereof shall be deemed to be the produce or manufacture of that country notwithstanding the fact that they were not consigned therefrom.

6. If the owner of any goods entered for home consumption claims that they are chargeable with a preferential rate of duty, but is unable at the time of entry to satisfy the Customs Collector that the goods fulfil the conditions laid down in rule 4 or rule 4 read with rule 5, as the case may be, the Customs Collector—

(i) shall levy and collect the duty at the standard rate, and, if at any time within a period of three months from the date of payment of duty at the standard rate he receives an application in this behalf from the owner of the goods and is duly satisfied that the goods are entitled to entry at the preferential rate, shall make a refund to the owner of the extra duty levied; or

(ii) may, in his discretion, levy and collect the duty provisionally at the preferential rate, subject to the execution by the owner of the goods of a bond in one of the Forms prescribed in the Fourth Schedule binding himself to pay the balance of the duty.

7. (1) No claim that goods are chargeable with a preferential rate of duty shall be considered by the Customs Collector in respect of goods imported by post unless—

(a) at the time of arrival in British India such goods are covered by a declaration as to the country of origin entered in the customs declaration form or (in the absence of such a form) on the wrapper of the package, or

(b) such claim is made by the owner at any time before delivery of the goods is taken.

(2) If the owner of the goods is unable to satisfy the Customs Collector that the goods fulfil the conditions laid down in rule 4 or rule 4 read with rule 5, the Customs Collector shall proceed in the manner prescribed in rule 6.

8. (1) If the owner of any goods entered for warehousing claims that they are chargeable with a preferential rate of duty, but is unable at the time of entry to satisfy the Customs Collector that the goods fulfil the conditions laid down in rule 4 or rule 4 read with rule 5, as the case may be, the Customs Collector shall assess duty at the standard rate.

(2) If the Customs Collector is satisfied before the goods are removed from the warehouse that they are chargeable with a preferential rate of duty, he shall reassess them accordingly at the time of such removal.

(3) If the goods are removed from the warehouse without the Customs Collector being so satisfied, they may be dealt with in the manner prescribed in rule 6.

9. Where any payment of duty due under a bond has not been made in accordance

therewith, and upon demand being made, the Customs Collector may, in his discretion and without prejudice to his power to enforce the bond, recover the amount due at any time as if it were duty short-levied within the meaning of section 39 of the Sea Customs Act, 1878 (VIII of 1878).

#### FIRST SCHEDULE.

[See Rule 2 (b) and 3 (b).]

#### LIST OF BRITISH COLONIES.

##### *East Africa.*

1. Kenya, Uganda Protectorate, and the Mandatory Territory of Tanganyika.
2. Northern Rhodesia.
3. Nyasaland Protectorate.
4. Somaliland Protectorate.
5. Zanzibar Protectorate.

*South Africa (including St. Helena).*

6. Basutoland.
7. Bechuanaland Protectorate.
8. Swaziland.
9. St. Helena.

*West Africa.*

10. Gambia.
11. Gold Coast.
12. Togoland under British Mandate.
13. Nigeria.
14. The Camerons under British Mandate.
15. Sierra Leone.

*Eastern and Far Eastern.*

16. Arab Littoral of the Persian Gulf (*i.e.*, Bahrein, Kuwait and the Trucial Shaikhdoms).
17. Ceylon.
18. Hong Kong.
19. Malaya (*i.e.*, the Straits Settlements, the Federated Malay States and the Unfederated Malay States of Johore, Kedah, Kalantan, Perlis and Trengganu).
20. Mauritius.
21. North Borneo.
22. Sarawak.
23. Seychelles.

*Mediterranean.*

24. Cyprus.
25. Gibraltar.
26. Malta.

*Pacific.*

27. British Solomon Islands Protectorate.
28. Fiji.
29. Gilbert and Ellice Islands.
30. Tonga.
31. New Hebrides (Condominium).

*West Indian (including the Falkland Islands).*

32. Bahamas.
33. Barbados.
34. Bermuda.
35. British Guiana.
36. British Honduras.
37. Jamaica.
38. Cayman Islands.

39. Turks and Caicos Islands.  
 40. Leeward Islands, i.e., Antigua, Dominica, Montserrat, St. Christopher-Nevis and the Virgin Islands.  
 41. Trinidad and Tobago.  
 42. Windward Islands, i.e., Grenada, St. Lucia and St. Vincent.  
 43. Falkland Islands.

## SECOND SCHEDULE.

[See Rule 4 (2) (b) (iii).]

1. Sewing and Knitting Machines (and parts thereof) to be worked by manual labour or which require for their operation less than one quarter of one brake-horse-power.
2. Cycles (other than motor cycles) imported entire or in sections and parts and accessories thereof; excluding rubber tyres and tubes.
3. Motor cars including taxicabs and articles (other than rubber tyres and tubes) adapted for use exclusively as parts and accessories thereof.
4. Motor omnibuses; chassis of motor omnibuses, motor vans and motor lorries; and parts of mechanically propelled vehicles and accessories excluding rubber tyres and tubes.
5. Motor cycles and motor scooters and articles (other than rubber tyres and tubes) adapted for use as parts and accessories thereof.

## THIRD SCHEDULE.

[See Rule 5.]

Description of articles.	Country.
Angostura Bitters ..	Trinidad. Bahamas. Barbados. Bermuda. British Guiana. British Honduras. Jamaica.
Rum	Leeward Islands, i.e., Antigua, Dominica, Montserrat, St. Christopher-Nevis and the Virgin Islands. Mauritius. Trinidad. Windward Islands, i.e., Grenada, St. Lucia and St. Vincent.

## FOURTH SCHEDULE.

[See Rule 6 (4).]

## FORM A.

KNOW ALL MEN by these presents that I/we \_\_\_\_\_ of \_\_\_\_\_ and \_\_\_\_\_  
 of \_\_\_\_\_ am/are held and firmly bound unto the  
 Governor-General of India in Council (or, after the establishment of the Federation  
 of India, the Governor-General of India) in the sum of Rs. \_\_\_\_\_ to be paid  
 to the Governor-General of India in Council (or, after the establishment of the Federation  
 of India, the Governor-General of India) his successors or assigns for which pay-  
 ment, well and truly to be made I/we bind myself/ourselves and each of us my/our and  
 each of our heirs and legal representatives firmly by these presents sealed with my/our  
 respective seals, dated this \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_.

WHEREAS I am/we are the importer(s) of the goods named below which to the best  
 of my/our belief fulfil the conditions laid down by the rules made under sub-section (2)  
 of section 3 of the Indian Tariff Act, 1934, for determining their eligibility to a pre-  
 ferential rate of duty under the First Schedule to that Act AND WHEREAS I/we have not  
 been able to produce at the time of making entry of such goods at the Custom House



evidence to satisfy the Customs Collector that those conditions are fulfilled AND WHEREAS the Customs Collector has agreed provisionally to accept duty at the preferential rate pending the production of such evidence and I/we have agreed that if such evidence is not presented to the Customs Collector within three months of the date of this bond or being so presented is not accepted by him as satisfactory I/we will pay to the Customs Collector on demand the difference between the duty paid at the preferential rate and the duty leviable at the standard rate on the said goods NOW the condition of this bond is such that if the necessary evidence as aforesaid shall be produced to the Customs Collector within the said period and he shall accept such evidence as satisfactory or if I/we shall pay on demand the difference between the duty paid at the preferential rate and the duty leviable at the standard rate on the said goods, then the above written bond shall be void, otherwise the same shall be and remain in full force and virtue.

Signed, sealed and delivered  
by the above named in the  
presence of—

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FORM AA.

KNOW ALL MEN BY these presents we of and  
of (hereinafter referred to as "the Importers")  
and we (Indenting House or Bankers) of (hereinafter referred  
to as "the sureties") are held and firmly bound unto the Governor-General of India  
in Council (or, after the establishment of the Federation of India, the Governor-General  
of India) in the sum of Rs. to be paid to the Governor-General of  
India in Council (or, after the establishment of the Federation of India, the Governor-  
General of India) his successors or assigns for which payment well and truly to be made  
we hereby jointly and severally bind ourselves and each of us and each of our heirs  
and legal representatives firmly by these presents sealed with our respective seals,  
dated this day of 19 .

WHEREAS we the importers are the importers of the goods named below and we  
the sureties have been concerned in the purchase by the importers of the said goods  
(are the Bankers of the Importers) AND WHEREAS to the best of the knowledge and  
belief of us the Importers and of us the Sureties the said goods fulfil the conditions  
laid down by the rules made under sub-section (2) of section 3 of the Indian Tariff  
Act, 1934, for determining their eligibility to a preferential rate of duty under the  
First Schedule to that Act AND WHEREAS the Importers have not been able to produce  
at the time of making entry of such goods at the Custom House evidence to satisfy  
the Customs Collector that those conditions are fulfilled AND WHEREAS the Customs  
Collector has agreed provisionally to accept duty at the preferential rate pending the  
production of such evidence and the Importers have agreed that if such evidence is  
not presented to the Customs Collector within three months of the date of this bond or  
being so presented is not accepted by him as satisfactory they the Importers will pay  
to the Customs Collector on demand the difference between the duty paid at the pre-  
ferential rate and the duty leviable at the standard rate on the said goods NOW the  
condition of this bond is such that if the necessary evidence as aforesaid shall be pro-  
duced to the Customs Collector within the said period and he shall accept such evidence  
satisfactory or if the Importers or failing them the Sureties shall pay on demand the  
difference between the duty paid at the preferential rate and the duty leviable at the  
standard rate on the said goods, then the above written bond shall be void, otherwise  
the same shall be and remain in full force and virtue.

Signed, sealed and delivered  
by the above named in the  
presence of—

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FORM B.

KNOW ALL MEN by these presents that I/we of and  
of am/are held and firmly bound unto the  
Governor-General of India in Council (or, after the establishment of the Federation  
of India, the Governor-General of India) in the sum of Rs. to be  
paid to the Governor-General of India in Council (or, after the establishment of the

Federation of India, the Governor-General of India) his successors or assigns for which payment well and truly to be made I/we bind myself/ourselves and each of us my/our and each of our heirs and legal representatives firmly by these presents sealed with my/our respective seals, dated this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_.

WHEREAS I am/we are a regular importer(s) of goods which fulfil the conditions laid down by the rules made under sub-section (2) of section 3 of the Indian Tariff Act, 1934, for determining their eligibility to preferential rates of duty under the First Schedule to that Act AND WHEREAS it is likely that from time to time I/we may not be able to produce at the time of making entry of goods at the Custom House evidence to satisfy the Customs Collector that those conditions are fulfilled and that the goods, particulars of which are contained in the bill of entry, are assessable to customs duty at the preferential rate AND WHEREAS the Customs Collector at ..... has agreed that if, having regard to the nature or particulars of such goods as detailed in such bill of entry, he is of opinion that it is likely that the necessary evidence is capable of being produced to satisfy him that the goods are entitled to be assessed for customs duty at the preferential rate he will provisionally accept duty on such goods at the preferential rate pending the production by me/us of the necessary evidence, and I/we have undertaken that in every such case I/we will within three months from the date of making entry of such goods present such evidence to the Customs Collector and that if such evidence is not in every case presented within the period aforesaid or if being presented it is not accepted by the Customs Collector I/we will forthwith on demand pay to the Customs Collector the difference between the duty paid on such goods at the preferential rate and the duty leviable at the standard rate AND WHEREAS it has been further agreed with the Customs Collector that the security given by these presents shall cover a total sum representing the difference between such rates of duty of Rs. .... and that if and whenever the total unadjusted claims by the Customs Collector against me/us in respect of such unpaid duty shall amount to more than Rs. .... the Customs Collector may refuse to consider the possibility of evidence being procurable though not available at the time of making entry of any further goods unless I/we shall offer to the Customs Collector and he shall be willing to accept a further bond in similar terms hereto for such amount as the Customs Collector shall decide now the condition of the above written bond or obligation is such that if the necessary evidence as aforesaid shall be produced to the Customs Collector within three months from the respective dates or making the entry from time to time of any such goods and the Customs Collector shall accept such evidence or if the difference between the duty paid on any such goods at the preferential rate and the duty leviable at the standard rate shall from time to time be paid by me/us on the demand of the Customs Collector then the above written bond or obligation shall be void ; otherwise the same shall be and remain in full force and virtue.

Signed, sealed and delivered  
by the above named in the  
presence of—

[Commerce Department Notification, No. 20-T. (21)39, dated 17th June 1939.]

REGISTRATION OF FOREIGNERS (EXEMPTION) ORDER, 1939.

**The Honourable Mr. J. A. Thorne** (Home Member) : Sir, I lay on the table a copy of the Registration of Foreigners (Exemption) Order, 1939.

*Registration of Foreigners (Exemption) Order, 1939.*

No. 21/82/39-Political, dated the 21st June 1989.—In exercise of the power conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to make the Declarations hereinafter set out in this Order :—

1. That the provisions of the Registration of Foreigners Rules, 1939 (hereinafter in this Order referred to as the Rules) shall not apply to, or in relation to, any person who has not attained the age of sixteen years.

2. That the provisions of the Rules, except such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to, any subject of His Majesty.

3. That the provisions of the Rules, except rule 8 and such of the provisions of rules 4, 14, 15 and 16 as apply to, or in relation to, passengers and visitors who are not foreigners, shall not apply to, or in relation to,—

- (a) any foreigner in the service of His Majesty ;
- (b) any British protected person ;
- (c) the wife and any child of—
  - (i) any person duly appointed by a foreign Government to exercise diplomatic functions ; or
  - (ii) any consul or vice-consul ;
- (d) any person who is a subject of the Sultan of Muscat and Oman ;
- (e) any person of Asiatic birth who is a subject of any State having sovereignty over any territory of which the boundaries are coterminous with the boundaries, external or internal, of India ; or
- (f) any foreigner not specified in any of the preceding clauses of this Declaration who enters British India solely in transit to a destination beyond British India, for so long as he is authorised to travel in British India under a licence previously obtained by him from the Registration Officer of the place at which he enters British India and complies with such conditions as to route and other matters as may be specified in the said licence.

4. That the provisions of rules 4, 15 and 16 of the Rules shall not apply to, or in relation to, any passenger to whom Declaration 2 or 3 of this Order applies and who enters, or departs from, British India on board any vessel travelling solely between a port in British India and a port in Burma, Ceylon, French India, or Portuguese India.

5. That, subject to the condition that he has obtained permission from the Registration Officer to land in British India, the provisions of the Rules except rules 8 and 14 shall not apply to, or in relation to, any passenger who arrives in British India on any vessel in transit to a destination beyond British India and who re-embarks and continues his journey on the vessel on which he arrived in British India.

6. That the provisions of the Rules except rules 8 and 14 and sub-clause (d) of sub-rule (1) of rule 16 shall not apply, for so long as the vessel on which he is employed remains at a port in British India, to, or in relation to, any seaman as defined in the Rules who is not a resident of British India and does not land in British India for discharge.

(Sd.) H. J. FRAMPTON,

*Deputy Secretary to the Government of India.*

#### REPORT ON THE PROGRESS OF THE SCHEMES FINANCED FROM THE GRANTS FOR RURAL DEVELOPMENT.

**The Honourable Sir Jeremy Raisman** (Finance Member) : Sir, I lay on the table a copy of the Report on the progress of the schemes financed from the grants for Rural Development for the period 1st January to 30th November, 1938.

#### *Report on the Progress of the Schemes financed from the Grants for Rural Development.*

A statement of the progress up to the end of December 1937, of the schemes financed from the Government of India's grants for rural development in the provinces and the local administrations was presented to the Legislature on the 29th March 1938. The statement below furnishes particulars of the progress since made up to the end of November 1938. Allotments from the second grant

have since the presentation of the last report been made to the Punjab, Central Provinces and Berar, Coorg and Delhi also. The balance to be allotted at the end of the period covered by this report was Rs. 83,48,615, which will be made available as and when funds are required.

## MADRAS.

	Allotments from the Expenditure up to	
	Government of India's grant.	30th November 1938.
	Rs.	Rs.
(1) Village communications ..	4,47,540	4,27,558
(2) Rural water supply including protected water supply ..	5,26,810	3,52,515*
(3) Rural sanitation including a Health Unit ..	3,00,000	1,79,118
(4) Discretionary grants by Collectors	48,650	48,370
(6) Establishment ..		2,035
Total ..	13,73,000	10,59,542

\*This includes expenditure up to 31st December 1938.

2. A total sum of about Rs. 3,00,767 as indicated below has been resumed from the allotment for redistribution on a contributory basis :

	Rs.
Village communications	15,202
Rural water supply .. .. .	1,64,464
Rural sanitation including a Health Unit ..	1,20,821
Discretionary grants by Collectors ..	280
Total ..	3,00,767

The net allotment thus stood at Rs. 10,72,233 and the expenditure at Rs. 10,59,542.

3. The progress of the different schemes during the first eleven months of 1938, was as follows :—

(1) *Village communications*.—A sum of Rs. 6,881 was spent during the period under report. In all, about 90 miles of earth work formation, 43 miles of metalling, 185 miles of road construction and improvements to about 75 miles of existing cart tracks and roads have been completed, besides construction of numerous culverts and bridges.

(2) *Rural water supply including protected water supply schemes*.—The amount spent under this head during the year ending 31st December 1938, was Rs. 11,927, bringing the total expenditure to Rs. 3,52,515. Altogether about 645 well works and 7 protected water supply schemes have been completed. The construction of a few more wells is still in progress.

(3) (a) *Rural sanitation*.—This scheme was closed with effect from 31st March 1937, as stated in the last report. The difference of Rs. 8,164 between expenditure under the head as indicated above, viz. Rs. 1,79,118 and the figure as last reported viz., Rs. 1,87,282 represents the sale proceeds of concrete slabs for bore-hole latrines, etc., credited to the head after the close of the scheme.

(b) *Poonamalee Health Unit scheme*.—This experimental scheme of intensive health work has completed its third year of working. The various aspects of work done by the staff of the Health Unit during the eleven months ending 30th November 1938, are briefly described below :

(i) *Vital statistics*.—There were 1,788 births and 987 deaths in the area of the Unit as against 1,704 births and 1,061 deaths during the corresponding period of 1937. There was a distinct fall in deaths, particularly of infants, infant mortality being 265 giving a rate of 148.21 as against 306 during the same period in 1937, with a rate of 179.58. The fall was appreciable in the group below one month. There were 8 maternal deaths with a rate of 4.30 per mille as against 12 maternal deaths with a rate of 6.8 in the first eleven months of 1937. The low maternal mortality and the reduced infant mortality are attributed to people taking greater advantage of the free midwifery service and ante-natal and infant clinics provided. The cause of every death was, as usual, investigated and placed on record.

(ii) *Vaccination*.—The Health Inspectors carried out 9,517 primary and re-vaccinations.

(iii) *Epidemic diseases*.—There were 8 stray attacks of cholera resulting in death in 4 cases. The incidence of small-pox was greater, with 42 attacks and 8 deaths.

In the case of cholera, measures for a systematic disinfection of all infected houses and daily chlorination of all water supplies in the affected area were adopted as a matter of routine. Preventive inoculation among the contacts and in the neighbourhood was also carried out. In the case of small-pox, vaccination was adopted as the main preventive measure. There is at present less opposition from the people to these precautionary measures than before.

Preventive inoculation for enteric was also carried out in addition to disinfection and chlorination as in the case of cholera.

(iv) *Maternity and Child Welfare*.—The activities of the Health Unit staff under this head are very much appreciated by the public. The work in this field is entirely advisory except in the matter of conducting labour cases. During the period under report the midwives of the Health Unit conducted 1,248 cases of labour out of 1,788 births as against 1,140 cases out of 1,704 births in the corresponding period of 1937. The percentage of confinements conducted by the Health Unit staff has gradually increased and it is now 69.8 per cent., as compared with 66.3 per cent., for the same period in 1937. If the number of maternity cases attended to by other midwives working in the area of the Health Unit is also taken into account, the percentage of births getting skilled assistance comes to 76.6. This high percentage for a rural population in the third year of work of the Unit is quite encouraging.

In addition to attending to deliveries, the whole maternity staff does intensive house visiting both for educating the public and for registering all ante-natal cases. The Woman Medical Officer paid 2,844 house visits, while the Health Visitors and Midwives have recorded 20,258 ante-natal and 10,018 post-natal visits, besides numerous visits to infants and children under school going age. The ante-natal registration has reached the very high figure of 98.5 per cent. the remaining 1.5 per cent. being mainly due to late arrivals into the area or cases conducted in a Local Fund Hospital brought from outside the Health Unit area. About 283 clinics and numerous mother classes were held. The staff of the Health Unit also treated cases of minor ailments, while the more difficult ones were referred to hospitals.

(v) *School hygiene*.—The medical inspection of school children was completed last year and during this year the schools were visited to advise treatment for the defects already noted and to give health talks. Boys were encouraged to keep their houses clean. Advantage was also taken of the monthly meetings of school teachers to speak to them on health subjects.

(vi) *Health education*.—The education of the public by means of magic lantern lectures, cinema shows and group talks on health subjects was continued. In all, the Health Unit staff delivered 248 lectures with magic lanterns, 66 with cinema and 425 without the aid of either. They also gave numerous talks at schools, in villages and at clinics. Six health exhibitions were held. Health propaganda was also carried on through leaflets. These measures have resulted in a better response from the people.

(vii) *Hookworm*.—The result of the survey for hookworm has revealed that the infection is widespread in the area. Mass treatment is carried out, the total number treated during the period under report being 1,844. A special survey is now in progress among the school going population, the number so far examined being 167, out of which 132 or 79 per cent. were positive.

(viii) *Laboratory work*.—Apart from the test of urine, faeces and blood, attempts have been made to send samples of motions and vomits from all suspected cases of cholera for examination. In connection with water supply, samples of water from bore wells were sent for laboratory test and all doubtful sources were abandoned. The area of the Unit appears to be filarial. A filarial survey is in progress.

(ix) *General sanitation*.—It is still found difficult to make the people understand that it is to their advantage to keep their houses and immediate surroundings clean and sanitary. At the instance of the Health Unit staff, 679 houses were white washed, 23 windows were provided to houses, 1,835 back yards were cleaned, 829 fly breeding places and 415 mosquito breeding places were attended to, 100 latrines and 115 earth drains were constructed and 132 soakage pits were dug for disposing of waste water. The people were encouraged to construct simple bore hole latrines in their houses by the supply of concrete slabs at one-third cost.

(x) *Water supply*.—The existing sources of water supply in the area consist mainly of shallow wells, supplemented by tanks in a few cases. These are quite unprotected and are liable to be a source of danger in times of epidemics. A scheme for the provision of protected water supply by means of bore wells was therefore drawn up and during the year 8 borings were completed.

(xi) *Expenditure*.—The expenditure during the first eleven months of 1938 was Rs. 21,560-12-5, of which a sum of Rs. 12,219-12-4 was met from the rural development grant allotted in 1936-37, and the balance from the contribution made by the Rockefeller Foundation.

(xii) *General*.—The Health Unit recorded satisfactory progress and it continued to attract distinguished visitors and also students of Public Health.

(4) *Discretionary grants by Collectors*.—A sum of Rs. 1,213 was spent during the period making up a total expenditure of Rs. 48,370. The balance of the allotment (Rs. 280) has been resumed.

(5) *Anti-malarial operations*.—All anti-malarial schemes taken up for execution from the grant were completed prior to 1938, and an account of the schemes carried out was given in the last report. An expenditure of Rs. 1,141 was incurred during 1938, mainly on effecting improvements to the anti-malarial drainage works constructed at Gudalur in the Nilgiris. The total expenditure on these schemes upto 30th November 1938, was Rs. 49,946.

4. 1936-37 Allotment.—In all a sum of Rs. 14 lakhs was sanctioned to districts on the basis of rural population, as shown in the following statement, twelve lakhs from the allotment of Rs. 15 lakhs made in 1936-37 and two lakhs from the amounts resumed out of the grants made in 1935-36.

Name of the District.			Amount of grant sanctioned.
			Rs.
1. Anantapur	..	..	33,830
2. Arcot, North	..		71,170
3. Arcot, South	..	..	81,670
4. Bellary		..	29,170
5. Chingleput		..	51,330
6. Chittoor	..	..	50,170
7. Coimbatore			85,500
8. Cuddapah	..	..	31,500
9. Godavari, East			61,830
10. Godavari, West			39,660
11. Guntur			65,330
12. Kanara, South		..	46,670
13. Kistna	..	..	39,660
14. Kurnool			36,170
15. Madura	..		64,170
16. Malabar		..	1,20,170
17. Nellore	..		50,180
18. Nilgiris, The	..	..	4,670
19. Ramnad	..	..	53,670
20. Salem			82,830
21. Tanjore		..	73,500
22. Tinnevely			56,000
23. Trichinopoly	..	..	60,670
24. Vizagapatam	..	..	1,15,500
			<hr/> 14,00,000 <hr/>

Besides the grant of Rs. 14,960 sanctioned from the reserve and referred to in the last report, a special grant of Rs. 10,833 for the provision of a protected water supply scheme for the Pannaikadu village in the Madura district and another grant of Rs. 660 for the acquisition of lands covered by the anti-malarial operations in Chintapalle village in the agency tracts of the Vizagapatam district were sanctioned from the reserve kept with Government during 1938.

5. A sum of Rs. 2,78,879 out of the above grants and another sum of Rs. 68,146 from local contributions were spent during the period under report as shown below :

	Amount spent from the grants.	Amount spent from local contributions.
	Rs.	Rs.
Rural water supply .. .. .	1,48,279	32,959
Rural sanitation .. .. .	10,553	1,357
Village communications .. .. .	97,676	24,759
Encouragement and development of loan and sale co-operative societies .. .. .	9,126	..
Formation and encouragement of co-operative societies for consolidation of holdings. .. .. .	..	..
Poonamallee Health Unit scheme .. .. .	12,220	9,341
Establishment .. .. .	1,025	..
<b>Total</b>	<b>2,78,879</b>	<b>68,416</b>

6. The progress of the schemes during the period under report was as follows:

(1) *Rural water supply*.—About 518 works relating to the construction of new wells and repairs and improvements to old ones were completed and 388 works were in progress. The protected water supply scheme in the Nilgiris, for which a special grant of Rs. 4,960 was sanctioned in 1937 was also completed.

(2) *Rural sanitation*.—The expenditure incurred under this head was mostly on the construction of bore hole and dry earth latrines. In all, about 70 sanitation works were completed and 41 works were in progress.

(3) *Village communications*.—The works falling under this category related to the formation of, and repairs to, roads, village streets and cart tracks and to construction of culverts and bridges. About 149 works were completed and 113 were in progress.

(4) *Encouragement and development of co-operative loan and sale societies*.—Subsidies to the extent of Rs. 11,924 were sanctioned for the construction of 11 godowns at a total cost of Rs. 49,200 in the districts of Coimbatore (1), Godavari West (1), Madura (1), Malabar (1), Ramnad (1), and Salem (6). A sum of Rs. 19,525 was also sanctioned from provincial funds as loans to three of these societies to enable them to meet their share of the cost of the godowns. In the remaining cases, the societies found the required capital from other sources.

Two of the societies in the Chittoor district which were granted subsidies and loans in 1937, decided not to construct godowns and so surrendered the amounts. One society in Chittoor continued to receive the grant of a subsidy of Rs. 20 per mensem towards the cost of its establishment.

(5) *Formation and encouragement of co-operative societies for consolidation of holdings*.—It was only towards the end of August 1938, that the grant was made available for this purpose. The District Officers have been permitted to meet from the grant two-sixths of the fees payable for obtaining encumbrance certificates and for registration of documents; one-sixth being met by the societies concerned from their own funds and the remaining half being remitted by the Provincial Government. No expenditure was however incurred in this connection during the period under report.

7. The grant had hitherto been spent, as a rule, only on contributory basis, the villagers contributing a third of the cost of the schemes undertaken for their benefit. Representations were made to the Government that a strict enforcement of this principle stood in the way of the scheduled castes and other poorer classes of the rural population benefitting to any reasonable extent from the grant. The contributory principle was therefore relaxed from the middle of May 1938, and



the District Officers were permitted to receive smaller contributions than the prescribed minimum or to forego such contributions *in toto*, subject to the condition that the amount of the grant so spent should not in any case exceed 20 per cent. of the grant allotted to their districts.

## BOMBAY.

	Allotments from the Government of India's grant.	Expenditure up to 30th Nov- ember 1938.
	Rs.	Rs.
(1) Agricultural schemes including animal husbandry ..	2,31,280	1,79,761
(2) Industrial schemes .. .. .	39,196	25,725
(3) Public Health and sanitation .. .. .	74,599	63,802
(4) Rural water supply .. .. .	76,709	30,420
(5) Village communications .. .. .	80,407	50,473
(6) Education .. .. .	50,709	47,852
(7) Propaganda in the districts .. .. .	31,468	31,468
(8) Special Agricultural and Industrial schemes ..	29,062	29,062
(9) Miscellaneous .. .. .	20,925	20,925
(10) Unallotted reserve .. .. .	4,27,665	..
Total	*10,62,000	4,79,488

\*Includes allotments from Rs. 5,00,000 (second grant) earmarked but not yet allotted by the Government of India.

2. *Agricultural schemes including animal husbandry.*—The distribution of seeds of improved varieties of paddy, sugarcane, cotton, nachni, wheat, bajri and tobacco was carried out on an extensive scale in almost all the districts of the province.

In the Belgaum district 4,600 acres of land were sown with improved seeds of paddy, 7,16,750 sets of the J. 213 variety of sugarcane were supplied to cultivators and 600 acres were sown with improved strains of nagli.

In the Bijapur district 900 bags of Jayavant cotton seed, 148 bags of wheat and 100 bags of jowar were distributed through the agency of the Famine Relief Association.

In the Dharwar district 380 bags of improved strains of paddy were distributed.

In Kanara the amount utilised represents the pay of Kamgars who were engaged for spraying betelnut gardens as a preventive measure against the disease known as Koleroga.

In Ratnagiri, a subsidy of Rs. 1,000 was given to the taluka development association for the purchase of improved seeds. A palm-spraying machine was purchased for demonstration purposes at a cost of Rs. 31-5-0.

In Ahmednagar district Rs. 1,425 were spent on the purchase of improved seeds. Rs. 2,612 were spent in East Khandesh district to help cultivators in horticultural operations, crop-protection by means of gun-clubs, conservation of soil and the construction of a cattle dipping 'vat'. Rs. 5,500 were spent in West Khandesh for work done by the taluka development associations, prevention of soil erosion and cattle breeding.

The taluka development associations of Ahmedabad and Kaira districts were given grants for supplying to the agriculturists improved seeds and implements for cultivation. A sum of Rs. 200 was spent in Broach and Panch Mahals district for popularising B. D. S. cotton seeds. In almost all districts, fruit culture has been organised in rural areas on a wider scale. In the Belgaum district pomegranate cultivation has been introduced in the Gokak Canal tract. An improved variety of pineapple has also been introduced in the Chandgad mahal and the Khanapur taluka of the same district.

In the Bijapur district the nursery maintained at the district headquarters functioned during the year. But as it is found that it is not self-supporting, it has been decided to transfer it to the taluka development association.

In the Dharwar district 250 grafts of mango, 150 of lemon and 75 of mosambi were supplied to growers.

In the Kanara district 240 mango grafts, 344 pineapple suckers and 75 coconut seedlings were distributed in the villages.

In Kolaba 1,000 cashewnut seedlings and 450 pineapple suckers were distributed.

In Nasik district 8,980 canes of improved varieties were distributed.

In Satara district improved seeds and 1,237 mango-grafts were supplied to farmers. In Sholapur district improved implements were given to cultivators.

In Surat wheat No. 224, pine-apple suckers and plant pullers were supplied at concession rates. Rs. 1,020 were utilised for purchase of sugarcane crushers, peerless guns, wheat thrasher Allan-Gandhi harrows, etc. In Thana Rs. 3,730 were spent on the development of varkas land, control of mango hoppers, control of betel vine wilt, development of Ulhas valley, distribution of seeds, silage making, conducting a grain depot and the manufacture of bone meal.

The trained bunding sub-overseer appointed for the Belgaum and Bijapur districts supervised the construction of 16 bunds. In Poona district a grant of Rs. 700 was made for the pay and travelling allowance of the bunding overseer.

A cattle breeding farm opened at Yedhalli in Bijapur district is doing good work. One breeding bull has been purchased during the year under report in addition to the 5 cows purchased previously.

In Poona district subsidies were given of Rs. 200 to each of the 10 taluka development associations and Rs. 600 for stud-bulls and Rs. 300 for the travelling veterinary dispensary. Stud bulls were also maintained in the districts of Broach and Panch Mahals, Surat and Thana.

The improved implements kept in 6 implement depots opened in the Belgaum district were freely availed of by the cultivators.

Twenty-three improved gul furnaces were built in the sugarcane tract of Hukkeri, Chikodi and Athni talukas of the Belgaum district under the supervision of an officer of the Agricultural Department. Trained masons were employed by the Village Improvement Association, Belgaum, with a view to making their services available to cultivators free of charge.

The pumping plant installed at Kasap in the Kolaba district irrigated an area of 14½ acres for vegetable crops. Similarly, the Balsad 'rahat' at Vayal in the same district irrigated 2½ acres. Two Balsad 'rahat' were fitted up during the year on the Kundalika valley which irrigated vegetable and sugarcane crops.

**3. Industrial schemes.**—In the Belgaum district 35 Rhode Island Red and White Leghorn fowls were distributed at half price, the other half being met from the grant. Four poultry incubators and brooders have been located at 4 centres in the district for the advantage of the neighbouring villagers.

The poultry farm opened at Karjat in the Kolaba district distributed 401 hatching eggs of the White Leghorn and Rhode Island Red breeds. Six White Leghorn hens and 3 cocks were also supplied at concession rates. Thirteen Rhode Island Red fowls were obtained from the farm at Kirkee and distributed free of charge.

Out of the 52 birds in the poultry farm at Bijapur 48 succumbed to a contagious disease. A scheme for the prevention of such disease has been drawn up in consultation with the Director of Agriculture.

Poultry farms are being encouraged in the East Khandesh, West Khandesh, Nasik, Satara and Sholapur districts. A poultry kamgar made a survey in four talukas of East Khandesh and advised the poultry breeders in regard to the feeding and maintaining of fowls. The Yellur Egg Sale Society in Satara district is carrying on the industry on a co-operative basis. In Sholapur district a farm was established at Khardi.

Poultry breeding is going on in the Ahmedabad, Surat, Thana and Kaira districts. In Thana the poultry farms of the White Leghorn and Rhode Island Red breeds under the management of the S. P. H. High School, Bordi, are reported to be doing well.

The instructor appointed in the Ratnagiri district to give demonstrations to the weavers in the improved methods of handloom weaving completed his course of instruction at 5 centres out of the 9 selected for the purpose and is now working at the sixth.

At Kusumbe in West Khandesh district students are taught to prepare agricultural implements and carpets. The taluka development association, Taloda, has started a hand-loom for making carpets and horse-belts. 85 villagers including 35 Bhils have been trained in weaving. Paper baskets are prepared in two villages. In Nasik district the weaving class at Vavi was successful. A weaving society has been started at Vinchur with a subsidy of Rs. 800. In Satara district a grant of Rs. 400 has been sanctioned for butter-making industries at Bhilwadi and Masuchiwadi. Propaganda for bee-keeping has also been started.

4. *Public Health and sanitation.*—(a) *Bore-hole latrines.*—One hundred and thirty-nine bore-hole latrines have been dug in the villages of the Belgaum district.

(b) *Child welfare.*—In the Ratnagiri district the District Executive Committee has sanctioned Rs. 470 towards the cost of training 8 dais. Three have already completed their course and two more are under training. Similarly, in the Bijapur district four dais have completed their course and two are under training.

(c) *Gambusia fish.*—Two post-graduate students of the Karnatak College, Dharwar, are carrying on experiments with Prof. Gideon of the same college with a view to introducing *Gambusia* fish in wells where guinea worm is common. The experiment is expected to be completed by the end of January 1939. Rs. 600 have been sanctioned for it.

In Ahmednagar district a grant of Rs. 700 has been made for the training of dais. Arrangements have been made with the district local board to convert step-wells into draw-wells involving expenditure to the extent of Rs. 2,000. In East Khandesh district the villagers are taking advantage of the dispensaries at Fattahpur and Mhaswad. Bore-hole and trench latrines have been constructed in 7 villages in West Khandesh district. The Bhil Sudhar Samiti in Sakri taluka has opened several medical relief centres in the Bhil area. In Nasik district one dai and six school teachers have been trained in elementary medical knowledge. In Poona district the following grants have been sanctioned :—

- (1) Rs. 500 to Lady Health Visitor Scheme, Mundhava.
- (2) Rs. 500 to Village Panchayats and Village Improvement Committees for medical centres.
- (3) Rs. 500 for travelling allowance to Doctors who visit medical centres.
- (4) Rs. 1,000 to the maternity home at Indapur.
- (5) Rs. 100 to Christa Seva Sangha for purchasing medicines.
- (6) Rs. 500 for maternity and child welfare.

In Satara district four dai training classes were organised by the Health Association and 83 dais were successful in the test. A contribution of Rs. 500 was sanctioned to the association.

In Ahmedabad district Rs. 2,200 were allotted for the maintenance of village sanitation and maternity homes and nurses. In Kaira, table dispensaries were opened at 5 villages in Kapadvanj taluka and at one village of Matar taluka.

In Surat an aggregate amount of Rs. 1,525 was spent for starting and maintaining table dispensaries, training of village dais in maternity hospitals, for employing qualified midwives to instruct village dais on hygienic methods and labour cases and for free distribution of quinine in malarial tracts.

In Thana district 10 boxes containing Ayurvedic and Allopathic medicines were purchased and were given in charge of teachers who were specially trained for 10 days in the civil hospital.

In Broach and Panch Mahals district Rs. 960 were spent in Wagra taluka in lighting streets, cleaning wells and streets and filling up pits in the villages.

5. *Water supply.*—A grant of Rs. 3,590 has been sanctioned in the Dharwar district for various water works. Out of these the construction of wells at Madanbhavi, Koliwad and Ganjur is in progress.

In West Khandesh district a special well has been constructed for the scheduled class people. A special grant for village water supply has been allotted in Sakri taluka. The village panchayats have repaired, constructed and converted some step-wells into draw-wells. In Satara district Rs. 135 have been spent on the repair of a Harijan well and Rs. 60 on the construction of a trough for the cattle at Vaduth.

In Broach and Panch Mahals district Rs. 663 were spent on deepening wells, excavating village tanks, building ovaras, and repairing water troughs. In Thana district a permanent bandhara near Sanjan has been built during the year. The tank at Mamnoli in Kalyan taluka has been deepened, and the boring of wells is likely to be taken up in the near future.

6. *Communications.*—In the Belgaum district a grant of Rs. 100 was made to the villagers of Kangrali for planting trees along an approach road constructed by them.

In the Dharwar district construction of roads at Harobelwadi and Madanbhavi and of an approach road at Ugginkeri is in progress. Culverts at Mugad, stone pavings at Shelabhavi and a bridge at Bhadrapur have been constructed.

Repairs to 5 roads in the Pen taluka and an approach road to Thal village in the Alibag taluka and 10 approach roads in Roha taluka of the Kolaba district have been undertaken by the local village improvement committees.

The Chafe-Jaigad road undertaken in the Ratnagiri district has been completed. An amount of Rs. 2,113 was spent on the work during the year under report. The construction of a jetty at Umroli in the same district was subsidised with a sum of Rs. 150 from the village improvement grant.

In East Khandesh the villagers have constructed 3 roads of 2 to 4 miles in length. In West Khandesh district permanent roads have been constructed in one village, and 5 roads repaired in 5 villages. One culvert has also been constructed. In Nasik district 4 village approach roads have been constructed. In Satara district roads and gutters have been repaired in about 70 villages. In Poona district six cart tracts have been repaired by the villagers.

In Broach and Panch Mahals district village roads, approach roads, bridge, etc., have been repaired. In Surat a sum of Rs. 5,380 was spent on road improvement works; while in Thana a road at Valvada has been constructed at a cost of Rs. 250.

7. *Education.*—The three touring libraries started in the Belgaum district continue to work satisfactorily.

In Ahmednagar district Rs. 75 were given for conducting night-classes. The Bhil Sadhar Samiti in West Khandesh district has opened 11 schools for Bhils. The District Local Board, Nasik, is building a boarding house at Peint for Kokani boys and Rs. 2,000 have been earmarked by way of subsidy to the institution. The scheme of subsidising the gaathi schools continues. In Poona district 50 copies of a publication "Prathamik Shikshan" (Primary Education) have been purchased and supplied to village libraries. In Satara district Rs. 50 were granted to the boarding house managed by the villagers of Khanapur. In Sholapur District seven circulating village libraries have been started, and 700 books purchased. The school teachers under the supervision of the mamlatdars arrange for the circulation of the books.

8. *Propaganda*.—The sets of slides supplied to the Belgaum district Co-operative Institute were exhibited by the propaganda officer during the course of his tour.

In Ahmednagar district grants to the extent of Rs. 1,487 have been paid for encouraging village improvement work in general. In West Khandesh and Nasik districts magic lantern lectures are arranged.

9. *Miscellaneous*.—In Dharwar district an amount of Rs. 28 was spent on the purchase of petty articles. In Bijapur an amount of Rs. 132 was spent on repairs to model huts constructed for the backward classes.

An agricultural and cattle show was organised at Mohadi in West Khandesh district. Rs. 2,000 were earmarked for opening Nagli Stores (Grain Banks) in Nasik district. Three such stores have been opened.

In Broach and Panch Mahals Rs. 317 were spent for constructing a library building and surrounding neem trees with pucca otas. In Bombay suburban district Rs. 500 were utilised in building three blocks of tenements for mahars at Ghatkopar.

10. *Special agricultural and industrial schemes*.—These schemes included—

(a) Improvement of the buffalo.

(b) Scheme for the improvement of poultry.

(c) Co-operative egg collecting, grading and marketing.

Out of these three schemes, scheme (a) was absorbed into the ordinary activities of the Agricultural Department from 1937-38 and scheme (c) was discontinued from 1937-38.

In addition, premia were given to six approved poultry farms who are co-operating with the Live Stock Expert to Government in poultry improvement.

## BENGAL.

<i>First grant.</i>	Allotments from the Government of India's grant.	Expenditure upto 30th November 1938.
	Rs.	Rs.
(1) Establishment of seed, paddy and crop demonstration centres.	1,09,000	1,08,900
(2) Improvement of cattle and fodder crops .. ..	1,75,000	1,74,200
(3) Improvement of poultry .. ..	500	500
(4) Propaganda work in districts .. ..	20,000	19,700
(5) Wireless transmission in Midnapore .. ..	17,000	16,700
(6) Establishment of an Agricultural Institute at Daulatpur	50,000	30,000

	Allotments from the Government of India's grant.	Expenditure upto 30th November 1938.
	Rs.	Rs.
(7) Establishment of coir spinning and weaving demonstration parties .. .. .	40,700	40,700
(8) Establishment of Union Board Dispensaries, improvement of water-supply and grant to Sriniketan ..	3,95,000	3,81,800
(9) Attachment of agricultural farms, etc., to secondary schools and provision of play-grounds and village halls	2,34,000	232,600
(10) Grants-in-aid to Boy-Scouts, Girl-Guides and Bratachari movement .. .. .	20,000	20,000
(11) Minor drainage and flushing schemes .. ..	3,03,000	2,76,000
(12) Improvement in Chittagong Hill Tracts .. ..	30,000	29,200
(13) Discretionary grants to Commissioners and District Officers .. .. .	2,05,800	2,02,500
Total first grant ..	16,00,000	15,32,800
<i>Second grant.</i>		
(1) Improvement of rural water-supply .. ..	2,20,700	1,85,700
(2) Provision of playing fields and recreation grounds for villages and village schools .. .. .	70,900	61,000
(3) Improvement of village communications—		
(a) Excluding waterways .. .. .	72,900	65,300
(b) Including waterways .. .. .		
(4) Improvement of rural sanitation .. .. .	12,300	6,300
(5) Extension of cattle-improvement scheme to more districts .. .. .	79,800	97,300
Total second grant ..	4,56,600	4,15,600
GRAND TOTAL ..	20,56,600	19,48,400

2. *Scheme for establishment of seed, padāy and crop demonstration centres, (first grant).*—Cultivation of a different crop in the various centres (approximately 450) was attended with success except in a few farms where the crops were damaged by flood.

3. *Improvement of cattle and fodder crops (first grant) and extension of cattle improvement scheme to more districts (second grant).*—The total number of stud bulls distributed in various districts is 1,100. Up to the 31st October 1937, 35 lakhs of Napier grass cuttings had been issued and 14,000 scrub bulls castrated. Since then a further 2,512 maunds of Napier grass cuttings and 166 maunds of fodder seeds have been issued to cattle owners and 25,237 scrub bulls have been castrated. 8,006 progeny of stud bulls have been inspected. The great majority of stud bulls are in good serving condition.

The excess over the allotment has been met from the funds allocated from the Provincial revenues to be eventually recovered from the Government of India.

4. *Improvement of poultry (first grant).*—A good number of cockerels, eggs and breeding fowls have been issued to villagers with instructions as to the proper method of poultry keeping.

5. *Propaganda work in the districts (first grant).*—Loudspeakers and gramophones were purchased and despatched to the District Officers. Some special gramophone records were prepared and distributed.

6. *Wireless transmission in Midnapore (first grant).*—The actual expenditure incurred by the All-India Radio who have been entrusted with the installation and maintenance of the Radio sets is Rs. 16,700. The unspent balance will be utilised in full during the current financial year and further expenditure will be incurred from provincial revenues in continuing this scheme.

7. *Establishment of an Agricultural Institute at Daulatpur (first grant).*—The expenditure incurred on this account so far is Rs. 30,000. The balance of Rs. 20,000 is expected to be spent in full during the remaining months of the current year.

8. *Establishment of coir spinning and weaving demonstration parties (first grant).*—Spinning and weaving demonstration parties were formed and located in selected districts. 330 students were admitted of whom 216 were actually trained. Out of this number 119 have taken up coir spinning for their livelihood. Vacational classes for training in the manufacture of coir have been started by various public institutions and rural reconstruction societies. Many women have adopted coir manufacture as a part-time occupation. Further expenditure on this scheme is being met out of provincial revenues.

9. *Establishment of Union Board Dispensaries, etc. (first grant) and Improvement of rural water-supply (second grant).*—

	Number of projects approved.	Number of projects carried out.
(a) Union Board Dispensaries	123	116
(b) Water-supply—		
Tube-wells .. .. .	2,985	2,241
Masonry wells .. .. .	377	253
Tanks .. .. .	109	66
Ring wells .. .. .	293	231
Other kinds of wells .. .. .	216	187
Ring wells in Terai and improvement of existing sources of water supply in Darjeeling District .. .. .	Fully carried out.	

10. *Grant to Sriniketan (first grant).*—All the five village health societies contemplated in the scheme have been started and are working satisfactorily. The societies will become self-supporting from the 3rd year.

11. *Attachment of agricultural farms, etc., to Secondary Schools and provision for play-grounds and village halls—(first grant).*—The original sanctioned allotment was Rs. 1,80,000 under the Director of Public Instruction. It was supplemented by a further allotment of Rs. 54,000 under the Home Department. The unspent balance of the grant is expected to be fully utilised during 1938-39.

12. *Minor drainage and flushing scheme—(first grant).*—It was decided that these schemes should be executed by District Boards under the supervision of the Engineer Officers of Government, after the schemes are selected and approved both by Government and the District Boards concerned. It was also decided that one-third of the estimated cost as well as the future maintenance charges of each individual scheme should be borne by the District Boards concerned and the remaining two-thirds would be met out of the Government of India's first grant. On this principle 30 schemes in 15 districts were selected and approved out of which 9 have been completed, 14 are nearing completion and the remaining 7 have not yet been taken up.

13. *Improvement in Chittagong Hill Tracts—(first grant).*—The details of the expenditure incurred are :—

	Allotments from the Government of India's grant. Rs.	Expenditure upto the end of November 1938. Rs.
1. Rangamati water supply scheme .. .. .	5,000	5,000
2. Water supply .. .. .	17,300	17,200
3. Clearing rivers of snags .. .. .	200	200
4. Construction of small bridges and communications ..	3,500	3,500
5. Draining of Dhebas .. .. .	2,000	2,000
6. Agricultural and Industrial improvement for exhibition	800	600
7. Agricultural and Industrial improvement .. .. .	1,200	700
	<hr/> 30,000	<hr/> 29,200

14. *Playing fields and recreation grounds and improvement of village communication—(second grant).*—The allotments made from the Government of India's second grant are nearly exhausted.

15. *Improvement of rural sanitation—(second grant).*—Some antimalaria and drainage works have been carried out and other sanitary works (*viz.*, conservancy arrangements and the like) are in progress.

#### UNITED PROVINCES.

	Allotments from the Government of India's grant. Rs.	Expenditure upto 30th November 1938. Rs.
1. Main scheme .. .. .	7,00,000	7,31,335
2. Departmental (Agriculture) schemes	3,28,000	2,10,625
3. Kumaun schemes .. .. .	50,000	50,000
4. Public Health schemes .. .. .	3,16,000	1,83,094
5. Industrial schemes .. .. .	70,000	18,981
6. Publicity schemes .. .. .	36,000	15,894
	<hr/> 15,00,000	<hr/> 12,09,929

The last mentioned five schemes totalling Rs. 8,00,000 were finally wound up in February 1938 and unspent balances aggregating to Rs. 3,21,407 were resumed by the Provincial Government. This amount was made available for allotments under the main scheme. With the resumption of unspent balances, these schemes closed.

Expenditure incurred under the 'main scheme' up to 30th November 1938, amounted to as under :

	Rs.
Main scheme .. .. .	6,66,714
Other items. <i>viz.</i> , rural communications, water and seed supply ..	64,621
	<hr/> 7,31,335

Out of the balance about 2.40 lakhs have already been placed at the disposal of the District Officers to be spent on rural development activities in accordance with the instructions issued by the Government of India. The balance unallotted amounts to Rs. 50,872.



The Provincial Government have issued a separate report regarding all schemes of rural development under their control including those financed from the Central Fund.

### PUNJAB.

	Allotments from the Government of India's grant. Rs.	Expenditure upto 30th November 1938. Rs.
<i>First grant.</i>		
(1) Consolidation of holdings .. .. .	2,01,766	2,01,766
(2) Sanitary improvements in Gujrat district .. .. .	8,829	8,829
(3) Bore-hole latrines in the Gurdaspur district .. .. .	10,000	9,084
(4) Water supply schemes .. .. .	2,25,323	1,00,890*
(5) Serum cellars .. .. .	20,225	18,953
(6) Reconstruction of Veterinary Hospitals in Rohtak district .. .. .	12,000	11,478
(7) Construction of 10 Veterinary Hospitals .. .. .	60,000	59,032
(8) Broadcasting scheme .. .. .	48,040	44,835
(9) Tanning scheme .. .. .	75,920	71,983
(10) Fruit growing .. .. .	62,000	62,000
(11) Well boring .. .. .	25,898	25,898
(12) Discretionary grants .. .. .	1,00,000	95,087
Total	8,50,000	7,09,835

\*Includes Rs. 1,000 and Rs. 2,390 on account of expenditure incurred in connection with cinema films and loudspeakers and sheep development originally sanctioned in Government of India letter No. D-3170-B., dated the 23rd August, 1935.

#### *Second grant.*

(1) Water supply schemes .. .. .	1,48,019	..
(2) Consolidation of holdings .. .. .	1,81,006	1,44,789
(3) Reclamation of Chos .. .. .	12,830	972
(5) Village Industries .. .. .	4,270	1,664
(5) Award of prizes for good cattle belonging to the members of Co-operative Societies, .. .. .	3,000	..
(6) Village improvement scheme through Co-operative Department .. .. .	2,000	..
(7) Construction of a normal school for vernacular teachers to give training with emphasis on domestic science .. .. .	51,200	..
(8) A centre for training teachers to run Girls Guides Companies and Blue Bird Flocks .. .. .	10,000	10,000
(9) Scholarships for the training of <i>Dais</i> and Nurse <i>Dais</i> in rural areas .. .. .	10,500	2,037
(10) Appointment of Lady Assistant to the Inspector General of Civil Hospitals, Punjab .. .. .	18,375	14,717
(11) Sheep development in the South West Punjab .. .. .	5,260	..
(12) Development of indigenous sheep breeding in the Hariana tract .. .. .	8,240	..
(13) Chakwal tahsil soil conservation project .. .. .	11,000	6,773
(14) Cinema films and loudspeakers .. .. .	21,000	3,100
(15) Coloured pictures and posters .. .. .	10,000	1,150
(15) Work in the Army .. .. .	4,500	415
(17) Well boring .. .. .	18,000	15,586
(18) Village improvement schemes through District Officers Reserve .. .. .	91,547	18,496
	153	..
Total ..	6,11,000	2,19,689

*First grant.*2. (1) *Consolidation of holdings—*

(a) *Co-operative Department.*—An area of 52,764 acres has been consolidated during the period under report at a cost of Rs. 88,393 which gives an average of Rs. 1-10-9 per acre. Large areas are under operation. The movement is gaining momentum and the work is proceeding satisfactorily. The total area consolidated from the commencement of the scheme upto date comes to 1,27,693 acres. The work is of the utmost importance as it is much the quickest way of increasing the peasant proprietor's income. This increase runs from 10 to 25 per cent.

(b) *Revenue Department.*—Successful operations have been carried on in the Sialkot, Rohtak, Gujrat and Jhelum districts during the year. The Punjab Consolidation of Holdings Act and the rules thereunder were enforced in the above districts during the period under report. By the end of November 1938, consolidation of 26,566 acres was completed and an area of 42,807 acres was in hand. The scheme has been a success and the zamindars of several other villages have applied for consolidation of their scattered holdings, but for want of funds the work could not be undertaken. The two grants made by the Government of India of Rs. 50,000 each for this scheme have been spent. The operations are now being financed from the Provincial Development Fund.

(2) *Sanitary improvements in the Gujrat district.*—Sanitary improvements consisting of street paving, drainage and the making of wells safe from contamination have been completed at a cost of Rs. 26,486. Two-thirds of this total cost has been met from equal contributions by Dehat Sudhar Committees and the District Boards.

(3) *Bore-hole latrines in the Gurdaspur district.*—Three thousand one hundred and forty-six latrines have been put up in rural areas of this district at a cost of Rs. 9,084. The work however, was brought to a premature close to determine the safety or otherwise of these conveniences on the purity of the sub-soil water.

(4) *Eight Water supply schemes—*

(i) *Palampur water supply scheme, district Kangra, estimated cost Rs. 21,841.*—This work has since been completed. The accounts are being closed.

(ii) *Vehoa water supply scheme, district Dera Ghazi Khan, estimated cost Rs. 30,003.*—The pump house and storage and sedimentation tanks are well advanced. Machinery has arrived and is being set up. The work is expected to be completed within two or three months.

(iii) *Sakhi Sarwar water supply, district Dera Ghazi Khan, estimated cost Rs. 36,008.*—Boring work for the tube well No. 1 is nearly completed. One set of pumping machinery has been delivered and the other is on order. Full liabilities have been incurred for the work. It is expected that the work will be completed by March 1939.

(iv) *Burekhel water supply, district Mianwali, estimated cost Rs. 22,583.*—The work has been completed and is in use. The accounts are being closed.

(v) *Choa water supply, district Shahpur, estimated cost Rs. 30,666.*—The work is in hand. All materials have been delivered at site and pipeline construction has been begun. It is expected that the work will be finished by March 1939.

(vi) *Toba village water supply, district Jhelum, estimated cost Rs. 45,454.*—The work has been completed and is in use.

(vii) *Jabbi village water supply, district Shahpur, estimated cost Rs. 27,343.*—The scheme for the Joint Jabbi and Dhokri water supply in place of the original Jabbi scheme is under examination.

(viii) *Sanawan village water supply, district Mianwali, estimated cost Rs. 8,401.*—The work has been completed and is in use.

(5) *Serum cellars*.—One hundred and forty-one serum cellars have been completed at a cost of Rs. 18,953.

(6) *Reconstruction of Veterinary Hospitals at Rohtak*.—The Veterinary Hospital at Rohtak has been completed at a cost of Rs. 11,478.

(7) *Construction of Veterinary Hospitals in rural areas*.—All the Veterinary Hospitals have since been completed at a cost of Rs. 59,032.

(8) *Broadcasting scheme*.—During the period 1st December 1937 to 31st March 1938, twelve receiving sets continued to work in some of the villages of Karnal, Gurgaon and Rohtak districts. The villagers showed a keen interest in the rural programme and many applications for installation of community sets were received from those villages where sets were not installed. The rural programme comprising the following subjects was much appreciated :—

Use of improved implements, sowing of good crops, digging of manure pits, ventilation and local and foreign news.

The programme was also made more instructive by including in it talks on subjects of health, removal of social evils, civic responsibilities, indebtedness, etc.

Instruction was combined with entertainment to make the programme more attractive to the village folk by broadcasting dramas portraying village life, stories and dialogues bearing on rural reconstruction subjects.

With the opening of the Lahore Broadcasting Station by the All-India Radio, the scheme was transferred from Delhi to Lahore on 1st April 1938. Twelve sets installed in villages were delivered to the Deputy Commissioner, Gurgaon, for maintaining them in the district of Gurgaon and a sum of Rs. 1,000 has been placed at his disposal for this work.

Since the transfer of the Punjab Rural Broadcasting scheme from Delhi to the Lahore Radio Station it has been possible to devote more funds towards the improvement of the rural programme. The installation of sets in villages at Government expense has, however, been abandoned. Considerable success has been achieved in making the programme suitable for the rural areas and further efforts in this direction are being continued.

(9) *Tanning scheme*.—The scheme was started in the year 1935-36 with an allotment of Rs. 75,920. A sum of Rs. 28,000 has been spent on the acquisition of land and the construction of buildings for the Tanning Institute at Jullundur. Machinery and equipment worth about Rs. 30,000 has been purchased. The Institute has become popular as a large number of *chamars* and educated persons have received and are receiving training in tanning by modern methods therein.

The services of the Research Assistant were dispensed with in the beginning of the current financial year as no funds were available to retain him. During his stay he produced samples of leather tanned with *Carissa Spinorum* leaves. They are much superior to the samples tanned with babool with the aid of starch and other substances. The research work was continued in the Laboratory attached to the Institute by the students and the Chemical Assistant who is paid from the provincial grant.

Two travelling demonstration parties—one in the Multan and the other in the Gurgaon district—gave popular demonstrations to *chamars* in improved methods of tanning. These proved useful and popular, but they had to stop work in the second week of April 1937, owing to lack of funds.

(10) *Fruit growing*.—The scheme is divided into two parts—

(a) Making arrangements for the supply of plants at cheap rates from various reliable nurseries provided for the purpose—Rs. 47,000.

(b) Establishment of Fruit Preservation and Canning plant on a semi-commercial scale for experimental purposes, etc.—Rs. 15,000.

As regards (a), the nine nurseries at District headquarters and other important places in the province, viz. [Samli (Murree Hills), Sargodha, Lyallpur, Muzaffargarh, Gujranwala, Gurdaspur, Jullundur, Montgomery, Karmal], which were financed from the grant, have proved of great help in the supply of fruit plants at comparatively cheap rates in the province.

(b) The Fruit Preservation and Canning Plant which was established as an experimental measure on semi-commercial scale has given a great impetus to this industry and has awakened considerable interest in the public in general. A good number of visitors and prospective fruit preservers have been coming to visit the plant and to get an idea of the cost and method of manufacture of various products. During the period from 16th November 1937 to April 1938 about 1,400 bottles of lemon squash, orange squash and lime juice cordial were manufactured in addition to the manufacture of about 150 lbs. of marmalades and canning some grape fruit. In the summer of 1937 about seven hundred bottles of tomato ketchup and tomato juice and about 500 lbs. of pear jam were prepared besides the canning of about 800 tins of pears. These products are finding a ready sale in the market.

(11) *Well-boring*.—The overhead charges of Re. 0-12-0 per foot were temporarily abolished from 1st June 1938 on all agricultural bores as was done on the previous occasion on receipt of the first grant from the Government of India. This concession gave a considerable stimulus to well boring.

(12) *Discretionary grants*.—A sum of Rs. 95,087 has been spent out of the total sum of Rs. 1,00,000 granted for this purpose. The general nature of this grant was described in the report for the period ending with 31st July 1936.

#### *Second Grant.*

3. (1) *Water supply schemes*.—No expenditure was incurred upto 30th November 1938 on any of the following water supply schemes as funds were allotted for them only recently :—

- (a) Hissar water supply schemes.
- (b) Hoshiarpur water supply schemes.
- (c) Kangra water supply schemes.

(2) *Consolidation of holdings*.—This has already been dealt with in para. 2 (1).

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|--|---|--|
| <ul style="list-style-type: none"> <li>(3) <i>Reclamation of Chos.</i></li> <li>(4) <i>Village Industries.</i></li> <li>(5) <i>Award of prizes for good cattle belonging to the members of Co-operative Societies.</i></li> <li>(6) <i>Village improvement schemes through Co-operative Department.</i></li> </ul> | } | <p>No noteworthy progress has so far been made owing to the fact that the actual allotment of funds has been made only recently.</p> |
|--|---|--|

(7) *Construction of a normal school for women vernacular teachers to give training with emphasis on domestic science*.—As the estimates for the work were recently sanctioned, no expenditure has been incurred, on this scheme upto 30th November 1938.

(8) *A centre for training teachers to run Girls Guide Companies and Blue Bird Flocks*.—The work has been finished at a cost of Rs. 21,626, out of which a sum of Rs. 10,000 has been met from the Government of India's second grant for this purpose.

(9) *Scholarships for the training of Dais and Nurse Dais in rural areas.*—The scheme for the training of Dais and Nurse Dais was implemented on 1st October 1938. Fifty Nurse Dais and a hundred trained Dais have been awarded scholarships of Rs. 15 and Rs. 10 per mensem each respectively. The remaining scholarships will be awarded from 1st April 1939.

In selecting candidates for training as Nurse Dais and Dais only women from rural areas have been chosen, the number selected for each district being based on the rural population of that district.

(10) *Appointment of a Lady Assistant to the Inspector General of Civil Hospitals, Punjab.*—When Dr. E. Hamilton Browne, M.B., Ch.M., D.T.M., W.M.S., who was selected for this post, assumed charge of the appointment on 15th February 1937, there had been no regular and systematic inspection of Women's Hospitals or Women's Sections of Civil Hospitals for a period of 12 years, i.e., since 1925 when the post was discontinued on account of financial stringency.

On 1st January 1937, there were 52 Women's Hospitals and 38 Women's Sections of Civil Hospitals under the charge of medical women in the province. There is at present a total number of 103 Women's Hospitals and Women's Sections of Civil Hospitals in the Punjab under the charge of women doctors.

The Women's cadre of the Punjab Civil Medical Service consisted of 2 Women Assistant Surgeons and that of the Punjab Subordinate Medical Service of 34 Women Sub-Assistant Surgeons on 1st January 1937. Since then the Women's cadre of Assistant Surgeons has been increased to 5 and that of the Punjab Subordinate Medical Service to 48 Women Sub-Assistant Surgeons.

During this period Dr. Hamilton Browne has, in addition to inspections of Women's Hospitals and Women's Sections, made a survey of Tehsil Headquarters in which no women Sub-Assistant Surgeons were employed to find out the facilities provided, the use made of the hospitals by the women of the ilaqa, the general conditions of the hospitals, towns and ilaqas with special reference to requirements in regard to female medical aid, e.g., isolation of the towns in the districts, their distance from the nearest women doctor, etc. These inspections have proved very instructive and illuminating and have served to illustrate to a startling degree, the great need for medical women in the rural areas of the province.

(11) *Sheep development in the South West Punjab.*—No expenditure has been incurred on this scheme so far.

(12) *Development of indigenous sheep breeding in the Hariana Tract.*—On account of the severe fodder famine in the Hariana tract it has not been found possible to incur any expenditure under the scheme during the period under report.

(13) *Chakwal tahsil soil conservation project.*—Spurs have been built in the Jhelum river bed to prevent erosion of part of the area of village Murid on the Sauj Khas which was in great danger of destruction from the effects of erosion. In spite of heavy rains in 1938 the damage done by floods to the spurs (which had been built and pitched with sand bags and stones and 30,000 shisham plants) was not serious and was easily repaired while the condition of the plantation is reported to be very good. No damage has been done to the village or its fields.

Experimental work in bund construction with a view to controlling the flow of water from the Suria unclassified forests in the Chakwal tahsil of the Jhelum district is also in progress. The bunds constructed so far held up a large quantity of silt while the result of sowings and plantings along the contour trenches is reported to be satisfactory.

(14) *Cinema films and loudspeakers.*—Five films have been purchased from the Indian Red Cross Society and Universal Pictures India Limited. The Coronation technicolour film has been shown to soldiers in the Punjab in almost all Cantonments.

(15) *Coloured pictures and posters.*—The making of pictures suitable for rural areas is not an easy job and requires not only technical skill on the part of the artist but also necessitates thorough acquaintance with rural life in the province. Combination of these qualities is rarely found in an artist and it was only after a great deal of labour on the part of the artist and the Commissioner, Rural Reconstruction, Punjab, that four suitable pictures have been produced. These pictures are still in the course of printing and more pictures will follow in due course.

(16) *Work in the Army.*—A model wall showing ventilation, chimneys and other necessities of a village home has been constructed in Lahore Cantonment for demonstration to soldiers. It is proposed to construct similar walls in each Cantonment in the Punjab. Portable models are also under preparation for demonstration to soldiers serving in the Punjab.

The Commissioner, Rural Reconstruction, Punjab, is in touch with Army Headquarters and various commands to find out other possible ways of assisting military authorities in teaching rural reconstruction to their Punjab personnel.

(17) *Well-boring.*—This has already been dealt with in para. 2 (11).

(18) *Village improvement schemes through District Officers.*—Out of the amount of Rs. 91,547 allotted to the following District Officers a sum of Rs. 18,486 was spent up to the end of November 1938, on village improvement schemes, e.g., improvement of village roads, street pavement, making of drains and pits for manure and improvement of water supply in villages :—

1. Ferozepore.
2. Lahore.
3. Amritsar.
4. Gurdaspur.
5. Sheikhpura.
6. Rawalpindi.
7. Attock.
8. Montgomery.
9. Jhang.
10. Muzaffargarh.

#### BIHAR.

	Allotments from the Government of India's grant.	Expenditure upto 30th November 1938.
	Rs.	Rs.
1. Village communications ..	2,96,400	2,15,135
2. Rural water supply	4,20,210	3,34,287
3. Miscellaneous .. .. .	1,22,000	89,168
4. Village welfare schemes .. .. .	80,000	16,330
5. Unallotted reserve .. .. .	48,890	..
	9,87,500	6,54,920

2. *Village communications.*—During the period under review 805 schemes were sanctioned of which 584 were taken up. In the Patna Division some of the road projects could not be taken up owing to the apathy of the local people who preferred that the grant should be spent on irrigation schemes. In the Tirhut Division the villagers have shown appreciation of the value of the Government grant and have co-operated in the execution of the schemes for village communications. In the district of Champaran there has been no expenditure under this head, whereas it is reported from the district of Saran that the villagers are not showing much keenness for the construction of roads, and some of the roads made out of the grant are already being encroached upon by the people who are in the habit of making encroachments on public roads. Action has been taken in some cases under Section 133 of the Criminal Procedure Code to check this growing tendency on the part of the villagers. It is also reported that in the Tirhut Division, the whole of which is subject to severe annual floods and inundations, and particularly in the district of Saran, the roads made out of the rural development grant have suffered substantial damage and are in a state of disrepair.

In the Bhagalpur Division progress has been generally satisfactory in the district of Bhagalpur, but in the Monghyr district it has been rather slow partly because of the difficulty of getting land and partly because of the unwillingness on the part of the villagers to contribute either in cash or in kind. The latter cause has considerably handicapped the progress in the district of Purnea. The incidence of floods has had the same damaging effect on the roads constructed out of the rural development grant in this Division as in the Tirhut Division.

In the Chota Nagpur Division the soil is peculiarly suitable for road making and lasting roads requiring very little recurring expenditure on maintenance and repairs have been and can be made from the grant in this Division. The main difficulties experienced have been the lack of enthusiasm of the people for road projects as compared to irrigation schemes, the difficulty of proper supervision owing to the large area of the districts, the difficulty in getting gifts of land from the landlords or tenants and the unwillingness of the villagers to contribute one-third of the cost.

3. *Rural water supply.*—3,422 schemes were sanctioned and 2,492 taken up. As already reported in previous years, the villages show much greater enthusiasm for water supply schemes than for village communications, and the Provincial Government agree with the unanimous view of the District Officers that money on water supply schemes is better spent to the greater and more permanent benefit of the rural population than on village communications. Satisfactory progress has been reported from all parts of the province in the execution of water supply schemes. In Bihar proper, these schemes have proved of particular benefit to the depressed classes for whom there were previously no wells, but the District Officer of Saran reports that it is difficult to secure the one-third contribution for the construction of the wells from the depressed classes either in cash or as labour. The members of the depressed classes mostly earn their livelihood by working as day labourers and find it difficult to work without any remuneration on the sinking of wells for any length of time as it affects their sole means of livelihood. Suggestions have been made by local officers to tide over these difficulties which are receiving the consideration of the Provincial Government. The District Officer of Saran also reports that the construction of a type of wells which is suitable for drinking purposes as well as for the purpose of irrigation has proved a great success in that district. The construction of new wells in the district of Muzaffarpur is reported to have greatly alleviated the sufferings of people from the scarcity of good drinking water and there is still a general clamour for more wells in the Sadr sub-division of that district. The sinking of wells has proved somewhat difficult in Jamui sub-division of the Monghyr district owing to the rocky nature

of the sub-soil. Lack of co-operation and general apathy in the construction of wells on the part of the backward Santal population has also been reported from the Banka sub-division in the district of Bhagalpur. Apart, however, from these instances, little difficulty has been experienced in the construction of wells which, generally speaking, has proved to be a great success and has been fully appreciated by the people.

4. *Miscellaneous projects.*—These consist of construction of sluice gates and small drainage regulators and projects for repairs to and strengthening of private embankments bordering the river Gogra in Saran and are confined to the Tirhut Division only. It is, however, reported that these works have not achieved the objects for which they were constructed and have not been able to withstand the heavy floods to which the greater part of the Tirhut Division is subject. The District Officer of Saran considers it more suitable to utilise the money under this head for desilting of drainage channels in the interior which have become choked up with silt. In the districts of Champaran and Darbhanga, the grant was spent on desilting of tanks which were rendered useless by deposit of sand due to earthquake and those which had been neglected for a long time by their proprietors owing to their straitened circumstances. The renovation of these tanks has proved of considerable benefit to the villagers and their cattle and has also provided villagers with reservoirs of water for minor irrigation. By far the most important project in this category that has been undertaken is the Bharrua Chaur drainage scheme in the district of Muzaffarpur which has now been completed. The completion of this project has proved a great economic asset as it has brought into cultivation hundreds of acres of fertile land which were previously a useless swamp and breeding ground for mosquitos. A similar project estimated to cost about Rs. 1,800 was sanctioned in the Hajipur sub-division of the Muzaffarpur district but has not yet been taken up.

5. *Village welfare schemes.*—The scheme contemplates an intensive programme of rural reconstruction at selected centres by setting up village organisations on co-operative lines. The programme of work includes, among other things, the introduction of improved methods of agriculture, encouragement of cottage industries, improvement of village sanitation, provision of good drinking water, expansion of primary education and introduction of social amenities like village sports, reading rooms, etc. Work has been started in four selected centres, one in each division. In each centre, which comprises a group of four or five villages, there are a Rural Welfare Officer and a Village Guide who with the assistance of a Rural Reconstruction Committee carry out the whole programme.

Among the improvements effected the following deserve special mention :—

- (i) *Mass literacy* :—Holding of night schools in the centres have been much appreciated by the villagers, and at one centre about 200 adults have been made literate, while at another there are 33 literacy centres where 750 students receive education at night and a girls' school with 30 girl students and similar work is in progress at the other two centres. A village library with over 600 books is maintained at one centre, a reading room at another and Scouting has been introduced at two centres.
- (ii) *Village sanitation* :—Attempts have been made to teach the villagers how to keep their environments free from filth and dirt. Preparation soakage-pits, disinfection of wells and inoculation of children and cattle have received attention in all the villages under these centres. Fortnightly cleaning of villages is an important item of the programme. Wells were disinfected and new wells were sunk at some places.
- (iii) *Other items* :—Among other items, attempts made to develop cottage industries and to effect agricultural improvements and for the settlement of village disputes are worthy of mention.



6. *General remarks.*—In view of the difficulty of supervision of the work of village communications by the Sub-divisional Officers and of the still greater difficulty of maintaining these roads, the Provincial Government have, with the concurrence of the Government of India, transferred the work in regard to village communications to the District Boards subject to the condition that the control of expenditure and power of sanctioning individual schemes will rest with the District Officers. This decision, it was hoped, will result in satisfactory execution of the schemes of village communications and will ensure the future maintenance of the roads constructed out of the grant. The Provincial Government have, however, recently decided with the concurrence of the Government of India that the entire balance remaining out of the sums placed at the disposal of the District Officers in the Chota Nagpur Division, Patna Division, as also of the District Officers of Santal Parganas and Bhagalpur, and 75 per cent. of the grant available in the district of Monghyr shall, subject only to the retention of funds to meet commitments already made, be diverted to water supply schemes. Such schemes may be either new schemes or repair schemes and will consist of the construction of

(a) Ahars (reservoirs) and

(b) *Bandhs* and *Danrs* (embankments for conservation of water) and the desilting of tanks.

Progress has been somewhat slow due to the enforcement of the principle of one-third contribution, but nevertheless the Provincial Government are of opinion that this condition should be retained as an integral part of the scheme.

#### CENTRAL PROVINCES AND BERAR.

	Allotments from the Government of India's grant.	Expenditure upto 30th November 1938.
	Rs.	Rs.
1. Rural water supply .. ..	1,20,000	95,963
2. District Officers' discretionary grants ..	1,00,000	75,759
3. Welfare of aboriginal tribes in scheduled districts	40,000	33,528
4. Cheap plan dispensaries in villages	15,000 } + 14,009 }	17,360
5. Experiments in poultry farming ..	10,000	9,068
6. Improved bulls for District Councils	30,000	22,230
7. Farm in Mandla district .. ..	30,000	25,188
8. Additional Debt conciliation Boards	1,00,000	1,00,000
9. Cinemas on lorries for demonstration work	20,000	19,220
10. Purchase of boring plants .. ..	15,000	13,945
11. Storage accommodation for cultivators' produce ..	20,000	6,708
12. Travelling dispensaries in rural areas .. ..	19,476	11,373
<b>Total ..</b>	<b>5,33,485</b>	<b>4,30,342</b>

2. *Rural water supply.*—The scheme contemplates the construction of 211 wells in the 19 districts of the province and the improvement of water supply in raiyatwari areas by the construction of 28 new wells and one tank, repairs to 38 wells, 10 tanks and the construction of a water channel. The expenditure against this grant is less than that shown in the last report. The reason for the reduction of Rs. 18,989 is that District Councils to whom the money is advanced in the first instance were required to refund the unspent balance on works which they have completed. It was hoped that the entire grant would be utilised by the close of March 1938, but the local bodies could not fulfil the condition in respect of their contributory share and most of them have applied for further extension of time till the middle of June 1939, which has been sanctioned by the Provincial Government.

3. *Discretionary grants.*—As previously reported the whole of the expenditure under this head is devoted to the construction of new wells, new tanks, repairs of old wells and tanks, repair of roads and construction of causeways on village roads. Such works number 308 in all of which 246 have been completed. The balance left on the 1st December 1938, on account of 62 works which are in progress, will be expended during the forthcoming hot weather.

4. *Grant for the welfare of aboriginal tribes.*—The schemes sanctioned by the Provincial Government include travelling dispensaries, construction of new roads and wells or repairs thereto and a small contribution to a dispensary in the Chanda district for the treatment of aboriginals suffering from a disease called "yaws". These works are 33 in number. A sum of Rs. 9,000 was allotted for the maintenance of two travelling dispensaries for two years in the Raipur and Mandla districts. These dispensaries have done useful work. A cheap plan dispensary at Khamla in the Betul district will soon be established. The link road from Khapa to Lutia in the Chhindwara district has now been completed. It has provided a valuable means of access to the Batka-Khapa Jagir, one of the wildest and most inaccessible regions in the Chhindwara district inhabited by aboriginal tribes. Of the remaining 29 works, 24 have since been completed. It is hoped that the balance of the grant will be expended during the year 1939-40.

5. *Cheap plan dispensaries.*—Out of the first allotment of Rs. 15,000 cheap plan dispensaries have been provided for Atnair in the Betul district, Kurkheda, and Bhamragarh in the Chanda district, Mounda in the Nagpur district, Mohta in the Betul district and Bilaigarh in the Raipur district. The first four dispensaries have already started working and the construction of buildings at the latter two places is expected to commence soon.

From the second instalment of Rs. 14,000 seven additional dispensaries are proposed to be opened at Sahaspur Lohara in the Drug district, Raipur forest village in the Amraoti district, Lamta in the Balaghat district, Barhi in the Jubbulpore district, Baldi in the Nimar district, Karanjia in the Mandla district and Chicholi in the Betul district.

6. *Experiments in poultry farming.*—On the Borgaon Farm, suitable poultry houses, hens, etc., have been provided as already reported in the previous report, but owing to the gradual increase in the number of birds the present accommodation is not enough, and steps are being taken to provide additional accommodation at an estimated cost of Rs. 666.

Birds and eggs produced on this farm are advertised in rural areas through the agency of the demonstration staff of the Agriculture Department and also by exhibiting the birds at the 'Farmers Day' demonstrations on Government farms fairs and exhibitions.

On the Telinkheri Farm the poultry breeding experiments made good progress during the year under report. The number of birds was 475. During the year 22 improved cocks were distributed in the province. Fifty-three hens and pullets, eight cocks and 799 eggs for hatching were sold.

7. *Provision of bulls for District Council.*—In addition to 100 bulls and 19 buffalo bulls mentioned in the last report 63 additional bulls have been distributed free of cost out of the Government of India grant to District Councils and other institutions during the period under report. It is expected that the whole of the allotment will be spent by the end of the current financial year.

8. *Opening of a farm in the Mandla district.*—In addition to the buildings referred to in the last report, the following buildings are to be constructed during the current financial year :—

1. Central hall.
2. Overseer's quarters.
3. Implement shed.

The running expenditure of the farm is now being met from provincial revenues.

An area of 125.44 acres was put under kharif crops. Various types of kodon, kutki, groundnut, tur, soyabean, til, paddy, etc., were tried.

The rabi cropping includes various types of wheat, gram, linseed and peas which are at present under trial.

A considerable portion of the farm has been improved by laying out "bunds", roads, etc. Plots for raising transplanted paddy are also being laid out.

Twelve pure Malvi cows have been obtained to start a breeding herd there. These will be headed by a bull from Powarkhera (Hoshangabad) farm.

Eight pure Murrah buffalo-cows have also been purchased for the same purpose at a cost of Rs. 852. It is hoped to spend the balance of the grant during the ensuing financial year.

9. *Debt Conciliation Boards.*—Out of the five, centres, viz., Chhindwara, Damoh-Hatta, Amraoti-Chandur, Khandwa, and Ramtek-Umrer, at which Debt Conciliation Boards were set up with the aid of the Government of India's grant, the Amraoti-Chandur centre alone is now working, its expenditure being met from provincial revenues. The rest have been closed down.

10. *Cinema outfit for demonstration work.*—The fittings and equipment of both the Cinema Demonstration Lorries have been completed. They are now being used for demonstration work in the interior of the province. Spare parts worth about Rs. 200 have been ordered and the available balance of Rs. 580 will be utilised during 1939-40.

11. *Purchase of two well-boring plants.*—As already stated in the last report both the units ordered through the Indian Stores Department have been received. Some special tools, etc., are to be ordered during the current year. The remaining amount is likely to be spent during the next financial year.

12. *Storage accommodation for cultivators' produce.*—The work of constructing the godowns at Raipur and Bilaspur has been nearly completed and the one at Drug will be completed very shortly. A sum of Rs. 12,000 will be spent during the current financial year towards the construction of these three godowns. In all the three places growers' associations have been organised. As regards the two godowns to be constructed in the Nagpur district, it is hoped to construct one at Kohli during the current financial year and materials for the same are being ordered through the Indian Stores Department. The other godown at Kalamba will be constructed during 1939-40 and it is hoped to expend the balance by that time.

13. *Travelling dispensaries.*—Out of the allotment from the second grant sanctioned by the Government of India, twelve additional travelling dispensaries have been started during the period under report.

14. *General*.—From the second grant a sum of Rs. 33,485 was distributed as under :—

	Rs.
Cheap plan dispensaries .. .. .	14,009
Travelling dispensaries .. .. .	19,476

Programmes of works relating to other schemes have been prepared and are under examination.

### NORTH-WEST FRONTIER PROVINCE.

	(a) Allotments from the Government of India's grant.	Expenditure upto 30th November 1938.
	Rs.	Rs.
1. Drinking water supply schemes .. .. .	81,401	41,842
2. Inter-village communications .. .. .	2,027	350
3. Rural sanitation .. .. .	6,650	..
4. Village irrigation channels .. .. .	16,763	..
5. Village demonstration plots scheme .. .. .	11,015	5,222
6. Fruit cultivation scheme .. .. .	9,288	6,079
7. Discretionary grant including grant for control of hill torrents in D. I. Khan .. .. .	86,906	86,906
8. Improvement of village roads .. .. .	5,137	5,137
9. Anti-malarial Measures .. .. .	15,000	15,000
10. Marketing facilities for local industries .. .. .	2,106	2,106
11. Bara irrigation .. .. .	4,264	4,264
12. Industrial shops .. .. .	7,500	7,500
13. Manufacture of Shora Bone Meal .. .. .	18,075	18,075
14. Unallotted reserve .. .. .	33,888	..
	3,00,000	1,92,481

(a) The details differ from those given in the last report and are based on the latest information. The allotment of Rs. 10,000 shown in the last report for the opening of school farms has been withdrawn and credited to the Reserve.

(b) No expenditure will be incurred from the second grant under the heads shown against item Nos. 7—13.

2. *Drinking water supplies*.—During the period under report thirty-three water supply schemes were sanctioned. Proposals from the districts were received very late and the expenditure upto the 30th November 1938 is therefore small. Every effort is being made to complete the schemes before the close of 1938-39.

The automatic water-diviner and boring plant which was purchased in 1937-38 to carry out a sub-soil survey has not given satisfactory results in the Dera Ismail Khan district owing to the sub-soil water being saline. It is being now tried in the Bannu district.

3. *Inter-village communications*.—Fourteen schemes under this head have been sanctioned. Expenditure has been small owing to delay in submitting the schemes by districts. Every effort is being made to complete the schemes before the close of 1938-39.

4. *Rural sanitation*.—The sum of Rs. 6,650 for rural sanitation schemes has been sanctioned for the construction of pucca drains and metalling of kacha streets in Peshawar and Kohat districts.

5. *Village irrigation channels*.—Nine schemes under this head have been sanctioned during the period. The expenditure upto the 30th November 1938 is nil, as sanction has only recently been accorded. Efforts will be made to complete the schemes before the close of the current financial year.

6. *Village demonstration plot schemes*.—Village demonstration plot schemes were started in March 1938 and sixteen holdings have been selected at different places in the province. The plots are being supervised by Kamdars under the instructions of the Agricultural Assistant appointed for the purpose.

7. *Fruit cultivation scheme*.—The fruit cultivation scheme was started in February 1938 in order to assist the cultivators in combating the diseases of fruit trees. The work is in progress and the samindars are beginning to appreciate the services of this orchard-servicing unit, and to adopt the necessary measures themselves.

### ASSAM.

	Allotments from the Government of India's grant.	Expenditure upto 30th November 1938.
	Rs.	Rs.
Rural water supply	3,92,326	2,13,000
Village roads ..	1,70,858	1,04,000
Village sanitation ..	50,998	39,000
Discretionary grants for public utility	64,015	33,000
Boro irrigation ..	40,000	39,961
Cattle breeding ..	65,000	33,009
	7,83,197*	4,62,060

\* Includes allotments from Rs. 5,00,000 (second grant) earmarked but not yet allotted by the Government of India.

2. The Boro irrigation scheme is now complete. Allotments from the second grant have only been made in some areas and for some of the items of the scheme. The expenditure actually incurred during the period against the second grant under water supply, village roads, village sanitation and public utility, in places where allotments from the second grant have been made, is reported to total Rs. 24,923. In many areas the programme for expenditure from the first grant is being amalgamated with that for the second grant.

### 3. *Progress of schemes*—

(a) *Rural water supply*.—In the non-excluded areas 197 wells and 13 tanks were constructed and 2 old tanks renovated. The contribution of the villagers took the form of free supply of lands, labour and free carriage of materials. Progress was delayed in many cases by one or more of the following causes—

- (1) Delay in the selection of sites.
- (2) Lack of expert staff and skilled contractors.
- (3) Early rains.
- (4) Attempts to secure cash contributions, which in the great majority of cases failed.
- (5) Failure of borings.

The experience with the ring wells constructed has, in the Surma Valley at least, not been encouraging. Only in one subdivision (South Sylhet) were they found so satisfactory that the programme is being pursued. Elsewhere the Provincial Government are in favour of tube wells rather than tanks, which are liable to pollution. There are some complaints, however, of tube well water having an unpleasant taste.

In the excluded areas 13 wells were constructed and some water springs improved. The local contribution towards this scheme was mostly in the shape of free labour supplied by the villagers.

(b) *Village roads*.—In the non-excluded areas 136 miles of village roads and a large number of culverts and bridges were constructed. Some roads and bridges were also improved or widened. Land for the roads was obtained free. The maintenance of these roads will provide a problem in the future. The most important of the road projects, *viz.*, the construction of a road from Jarain to Dawki in the Khasi and Jaintia Hills, is still in progress, but the portion completed has since been taken over by the District Officer for maintenance.

In the excluded areas two and a half miles of village road, ten miles of bridle path and one bridge were constructed and steps taken for the protection of another bridge. The villagers supplied free labour.

(c) *Village sanitation*.—The bulk of the money was spent in the construction of wells, tanks, village roads, bridges and culverts, the reclamation and cleansing of old tanks, the repairing of existing roads, the construction of drains and in anti-malarial measures. Land and labour were given free, as also cash contributions in some cases.

(d) *Discretionary grants*.—In the non-excluded areas, these grants were mainly used to supplement the allotments for village roads and rural water supply. Allotments were also made for expenditure on poultry breeding, purchase of books for village circulating libraries, purchase of *charkas* and Jacquard machines, construction of irrigation channels, excavation and improvement of waterways for boats, anti-malarial measures, raising of bunds for helping *boro* cultivation, cultivation of *jhara* grass to stop spread of water hyacinth, duck rearing, and for assisting some night schools and a leper colony. Some of the schemes were assisted by the supply of free land and labour by the villagers and among the notable sanitary improvements was the introduction of borehole latrines in a number of villages.

In the excluded areas the most important work taken up was the construction of a new building at Aijal in the Lushai Hills for the manufacture of rugs by the Lushais, which the Superintendent considers will materially raise the economic condition of the people. The work is in progress. The principle of local contribution and the condition that the amount spent by the District Officer at his discretion should not exceed ten per cent. of the allotment for the district were waived in this case by the Government of India in view of the peculiar conditions of the district. Money has also been spent on village roads and water supply and the opening of channels to irrigate terraces for wet rice cultivation in the North Cachar Hills, where it is most desirable to encourage the system in preference to shifting cultivation.

(e) *Boro irrigation*.—The amount shown under this head was spent in paying off the balance of the price of the pumping sets purchased during the preceding period (1st July 1936 to 30th November 1937) and in purchasing spare parts for the old machines. A balance of Rs. 38-0-9 only has been surrendered by the Director of Agriculture which with the permission of the Central Government may be diverted to other schemes. The Department had 24 pumping sets—20 purchased with funds from the Government of India's grant during the previous years and 4 purchased with funds provided by the Government of Assam. Of these, 3 were out of order, 1 was hired out to a private individual, 5 were kept as reserve against emergency, and 15 were actually employed in carrying out

demonstrations of the cultivation of *boro* paddy under mechanical irrigation. The 15 pumping sets were distributed as shown below :—

Goalpara district	..	..	..	..	..	3
Nowgong district	..					3
Sylhet district	..	..	..	..	..	9
						<hr/> 15 <hr/>

With the help of these 15 machines about 22,000 maunds of *boro* paddy were harvested from about 3,000 bighas (about 1,000 acres) of land, compared with about 20,000 maunds of paddy obtained by means of 17 pumps from about 4,000 bighas in the preceding year. The Director of Agriculture regards the result as a satisfactory improvement in respect of the area actually cultivated and of the outturn. Three individuals were encouraged by the success of the experiment to purchase pumps for themselves through the Provincial Government.

**Cattle breeding.**—On the basis of an original programme to supply 168 bulls, 96 bulls were distributed in groups during the year to different districts, with maintenance allowances not exceeding Rs. 5 per mensem. In some cases no maintenance allowances were needed. Among the bulls purchased in the previous year 3 died and 2 having been discarded as unsuitable were sold in auction. Taking into account 52 bulls previously issued 148 were in service on 1st December 1938, and a total of 4,451 cows have been served. This work is much appreciated and there has been a demand for bulls from all parts of the province. The number of bulls ultimately to be supplied has therefore been raised to 208. Thirteen stockmen were employed to supervise the groups. The total expenditure on this head has been Rs. 18,098-13-9 to date.

A sum of Rs. 15,000 paid to the Livestock Improvement Association of Assam is included in the expenditure of Rs. 28,099. This sum has been distributed to the subdivisional branches of the Association by the Provincial Executive Committee for the purchase and maintenance of bulls and for holding Cattle Shows. The work of organisation has been an uphill task, but has been gaining strength by experience.

#### 4. General remarks—

(a) **Local contributions.**—It has generally been found difficult to persuade the villagers to contribute in cash. Consequently schemes for the opening of ring wells and tube wells have only proceeded with great difficulty and much delay. On the other hand there has been a great deal of labour given free particularly for work on roads, which according to the estimation of the local officers in many cases compares favourably with the Government's grant and in some cases far exceeds it. In the absence of a complete departmental agency to supervise and check the work it is naturally difficult to assess accurately the value of such free labour, and in respect of the first grant some District Officers have not attempted to do so.

(b) **Maintenance.**—In one or two cases Local Boards have represented either that the works carried out are not up to such standards as would justify their maintenance from the Local Funds, or that they have not the means to provide maintenance for works for which they were not responsible. In general, indeed, the poverty of most local bodies in Assam is likely to make this question of maintenance an important and difficult one.

(c) **Inspection.**—The Divisional Commissioners have furnished very full reports on the works carried out to the Provincial Government, which show *inter alia* the local contributions, as estimated, and the dates and agency of inspections. The *boro* irrigation and cattle breeding schemes have also been constantly watched by officers of the Agriculture Department and by the District Officers.

## ORISSA.

			Allotments from the Government of India's grant. Rs.	Expenditure up to 30th November 1938. Rs.
1. Village communication	..	..	1,27,515	1,14,990
2. Rural water supply	..	..	1,59,685	1,32,768
3. Village uplift	..	..	2,300	2,058
4. Village welfare scheme	..	..	10,000	4,053
5. Cattle breeding	..	..	10,000	10,000
			3,09,506	2,63,869

2. The allotments for Village communication and Water supply reported last year had to be redistributed according to the requirements of certain localities. The progress of the schemes is explained in the following paragraphs.

3. In Cuttack district, out of 454 communication projects 324 have been completed, 46 cancelled and 84 are in progress, and out of 591 water supply projects, 393 have been completed, 77 cancelled, 91 are in progress and 30 have not yet been taken up. The Collector reports that the progress of work is usually slow owing to the reluctance of the villagers to bear their share of the cost either in the shape of labour or otherwise.

4. In Balasore, out of 139 projects for communications, the Collector reports that 71 schemes have been completed, 42 are in progress, 11 have not yet been taken up and 15 were abandoned owing to practical difficulties and lack of village co-operation.

Out of 283 schemes for water supply 191 have been completed, 31 are in progress, 43 have not yet been taken up and 18 abandoned, the villagers having taken no interest in them.

5. In Puri, out of 94 communications and 181 water supply projects sanctioned, 78 and 158 projects respectively have been completed and the remaining are in progress.

6. In Sambalpur, out of 286 projects for village communication and 250 for rural water supply 259 and 229 projects respectively have so far been completed and the remaining 27 and 21 projects are expected to be completed before the close of the year. The Deputy Commissioner reports that good communications have resulted in greater mobility in rural areas and agriculturists are able to select the market where they can sell their articles at the most favourable terms instead of disposing of them in their village at whatever price they will fetch. The execution of water supply projects has been of immense help to the villagers. They have relieved the villagers of their anxiety during times of scarcity of water and have to a great extent diminished the danger from epidemic diseases.

7. In Ganjam, 2 communication, 32 water supply and 7 village uplift schemes have been completed and only 2 water supply schemes are pending completion.

8. In Koraput, 21 well projects and 9 roads have been completed. The Collector reports that the inhabitants of the district are lazy and conservative in their habits and show little active desire to improve their material condition. This is not surprising as the majority of the population belong to the aboriginal tribes. It is, however, hoped that the successful completion of the works will encourage villagers to come forward for grants and show a spirit of co-operation, though it is very likely that in this district it can only be a slow and gradual process.



9. No provision has been made so far for the future maintenance of the works executed from this grant. The question is under examination.

10. The village welfare scheme which is being worked at Derserdeuli in the district of Cuttack and to which a sum of Rs. 10,000 has been allotted records a history of gradual progress and is active in 4 villages adjacent to the centre. The staff employed consists of one welfare officer, one guide and one kamdar. A Dai (nurse) has been trained in the Cuttack General Hospital and is also working in the village welfare centre. The general features of the work done at the centre are indicated below :—

(i) *Public Health and sanitation*.—General lectures on personal hygiene and village sanitation were given in each of the four villages. The nutritive value of different diets was explained to the villagers. Easing in open places was discouraged and trenched latrines were introduced. Clearance of village roads once a week was organised. Roads measuring 220 yards in length were repaired and new roads measuring 500 yards were constructed. 3 tanks were cleared and one tank was excavated. 37 persons were vaccinated against small-pox.

(ii) *Literacy*.—Reading of newspapers and delivery of lectures on welfare topics were continued on two days every week. Three night schools for adults and one school for girls were started. A school house was also constructed. The school for girls had subsequently to be closed owing to fall in attendance.

(iii) *Cottage industry*.—Eri culture and spinning of eri yarn were continued by six persons. Spinning by spinning wheels was demonstrated. Instructions on cotton spinning were given to seven persons. Three cowherd boys were induced to spin through takli. A spinning competition was organised and 25 persons took part in it. The villagers produced 65 dhoty pieces, 14 saris, 10 lungis and 38 yards of mosquito curtain which were all purchased by the local people.

(iv) *Agriculture*.—The Department of Agriculture supplied seeds free of cost for demonstration to work out the agricultural programme. People were encouraged to grow vegetables and fruits in their bari-lands. Local fruit trees were utilised for graft-making. Four compost pits were made in Derserdeuli.

(v) *Improvement of cattle*.—Three cultivators were induced to cultivate Napier's fodder and Guinea grass on small plots. Cuttings were supplied free. 20 cows were served by the bull of the Utkal Gomangal Samiti, and 4 calves have been born—one male and 3 female. The calves show distinct signs of improvement.

(vi) *Village amenities*.—Poran-path was continued. 4 magic lantern lectures were given. Some games were arranged. The students of the adult schools arranged a picnic. Two melas were organised by the villagers.

(vii) *Disputes*.—A panchayat of 5 members was formed in each of the four villages. A central panchayat was also formed which includes the local zamindars and the welfare officers besides prominent men of the villages. This central panchayat arbitrated a long standing dispute among the villagers of Derserdeuli. Ten other village disputes, both civil and criminal, were also successfully settled by the central panchayat.

11. The foregoing is a somewhat bare account of the work done during the year. On the whole greater attention has been paid to the improvement of the sources of water supply than to communications. In the nature of things work of this nature, which depends mainly on the co-operation of the villagers for its success, is bound to be an uphill task. Apathy, ignorance, caste prejudice as reflected in disinclination to do any manual labour, and the lack of mutual trust among the rural population have to be overcome. When these factors are taken into consideration there is every reason to think that the scheme has on the whole been worked successfully and has been appreciated by the masses in the country-side : and on the assumption that fresh grants will be forthcoming from the Central Government, the Provincial Government look forward with confidence, to another year of useful activity.

## SIND.

	Allotments from the Government of India's grant.	Expenditure upto 30th November 1938.
	Rs.	Rs.
1. Agricultural schemes ..	35,000	30,393
2. Industrial schemes ..	21,600	9,917
3. Discretionary grants ..	81,400	51,790
	1,38,000	92,100

2. Before describing the progress made during the period under report, it is necessary to point out that the whole aspect of the work of rural reconstruction in this province has been changed since the appointment of the Special Officer for Rural Reconstruction. The main features of the new programmes are as follows :—

- (a) While work of a general nature, especially that undertaken by the Agricultural and Industries Departments and general schemes of water-supply and sanitation, is undertaken throughout the districts, a small area has been selected for intensive development in each district.
- (b) A District Improvement Committee has been set up in each district and Village Committees formed in the villages selected for intensive improvement.
- (c) The work done from the Government of India's grant and that done from the grants now provided by the Government of Sind is now in accordance with a single definite programme, although expenditure from the Government of India's grants is confined to definite heads.

3. *Agricultural and Industrial schemes—*

(i) *Agricultural schemes.*—The 18 seed and implement depots mentioned in the previous report continued to function. They sold about 11,804 maunds of pure seed of improved varieties of cotton, rice, juwar, bajri and oil seeds and 39 improved agricultural implements and they complied with 381 requisitions for the hire of implements. A new feature of the work was that the depot kamgars were sent into the villages to demonstrate the working of improved types of ploughs, and improved methods of cultivation. It is hoped to increase the number of depots to 33 in the future.

(ii) *Industrial schemes.*—The work of cottage industries was during the period under report practically confined to demonstrations in soap making and rope-making. In the latter case the Demonstrator has continued to work in Sukkur, but it is proposed shortly to send him to the talukas of the Upper Sind frontier.

4. *Discretionary grants.*—The expenditure from the Government of India's grant under this head is confined to improvement of water-supply, sanitation and hygiene. New features during the period under report were—

- (i) The provision of a considerable number of tube wells in Thar Parkar and Hyderabad districts, and in the areas selected for intensive improvement.
- (ii) Construction of bathing ghats.
- (iii) Supply of cess-pool carts.
- (iv) Supply of village medicine chests.
- (v) Improving and deepening of tanks.
- (vi) Encouragement to the junior Red Cross movement.

The touring medical officer has continued to do good work in the Upper Sind frontier district.

5. *General remarks.*—The progress made since the appointment of the Honorary Officer for Rural Reconstruction has been very real and substantial and in the areas selected for intensive development there is already a new spirit in the villages. A Publicity Officer has also been appointed and he has been furnished with material for cinema and magic-lantern shows. The Provincial Government intend further to provide a substantial amount for rural improvement in the budget for the forthcoming financial year.

### DELHI.

	Allotments from the Government of India's grant.	Expenditure upto 30th November 1938.
	Rs.	Rs.
I. Improvement of water supply ..	70,500	43,566
II. Communications ..	12,500	12,074
III. Reserve .. ..	17,000	10,691
Total	1,00,000	66,331

2. (I) *Improvement of water supply.*—The commitments mentioned in the report for the period ending the 31st December 1937 have been met. In addition repairs are in progress to 34 depressed class wells in three *sails* and in one village of a fourth *sail*. Two tube wells and a test bore are also being made. The estimated cost of these new works, which have not yet been paid for, is Rs. 9,368.

The liabilities under this head are thus—

	Rs.
For works completed (all paid for) .. ..	43,566
For works in progress .. .. .	9,368
	52,934

To this may be added about Rs. 17,000 for further works sanctioned and to be completed within a few weeks so that the expenditure incurred or now foreseen is Rs. 70,000 roundly.

II. *Roads and communications.*—The works completed in addition to those already reported are improvements to the Nangloi-Magholpur road at a cost of Rs. 1,093-1-3, and to short stretches of unmetalled roads at Khera Khurd and Neb Serai at a cost of Rs. 125. The villagers contributed half the total expenditure upon the latter work. The total expenditure under this head thus amounts to just over Rs. 12,000 against the allotment of Rs. 12,500.

III. *Deputy Commissioner's reserve.*—The expenditure under this head is largely indistinguishable from that under head II and the item of Rs. 1,093 referred to under Head II has in fact been transferred from Head III since the last report was submitted. The works completed are culverts at Katwaria Serai and Silampur at a cost of Rs. 7,951. The works in progress are the construction of an irrigation bund at Mehpapur, the digging of ponds at Puth Khurd and Bawana and the metalling of approaches to Khera Khurd canal bridge. The estimated cost of these works is Rs. 6,100.

The liabilities under this head are therefore as follows :—

	Rs.
For works completed	10,692
For works in progress .. .. .	5,950
For works sanctioned but not yet begun (Khera Khurd canal bridge approaches) .. .. .	150
Total	16,792

3. *Summary*.—Including actual disbursements, payments due to contractors, and all sanctioned items, the progress of expenditure against the sanctioned allotment of Rs. 1,00,000 is as under :—

I. Improvement of water supply .. .. .	69,934
II. Roads and communications .. .. .	12,074
III. Deputy Commissioner's reserve .. .. .	16,792
Total	98,800

The small balance is reserved for the present for emergent cases.

In almost all works under Head I, villagers have been made to contribute either in labour, cash or kind during the year under report. Due to the famine conditions prevailing this year, cash contributions have been made only in a few cases. Under Heads II and III contributions have been made in the shape of labour.

#### AJMER-MERWARA.

	Allotments from the Government of India's grant.	Expenditure upto 30th November 1938.
	Rs.	Rs.
(1) Improvement of village roads and construction of small bridges and culverts .. .. .	23,250	27,209
(2) Propaganda for improvement of agriculture and sanitary conditions .. .. .	22,750	19,160
(3) Improvement of live stock .. .. .	1,000	1,583
(4) Discretionary grant .. .. .	3,000	3,000
Total	50,000	50,952

The excess expenditure, *vis.*, Rs. 952 is debitable to the second grant of Rs. 50,000.

2. *Improvement of village roads and construction of small bridges and culverts*.—Further improvements and repairs were carried out on the Bhinai Kekri road, the Beawar Jalia Kotra road and the Srinagar Kanpura road which were originally selected. The works on the latter two roads afforded relief to villagers in the areas where distress is prevalent due to the failure of the crops.

### 3. *Propaganda for improvement of agriculture and sanitary conditions.*—

Three agricultural assistants aided by eight agricultural demonstrators, toured the villages and did propaganda and demonstration work. Practical demonstrations were given of cleaning village streets, providing drainage, and filling pits and depressions. Quinine was distributed during the malaria season. The plan of agricultural operations included experiments in the following crops :—

Wheat, barley, oats, gram, linseed, sugarcane, tobacco, lucerne, mangold, barseem, cotton, groundnut, maize, bajra, jawar, early arhar and soya beans.

Trials were carried out in the cultivators' own fields in selected villages and as a result of these experiments some of the cultivators have now adopted improved seeds, notably Punjab C. 591 wheat, giant Jamnagar bajra, and Co. 290 sugarcane.

The Sindwahi gur boiling furnace was demonstrated at 7 places.

Demonstrations were also given of :—

- (1) the manufacture of rain watered compost ;
- (2) the preparation of bone char manure ;
- (3) silage making ;
- (4) the use of green manure ;
- (5) the use of cover crops ;
- (6) line sowing of cotton ;
- (7) drying of cotton seed to eradicate the pink bollworm ;
- (8) interculture of cotton by the Indore ridger ;
- (9) control of juar smut by the treatment of seed with copper sulphate solution ;
- (10) control of the Katra insect and white ant by the application of poisoned bran ;
- (11) destruction of field rats by poison ;
- (12) clarification of cane juice by the activated carbon process ; and
- (13) the use of improved implements such as the monsoon plough Kans plough and seed drill.

The season was unfortunately unfavourable to agricultural experiments owing to the severe shortage of rain.

Agricultural demonstrations and exhibitions of improved seeds were organised on the occasions of the Teja fair at Kekri and Beawar and the Pushkar fair. Cinematograph shows of agricultural films were also provided.

Five Indore ridgers were sold during the year under report.

Instructions on the following subjects were given to villagers by the Agricultural Assistants :—

Care and improvement of live stock, fruit and vegetable farming, rural sanitation, education, co-operation and social reform.

Free supply of medicines was made to villagers in the more unhealthy tracts by school teachers, in whose charge 100 medicine chests, purchased through the Public Health Department, United Provinces were placed. This system proved a success.

4. *Improvement of live stock.*—Of the 4 bulls of the Tharparkar and Hariana breeds maintained for breeding purposes, one died. 2 bulls are still immature. The remaining bull covered 33 cows during the year.

**5. Discretionary grant.**—The grant of Rs. 3,000 was allotted for the following purposes:—

(1) Construction of a causeway across the nullah in mile 4 of the Beawar Jalia Kotra road—Rs. 2,000.

(2) Propaganda for better living in rural areas—Rs. 1,000.

The work of constructing the causeway has been completed.

Two Sub-Inspectors were engaged on Rs. 40 each per mensem with effect from the 1st September 1937 for conducting propaganda on better living. During the period under report, these Sub-Inspectors opened thirteen societies in the district, and did propaganda work as a result of which the villagers began to abandon their more wasteful habits and curtailed expenses on funerals and on social festivities.

#### COORG.

	Allotments from the Government of India's grant. Rs.	Expenditure upto 30th November 1938. Rs.
(1) Discretionary grant ..	17,346	11,439
(2) Water supply schemes	52,585	33,126
(3) Rural sanitation—Angers	3,000	1,333
(4) Cattle breeding	1,740	982
(5) Veterinary shed	1,260	1,100
(6) Bee-keeping ..	3,000	3,000
(7) Village communication	4,269	1,134
Total	83,200	52,114

**2. Discretionary grant.**—The grant was utilised for sinking four wells for drinking water in places where the need for it was keenly felt, restoring a tank, repairing two channels, constructing a dam across a stream for the purpose of irrigation, putting up a spar-bridge and for clearing noxious weeds such as *lantana*. Silage pits were opened in important centres and the method of preserving succulent fodder for cattle was demonstrated to the public. The results in all these cases are satisfactory.

**3. Water supply schemes.**—During the year under report twelve tanks were restored, two channels were excavated, an anicut was constructed and twelve wells were sunk, and all these works are in good condition. They have been accomplished to the best of advantage of the rural population and the results achieved can be said to be satisfactory.

**4. Rural sanitation.**—In all 280 bore-hole latrines were constructed and the people were advised to have bore-hole latrines wherever necessary, as a result of which, the sanitary condition of some of the rural areas has improved considerably.

**5. Cattle-breeding.**—Five bulls, two Gir and four Murrah buffalo bull calves were bought during the year for distribution to various co-operative credit societies, and to cattle owners with a view to improve cattle breeding in important villages.

**6. Veterinary sheds.**—The construction of two suitable sheds for housing breeding bulls was completed at a cost of Rs. 1,100.

**7. Bee-keeping.**—A sum of Rs. 3,000 was spent towards the purchase of necessary machinery for extracting honey from box-hives. Bee-keeping is taken up as a subsidiary industry in a large scale throughout the province.

**8. Village communications.**—Two village roads were opened, and three repaired and were made fit for vehicular traffic. The condition of these roads is good.

**The Honourable Sir Jeremy Raisman** (Finance Member) : Sir, I lay on the table.\*

- (1) Central Government Appropriation Accounts of the Defence Services for the year 1937-38.
- (2) Central Government Audit Report—Defence Services 1939 (including report on the Appropriation Accounts of the Defence Services for 1937-38).
- (3) Commercial Appendix to the Appropriation Accounts of the Defence Services for the year 1937-38 and the Audit Report thereon.
- (4) Appropriation Accounts of Railways in India for 1937-38 ; Part I—Review and Part II—Detailed Appropriation Accounts.
- (5) Railway Audit Report 1939.
- (6) Capital Statements, Balance Sheets and Profit and Loss Accounts of Railways in India including the Balance Sheet and the Profit and Loss Account of the Tatanagar Workshops.
- (7) Balance Sheets of Railway Collieries and Statements of all in costs of coal for 1937-38.
- (8) Central Government Finance Accounts 1937-38 and the Audit Report 1939.

## THE INDIAN RAILWAYS (AMENDMENT) BILL.

### INSERTION OF NEW SECTION 42-B.

**The Honourable Sir Andrew Clow** (Member for Railways and Communications) : Sir, I move :

“ That the Bill further to amend the Indian Railways Act, 1890, for a certain purpose (insertion of new section 42B) be continued.”

The House will recollect that the Bill, copies of which are in front of them, was introduced by Sir Sultan Ahmad in July, 1937. The House adopted a motion for the circulation of the Bill in February, 1938 and the opinions have all been received. It would have been possible to make a motion on the further stages of the Bill last Session but I understand that that Session was somewhat congested and no motion was made. In consequence, this motion for continuance is necessary. We attach some importance to the Bill and if the House adopts this motion, I propose at a later date to make a motion for referring it to a Select Committee.

**Mr. President** (The Honourable Sir Abdur Rahim) : Motion moved :

“ That the Bill further to amend the Indian Railways Act, 1890, for a certain purpose (insertion of new section 42B) be continued.”

**Sir Muhammad Yamin Khan** (Agra Division : Muhammadan Rural) : The objection, so far as I remember, taken at that time was to the use of the words “ Federal Railway Authority ”. The Assembly at that time discussed this matter at great length. The point was how this Assembly could be asked to acquiesce in Federation when they have not given their verdict to this effect.

\*Not included in these debates, but copies have been placed in the Library of the House—E. of D.

Now, as regards the words which are used here, viz., "the Federal Railway Authority", there is no such thing in existence at present and how can this proposed new section confer any powers at present on that Authority and how can this section, therefore, be enacted? I would like the Honourable Member to explain that point.

**The Honourable Sir Andrew Clow :** That, I submit, is a point that we might discuss when the Bill comes up. Obviously it would not confer any powers at present on the Federal Railway Authority because no such authority is in existence.

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

"That the Bill further to amend the Indian Railways Act, 1890, for a certain purpose (insertion of new section 42B) be continued."

The motion was adopted.

### THE INDIAN RUBBER CONTROL (AMENDMENT) BILL.

**The Honourable Sir Muhammad Zafrullah Khan (Law Member) :** Sir, I move :

"That the Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar be added to the Select Committee on the Bill further to amend the Indian Rubber Control Act, 1934."

**Mr. President (The Honourable Sir Abdur Rahim) :** The Chair does not think this motion is necessary. Sir Nripendra Sircar is succeeded by the Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar. He was a Member of this House when the Bill was introduced?

**The Honourable Sir Muhammad Zafrullah Khan :** The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar succeeds me really. Some doubt on this position was cast and .....

**Mr. President (The Honourable Sir Abdur Rahim) :** The Chair follows the latest ruling of Sir Shanmukham Chetty reported in "Decisions from the Chair", 1931-34, at pages 42 and 43. The Chair does not think it is necessary for the Honourable Member to make this motion.

### THE INDIAN ARBITRATION BILL.

**The Honourable Sir Muhammad Zafrullah Khan (Law Member) :** Sir, I introduce the Bill to consolidate and amend the law relating to Arbitration.

### THE INDIAN TEA CESS (AMENDMENT) BILL.

**The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar (Member for Commerce and Labour) :** Sir, I beg to move for leave to introduce a Bill further to amend the Indian Tea Cess Act, 1903, for a certain purpose.

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

"That leave be granted to introduce a Bill further to amend the Indian Tea Cess Act, 1903, for a certain purpose."

The motion was adopted.



**The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar :** Sir, I introduce the Bill.

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### THE MEDICAL DIPLOMAS BILL.

**Mr. G. S. Boxman** (Secretary, Department of Education, Health and Lands) : Sir, I beg to move for leave to introduce a Bill to make the provision referred to in sub-section (1) of section 120 of the Government of India Act, 1935.

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

“ That leave be granted to introduce a Bill to make the provision referred to in sub-section (1) of section 120 of the Government of India Act, 1935.”

The motion was adopted.

**Mr. G. S. Boxman :** Sir, I introduce the Bill.

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### THE CODE OF CIVIL PROCEDURE (AMENDMENT) BILL.

**The Honourable Mr. J. A. Thorne** (Home Member) : Sir, I beg to move for leave to introduce a Bill further to amend the Code of Civil Procedure, 1908, for a certain purpose.

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

“ That leave be granted to introduce a Bill further to amend the Code of Civil Procedure, 1908, for a certain purpose.”

The motion was adopted.

**The Honourable Mr. J. A. Thorne :** Sir, I introduce the Bill.

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### THE INDIAN CENSUS BILL.

**The Honourable Mr. J. A. Thorne** (Home Member) : Sir, I beg to move for leave to introduce a Bill to provide for certain matters in connection with the taking of the census.

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

“ That leave be granted to introduce a Bill to provide for certain matters in connection with the taking of the census.”

The motion was adopted.

**The Honourable Mr. J. A. Thorne :** Sir, I introduce the Bill.

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### THE INDIAN SALT (AMENDMENT) BILL.

**The Honourable Sir Jeremy Raisman** (Finance Member) : Sir, I move for leave to introduce a Bill further to amend the Indian Salt Act, 1882, for certain purposes.

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

“ That leave be granted to introduce a Bill further to amend the Indian Salt Act, 1882, for certain purposes.”

The motion was adopted.

**The Honourable Sir Jeremy Raisman :** Sir, I introduce the Bill.

## MOTION *RE* REPORT OF THE PACIFIC LOCOMOTIVE COMMITTEE.

**The Honourable Sir Andrew Clow** (Member for Railways and Communications) : Sir, I move :

“ That the Report of the Pacific Locomotive Committee be taken into consideration.”

I need not dwell on the circumstances in which this Committee was appointed because these will be within the recollection of this House. Just about a year ago they voted a supplementary grant for the purpose of defraying the costs of the Committee. The report has been in the hands of Honourable Members for about two months, and I trust that they have studied it carefully. The Committee had a difficult and arduous task and I am sure all Honourable Members will agree with me that they have brought to it both a wealth of varied experience and very devoted care and attention. I might mention that they covered 7,000 miles of our Railways, travelling frequently at speeds at which we would not allow Members of this House or the public to be carried, and they visited all our leading broad-gauge workshops. I shall have occasion to recur later to the value to India of this report. But I might mention that it is not only to India that I believe it will be found valuable : the British Minister of Transport, speaking a short time ago, said of this Committee's work that “ this is a magnificent example of collaboration and on behalf of the Ministry I welcome all the work that has been done ”. This report will be studied in other countries also and I believe that it makes a contribution of lasting value to the problems with which it deals. It puts not merely laymen like ourselves but those who have made a life-long study of these matters in possession of new light on this very difficult subject.

Now, the report is a long and complex one and, obviously, I cannot attempt to deal with more than its broad conclusions in a speech of this kind. So we have circulated to Honourable Members a pamphlet which deals with the detailed recommendations and gives a brief indication of the action which the Railway Board are taking or the action which is contemplated on each of these recommendations. I do not propose to refer to these details further in this speech ; but, of course, if any Honourable Member wishes to raise any point arising out of that pamphlet, I shall do my best to deal with it in my reply.

If Honourable Members will look at the terms of reference they will find that they fall into two groups ; the first three deal with the past and the second three with the future : and I propose to deal with the subject in that order. So far as the past is concerned, I think four main issues arise. These relate to, first, the policy of standardization ; secondly, the choice of the Pacific type of locomotives ; thirdly, the actual design of the locomotives ; and fourthly, the placing of the orders before the engines had been fully tried. Of these, the first two need not detain us long. As regards the policy of standardization, I do not think we need have any hesitation in coming to the conclusion that it was a wise step. It did create certain difficulties by transferring responsibility to a considerable extent from England to India. This increased the difficulties of co-ordination and references will be found to that point in the Committee's report. But both from the financial and administrative point of view it

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was obviously sound and I might add that if we can embark on the construction of broad gauge locomotives in India, the progress made with standardization will be one factor—an important factor—which has made that possible.

As regards the choice of the Pacific type, I do not think we need feel any hesitation in endorsing the Committee's view that the Standardization Committee were justified in adopting that type. They observe :

" The Pacific is the most widely adopted passenger type in the world, and no criticism can justly be levelled at its employment in India on appropriate services ".

The advantages of this type have been well expressed in a quotation which I take from a leading engineering journal in England. They say :

" There is no steam locomotive type more popular the world over for the haulage of express passenger trains than the ' Pacific '. It has proved itself in service through many years of experience in all countries, and has rarely been found wanting. Its bogie, properly designed and maintained, gives good control on the straight and on curves, its small carrying wheels at the back obviate rear overhang, whilst permitting the use of as wide a fire-box as the gauge allows, and its six coupled wheels provide adequate adhesion without excessive axle loads for trains of considerable weight ".

To this I would merely add that the wide fire-box was of particular importance in India in view of the advantage of burning second class coal. That is one of the main factors which led to the choice of this type.

Coming to the design, the Committee found that as power units the engines appear to have been justified. Attention has naturally and, quite rightly, been concentrated on the engines as vehicles and so I venture to remind the House that the design of engines as power units is of primary importance. The first duty of a locomotive is to carry a load. I have no time to enlarge on that point but would just like to give one illustration. I am going to take the XC engines which are the heaviest and most powerful of the three types and which are running, among other places, between Lahore and Karachi. There the introduction of these engines has meant that six engines now do what required ten before and that we have been able to increase the load on the trains from 350 to 540 tons. What does it mean ? It means that whereas formerly we were able to accommodate 120 inter class passengers and no third class passengers at all, we have now accommodation for 80 inter class passengers and 483 third class passengers and we carry an Indian Dining Car as well. It has also meant that the fuel per ton mile has been cut by 25 per cent. and that the estimated saving annually from these engines in that area alone is 5½ lakhs of rupees. They have also enabled the Sind Express which carries a large number of third class passengers to be run more or less to the same timings as the Mail. I may remind the House that these engines since their introduction have run 25 million miles and have never had an accident.

As vehicles, however, the Committee find that the original design was defective. I think on this point I had better quote the most relevant passage of the report in full. What they say is this :

" The engines were, therefore, not suitable as vehicles for high speed operation ".

and, after referring to the hitherto baffling fact of the differing performances of these engines in different areas and in different times, they go on as follows :

" The engines were what might be termed border line cases. The degree of side control provided was not of such a value that all the engines hunted all the time. Its value was such that if the bogie and engine generally were maintained in good order, and if the track was rigid and in good line and level, an engine might run satisfactorily for long periods. On the other hand, because of the border line nature of the engines as designed, they were extraordinarily sensitive to track irregularities ; although track might appear satisfactory when examined in the usual way, it may, when the load is applied, provide differences in gauge and level sufficient to initiate hunting as was proved by experiment on the Bombay, Baroda and Central India Railway "

The truth is that there was insufficient appreciation of one fact on which the Committee lay great stress, and that is the inter-dependence of the locomotive and the track. What they say is this :

" The most important consideration in the investigation of the performance of a locomotive as a vehicle, and of the track upon which it runs, is that they are in effect two parts of the same machine "

It is this fact, as the Committee observe in the paragraph I have omitted, that explains the puzzling differences between the performances of these engines in different parts of India. All our recent research—and we know now a great deal more about hunting than we did a year ago—goes to show that dangerous hunting is initiated by some defect or some weakness in the track. That need not be a defect which is capable of being seen by ordinary inspection. We have now secured records which show very accurately the forces exercised by the flanges of the wheels on the rails. And these show that if an engine is run a number of times over the same stretch, high flange forces are set up at the same spot in each case and that you can remove that danger from high flange forces and oscillation by attending to the track at the appropriate point.

Now, it is rather important that we should be clear as to the results that flowed from the defective design. I mention this because I read in one journal the suggestion that the designers were responsible for the Bihta accident. That, of course, is quite frankly nonsense if not something worse than that, and that is an attempt to create prejudice. Sir John Thom's report made it clear that the Bihta accident would not have occurred had the speed limits then in force been strictly observed. What he said was :

" There is nothing in the evidence to justify the conclusion that the track at the site of the accident would have been distorted by an engine running steadily or by an XB engine running at 45 miles per hour or under "

What, then, are the results that can be fairly attributed to this weakness in the design ? In the first place, a great deal of trouble in the shops and sheds, both on repairs and on the very numerous alterations that were carried out. In the second place, a good deal of extra labour on the track. In the third place, in some areas traffic difficulties owing to the speed restriction. In the fourth place, a very large amount of experiment and research which was culminated in the report now before the House. Although all these effects—and I have dealt only with the unfortunate effects of the design and not with the fortunate effects—can be attributed to a design which we now realize to be defective, I do not feel

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myself that we can attribute any negligence to the designers in this respect. Granted the choice of the Pacific Engine, and that, as the Committee observe was justified, there is no evidence that they did not bring all the skill and experience that were available to their task. The designs were based on the best principles of Pacific design elsewhere. The bogies, where we now see the main defect to have lain, were copied from a well-tried standard design. When defects began to appear, an untiring series of experiments were tried, and an immense number of alterations were made. Actually the first change that was made, a change that was carried out on all the engines was a change in the direction of the main recommendation made by the Committee. But, unfortunately, its effect appears to have been masked by other alterations which were introduced and it would seem now that the process was not carried nearly far enough. I am referring to the strengthening of the control springs of the bogie in the front. At that time it was not possible to measure accurately the effect of any alteration to be introduced. That has only been made possible by recent invention. Throughout I cannot find any reason for believing that the Railway Board and those subordinate to them did not keep fully abreast of the growth of the practice and theory on this subject. Indeed the Report itself indicates that they have made themselves a valuable contribution to international thought on the subject. In fact those who were responsible for the design cannot in my view be blamed for applying knowledge which they did not possess and which no one else possessed at that period.

Now, I come to the question of the purchase of engines. I think this raises two issues which can best be discussed separately. The first is the purchase of a large number of engines before any trial was made in this country. The second is the "continued purchase", that is the purchase of certain engines after some had been running for some time. I am going to deal with the second question first because it is a minor issue in my view and I shall come back later to the question of purchase without trial. Actually all the XCs were purchased before any trial so that the second issue of continued purchase relates only to XAs and the XBs. In the case of XAs, 27 were ordered after the first batch had been working for six months and during that period there have been no complaints whatever. A further 21 were ordered seven months after that when there had been some experience of unsatisfactory running. But as the Committee point out, just after that decision orders were sent home to suspend work on the batch then under construction in respect of both the bogie castings and the hind trucks. Further experiments were continued and further alterations were made and when it was believed that a satisfactory solution has been found an order was given to go ahead.

The case of the XBs is very similar. 27 were ordered after the first batch had worked for a few months and during that time in the case of these locomotives again there had been no complaints. A further batch of 16 were ordered for two Railways, after the first batch then in service for a little over a year, that is ten engines for the East Indian Railway and six for the Madras and Southern Mahratta. During that year there had been trouble on one of these Railways—the East Indian

Railway—and elsewhere and there had been a derailment at Talandoo. Curiously enough in that derailment the Railway officers were disposed to blame the engine, while the Senior Government Inspector found difficulty in accounting for the distortion of the track. But the information in the possession of the Board just before the contract was placed was that the troubles on the East Indian Railway had been cured by the alterations introduced after experiment and that the engines had been restored to mail traffic. On the only other railway for which they were being ordered, the Madras and Southern Mahratta, the engines had also been running satisfactorily.

There were, however, two locomotives ordered later after the engines could be regarded as fully tried out and these two were ordered in 1934 for the Madras and Southern Mahratta Railway. The Railway asked for them specially and, as I said earlier, they have given constant satisfaction on that railway, although they were running at one time up to speeds of 70 miles an hour. Apart from this last order of two locomotives in respect of which I do not think any one can question its reasonableness, no order was placed for any of the three types after 1930. And I do not feel myself that in 1930 those responsible had any reason to feel that the troubles which had been experienced, and they were then few, were anything more than what engineers call the teething troubles. For these, they believed that if a solution had not already virtually been found, there was no reason for thinking at that date they were up against serious difficulty.

I might, however, add, that the period which engineers seem to regard as adequate for trials is about two years. At least that is the period mentioned in the Committee's report, in paragraph 185; so that it would be hardly unfair to say that all the engines, except those two ordered in 1934, were ordered without trial or without full trial; and that is obviously the point at which the Railway Board are most open to criticism. Now, sir, the House will find reasons for the step—and it was a change of policy, it was a departure from the policy previously followed and from the policy they are following now—the reasons for that step are given in paragraph 185 of the Report. To put them very briefly, the reasons were first, the desirability of introducing Indian standard types, secondly, the immense importance, in view of the coal resources of India and the phenomenal rise in coal prices which had taken place, of securing the right type of coal for the Pacific type engines, and, thirdly, the deterioration in the locomotive position as a result of the war and the post-war period, which necessitated the purchase of a large amount of new engines. I would remind the House that we expect a locomotive to last for 40 years so that the purchase of an obsolete type means that you are landed with obsolete engines for more than a generation. Moreover, I think it is worth pointing out that if any extensive trial was to be given to the engines, it would have been necessary to order a considerable number. The Committee point out that one administration observed that they would require a complete link for the trial of the engines. In the light of what we now know, it is quite clear that trials of that type on one or two railways would not have been adequate. The XBs might have been well tried on one or two railways and given entirely satisfactory running, but they might prove unsatisfactory elsewhere. After summarising the reasons

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that I have given so briefly, the Committee's concluding observations which I propose to read to the House in full are as follows :

" Such then are the reasons given us for the Board's change of policy, and while we cannot say that they had no justification, we feel that in view of the warnings conveyed by the Consulting Engineers, the wiser course would certainly have been to have continued purchasing a further number of the well tried B. E. S. A. type engines (suitably modernised as necessary), pending thorough trial of the new Pacific classes. In our view, the Board's action in this matter was regrettable ; but in making this criticism, it should be recognised that had the trials and alterations been conducted on no more searching lines than those carried out after the first X class Pacifics were delivered, it seems unlikely that the policy of trial before purchase would have assured immunity from the troubles which followed. Its principal effect would have been that a smaller total number of Pacific engines might be running at the present time. While therefore it appears that the Board laid themselves open to criticism for abandoning their declared policy it can hardly be said in view of what we now know to be the state of knowledge at that time, that adherence to their policy would have materially altered the conditions of operation which have led to this inquiry "

In their view then, there was an error of judgment but they do not believe that the policy of trial before purchase would have made any material alteration in operating conditions. It would have resulted in the purchase of fewer Pacific engines and the purchase of more of the B.E.S.A. engines. The gains and losses that result from that decision obviously depend on our estimate of the future, and to the future I now turn.

That brings us to the most important but, unfortunately, the most difficult part of the report. There are really two difficulties involved. In the first place, the subject is a highly technical one and though I have studied it with care and have had the advantage of excellent tutors in the Railway Board, I cannot claim to have mastered all the details. In the second place, there is always a danger in trying to explain a highly technical matter briefly in non-technical language. The border-line between simplification and misleading statements is dangerously narrow. But obviously, I cannot pass over this which is the fundamental part of the report and I must, therefore, do my best to explain the foundation and purpose of the leading recommendations. These will be found in Appendix I of the report and in this pamphlet. And they are based on Chapter III which is in a sense the heart of the report. I am not competent to criticise that very difficult and very interesting chapter but might cite the view of a leading engineering journal in England which reprinted the whole chapter and observed :

" It is in our view the best essay of a purely practical kind on the locomotive that has ever been written "

So far as I can judge, experience is likely to bear out the soundness of the conclusions of that chapter.

Now, the main problem, if I may state it with a hazardous simplicity, is this. The Pacific locomotive has in the centre six driving wheels known as the coupled wheels because they are coupled together, and on these the main weight of the locomotive must obviously rest. It has at the back a pair of trailing wheels and it has at the front a bogie of four wheels. I assume that most Honourable Members know what a bogie is ; it is a set of wheels in a frame which can normally rotate independently of the vehicle to which it is attached. If Honourable Members will reflect for a second they will see that the six



wheels in the centre must be more or less rigidly attached to the engine ; they cannot be allowed any freedom of movement apart from the springing. If they go on to think a stage further they will see that the wheels at the front and the wheels at the back must have freedom of motion ; and they must not merely be able to rotate as the wheels of a passenger coach rotate but they must be able to move laterally, so to speak, across the frame of the locomotive, because otherwise the locomotive could not take a curve. On a passenger coach of course it is sufficient to have them able to rotate because the centre of passenger coach can lean over the curve ; but on the locomotive the six big driving wheels in the centre obviously must be on the rails. Now, it is here that the possibility of hunting comes in because if your front and back wheels can swing, so to speak, across the locomotive, i.e., in a direction of right angles to the track, the locomotive can swing across them and you get the possibility of the locomotive swinging about on the central base,—the six central wheels. It is not, as some people suppose, the existence of these wheels at the front and back that causes hunting. If they were not there at all the locomotive would be quite unmanageable. They exercise control over its movements : but it is the fact that the locomotive can swing about the central wheel base that makes hunting possible.

Now, the engine is kept straight on straight track, and to a large extent it is made to take curves, by the pressure exercised by the rails on the flanges of the wheels. And those who remember their laws of motion will realise that if the rails are exercising pressure on the flanges of the wheels the flanges must be exercising a similar pressure on the rails. And that is where the real problem arises. If your front and back wheels can swing very freely, particularly the front bogie which is the more important part, then the engine can swing very freely ; and you get the possibility of dangerous hunting, with, ultimately, a distortion of the track. If, on the other hand, you make them very stiff, then when the engine comes into a curve you will get a very high pressure exercised by the wheels on the rails, and you have the possibility of the rails spreading and again the possibility of distortion and derailment. So that what you have to do is to ensure that the maximum forces that the wheels can exercise on the rail do not reach the limits which would endanger the track. As the Committee observe :

“ Neither track nor engine can be perfect, but the better the one the less perfect may be the other by a corresponding amount ”.

The practical course is obviously to reduce your maximum flange forces to the utmost extent possible and at the same time ensure that your track is equal to that maximum force and has an adequate margin of safety over it. The great difficulty until two or three years ago was that nobody knew what the flange forces were, so that the only means of judging whether the engine was hunting, or was likely to hunt, dangerously was the evidence of infrequent distortions and the feeling that one got by riding on the locomotive itself. As the Committee point out, that feeling may be a very misleading guide. In the last two or three years instruments have been perfected which enable us to measure these flange forces and thus to judge what the effect of any alteration introduced on the locomotive is in enhancing or reducing hunting. So that we are now in a position to know for the first time what is happen-



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ing between the flanges of the wheels and the track and thus to judge of the suitability of the different steps that occur to engineers for the removal of any trouble.

Now, the Committee appear to be satisfied that normally with these engines as at present devised, the more dangerous flange forces are exercised by the front pair of coupled wheels, that is, the front pair of the six driving wheels. The essence of their most important proposals means the transfer of pressure from these wheels to the bogie at the front. It is not exactly a transfer because fairly obviously you get the same amount of control at the front from a less amount of pressure, very much on the principle of the lever or crowbar. What I might describe as the core of the Committee's proposals would be found on page 60 of their report where they say :

"The best that can be done on the engine has been clearly shown to be the reduction of coupled wheel flange forces ; this can be achieved by increasing, so far as is practicable, the side control of the bogie, having regard to the characteristics of the hind truck. This, in essence, is the most important practical measure which can be taken in engine design, to reduce the reactions on the track."

And the most important recommendations in the Appendix are designed to this end. Thus, for example, they recommend that the strength of the bogie control springs, both the initial strength and the maximum strength, on compression, should be very greatly increased. In other words, the bogie should have less freedom of movement, so that when the engine starts to swing, there will be a greater centring force on it. At the same time, they want to prevent a high degree of friction there when the bogie moves on its slides so as to avoid a force which would counteract the effect of those springs. If my description has been in the least clear, I do not think Honourable Members will have much difficulty in following the first few and important recommendations in the Appendix.

Coming to the back of the locomotive, to the trailing wheels, to the connection between the engine and tender and the tender itself, the recommendations, as far as I have been able to follow them, are designed to ensure that oscillation at the rear is damped down, and you do not get forces set up which would neutralise or diminish the effect of the control springs at the front. The recommendation that new engines should have control springs for the hind truck is obviously based on the same considerations. The recommendations as regards the maintenance of the engines are fairly straightforward ; the better the degree of maintenance the less likely you are to have oscillation and hunting. I do not think Honourable Members will have any difficulty at all in following the recommendations regarding the speed and the track.

Let me try, in conclusion, to analyse the position regarding the future. India has 284 locomotives of types XA, XB and XC. How are we to assess their value ? The bulk of them have rendered and are rendering excellent service. So far as the biggest group is concerned, the XAs, I can find no evidence that they have proved at all unsuitable for the work they were designed. They have a much lighter load, axle-load than the B. E. S. A—4.6.0 s, and they were designed for mixed traffic on branch lines. I cannot find any record of trouble there. Such trouble as did arise was due to the fact that they had to be used for other work,

because on certain sections the track was not regarded as strong enough for the B. E. S. As. which the Committee suggest might have been purchased. The XCs gave trouble in the early years, but they had never had any derailment, nor is there any record of distortion in the last five years, so that I think the designers can reasonably claim them as successes. The XBs have admittedly given more serious trouble, although as I said earlier they have not given trouble everywhere. On the Madras and Southern Mahratta Railway, for example, they are regarded as definitely successful.

But many of the engines are subject at present to speed restrictions which impair their universal usefulness, and we should naturally like their removal. And the removal of relaxation or any other restrictions now in force must depend on our being satisfied that the flange forces which are being exercised are thoroughly safe. We have not, of course, completed the series of experiments which the Committee has recommended ; but so far as they go, they afford very gratifying confirmation of the soundness of the conclusions in the Report. We know now, what I do not think we knew two years ago, how hunting originates. We have the means now, which we certainly did not have two or three years ago, of estimating the extent of the danger involved, of measuring the flange forces and the oscillation set up, and of knowing what effect the experiments and alterations are having, and we believe, I admit not for the first time, but I think this time with more solid grounds that the Committee have provided us with a means of curing hunting. So that our hope is, that thanks to this valuable Report and the immense amount of work that preceded it, all those engines have many years of excellent work before them. If this hope is fulfilled, we are clearly in a better position, so far as the locomotives are concerned, than if the more cautious policy alluded to by the Committee had been followed. I do not put that forward as a complete justification for action taken between 1928 and 1930, but it is a very relevant consideration in judging of the success of the policy then followed. I would only repeat, finally, that we have reason to be deeply grateful to the Committee and deeply appreciative of their work.

**Mr. President** (The Honourable Sir Abdur Rahim) : Motion moved :

" That the Report of the Pacific Locomotive Committee be taken into consideration ".

**Sir Muhammad Yamin Khan** (Agra Division : Muhammadan Rural) : Sir, I wish to move :

" That the further discussion on the Report of this Committee be adjourned till the Delhi Session ".

When I move this, I do not wish to give any undue importance to the action of those who are absent from their seats today. Anyhow, Sir, the fact remains that about 44 Members of this House are absent today, and whatever may be the grounds on which they have absented themselves today, whether they were based on any misunderstanding or on grounds which were unjustifiable—this is a matter for their constituencies to judge,—I think we should adjourn the further discussion till the Delhi Session.

As far as my personal opinion is concerned, I do not think that the absence of any Member of this House on the grounds given out in the Press on an occasion like this is justifiable. That is my personal view,

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but, anyhow, the fact remains that this is a very important Report, and since the Government wish to take a serious view of the findings of this Committee and also prompt action which will have a great effect on the future policy of the Railway administration, I think it is only right that this House should give another opportunity to those Honourable Members who have absented themselves today, though in our opinion their absence is quite unjustifiable, to have their say, so that the Government also may have the benefit of their views in taking action on this important Report. I think, Sir, this House will enhance its reputation if it shows a kind of gesture even to those with whom we do not agree and whose absence, I repeat, is most unjustifiable, that we are ready to accommodate them and give them another opportunity to express their views on this important Report. Probably they may be feeling sorry and they may have to revise their action very soon and we do not know whether they will find themselves present in the House in the near future. But whatever it may be, this is my suggestion that the further discussion on this motion be adjourned to the Delhi Session, and I move it.

**Mr. President** (The Honourable Sir Abdur Rahim) : That is not the proper form. The Chair thinks what the Honourable Member means is that the debate on this motion do now stand adjourned.

**Sir Muhammad Yamin Khan** : Yes.

**Mr. President** (The Honourable Sir Abdur Rahim) : Motion moved :

“ That the debate on the motion moved do now stand adjourned.”

**The Honourable Sir Muhammad Zafrullah Khan** (Leader of the House) : I am afraid the Government are not in a position to accept the motion moved by my Honourable friend. Surely his own presence here shows that he does not consider that there was any good ground for abstaining from being present in this Session.

**Sir Muhammad Yamin Khan** : I have made it clear.

**The Honourable Sir Muhammad Zafrullah Khan** : I am merely endorsing what the Honourable Member has said and I am sure he has no objection to my stating it in those terms. In any case I do not see how business which is to be brought before the House is to be sifted on the principle that certain kinds of business are important and should be brought before the House when all Parties choose to attend and certain other items of business are not so important and may be proceeded with when some are absent. The absence of a certain Party from the House is extremely regrettable, but Government consider that all business that is brought before the House, whether by Government or by non-official Members, deserves the attention and consideration of the whole House. I am afraid, if Sir Muhammad Yamin Khan's motion were to be adopted, the House might as well adjourn altogether because no business could be transacted on that principle. I regret very much that Government are not able to take the view of the matter that Sir Muhammad Yamin Khan takes.

**Sardar Sant Singh** (West Punjab : Sikh) : I would like to support the motion of Sir Muhammad Yamin Khan, though on somewhat different grounds. As the Honourable the Communications Member pointed out,

there is no doubt that this report has been with us for two months. But you also cannot gainsay this fact that the report is of a highly technical nature. Though we have tried to separate the two portions, namely, the technical portion from the general portion, I think I am voicing the feeling of all the Members of the House when I say....

**Sir Abdul Halim Ghuznavi** (Dacca cum Mymensingh : Muhammadan Rural) : No, no.

**Some other Honourable Members** : No, no.

**Sardar Sant Singh** : Let me finish what I am saying. Without hearing me, you want to say "No". I am saying that most of the Members have not been able to follow the technical portion of this report. The Government with its host of advisers on these technical matters can understand the implications of this report....

**Mr. M. A. Jinnah** (Bombay City : Muhammadan Urban) : Do the Government understand ?

**Sardar Sant Singh** : I should think so, I should presume so.

**Mr. M. A. Jinnah** : Sir Andrew Clow said that he did not.

**Sardar Sant Singh** : In that case that is a greater reason. This statement showing the action taken or proposed to be taken upon the Pacific Locomotive Committee's recommendations was handed to us only this morning and we have not been able to go through it. What I propose to place before the House is this. I will request the Honourable the Communications Member to grant us the facility of seeing some of the technical experts of the Government in connection with the report.

**Mr. President** (The Honourable Sir Abdur Rahim) : That is a very different thing from the proposition which has been put forward by Sir Muhammad Yamin Khan.

**Sardar Sant Singh** : What I am saying is this. The ground on which this proposition should be accepted is that we should be given facilities to see some of the experts of the Railway Board and understand those portions which are obscure to us, and for that reason the debate may be adjourned. That is my submission.

**Sir Abdul Halim Ghuznavi** : Mr. President, I oppose this motion. Sir Muhammad Yamin Khan has made out a case on the floor of this House that as the Hitlers and Mussolinis of the Congress are unable to attend or will not attend, therefore, the discussion of this important matter should be postponed.

**An Honourable Member** : Chamberlains and Daladiers !

**Sir Abdul Halim Ghuznavi** : My Honourable friend suggests that because the Members of the Congress Party would not choose to be present here, therefore, the Members of the Assembly should agree to a proposal for postponing such an urgent matter. I could have understood if there was some serious difficulty on the part of these Hitlers and Mussolinis in attending, but what is the ground of their absence from this House today ? The ground is that the Indian troops were sent without the knowledge of these Hitlers and Mussolinis.....

**Mr. President** (The Honourable Sir Abdur Rahim) : The Honourable Member need not discuss all that. That question is not before the House. Whatever their motives may be, it does not matter.

**Sir Abdul Halim Ghuznavi :** My Honourable friend, Sardar Sant Singh, says that sufficient time has not been given to us to study the report. Months ago this big pamphlet was sent to every Honourable Member.

**Sardar Sant Singh :** But facilities were not available to us.

**Sir Abdul Halim Ghuznavi :** He wants to understand the technical side of this report. He will never understand that.

**An Honourable Member :** Have you understood it ?

**Sir Abdul Halim Ghuznavi :** I do not care to understand the technical side. I am here to see to the protection of the lives of the people and the avoidance of risk and accident ; the technical aspect may be taken care of by the technical engineers. On these grounds, I oppose the adjournment.

**Mr. F. E. James (Madras : European) :** I must oppose the suggestion that the debate should be adjourned to the Delhi Session. It undoubtedly is most unfortunate that the Members of the largest Party in the House have been directed by an extra constitutional body to abstain from performing their duties here and I think no one is sorrier for that order than the majority of those Members themselves. While we regret their absence and share their disappointment at not being able to carry on the burdens of legislation with their fellow legislators, I do not think that that is any reason why business that was known to be coming before this House should be postponed. I can quite understand that the report presents some difficulties to the understanding of some of the Honourable Members and there might perhaps be a case for an adjournment of the discussion for a few days. And if the Railway Board could provide facilities for Sardar Sant Singh to go on hunting on an XB engine no one would be happier than myself, but I am bound to confess that I should not be willing to accompany him. But there is another aspect of the matter which I think we, as practical men, should consider, and that is this. As it is, we usually find the greatest difficulty during the Budget Session in coping with the business that comes before the House. This is a comparatively light Session and I do not think that a mere addition of Members to the House will necessarily enable the House to give greater consideration to the report, and if it is postponed until the Budget Session there is no guarantee that there will be found time for it.

I remember my Honourable friend from Madras, Mr. Satyamurti, whose absence we all noticed at question time, in spite of the fact that Mr. Lalchand Navalrai endeavoured to take his place, not with very great success I am bound to confess—I remember Mr. Satyamurti agitating, year after year, for adequate time during the Budget Session to be given for the discussion of the Public Accounts Committee Report. What happened year after year was that it was postponed until the end of the Session and then we were told that there was no time. I am rather apprehensive that the same thing may happen in connection with this report. This is a technical report. The House cannot possibly consider its technical aspects. It is not qualified to do so, even if Sardar Sant Singh should spend his time during the next 25 years on a hunting engine. But there are certain main recommendations that are of great importance and, therefore, I urge very strongly that the debate be

concluded during the present Session. If it would meet the wishes of Members, who have only received this morning this summary of what has been done by the Railway Board, to have the debate postponed for two or three days, then I would ask the Honourable the Railway Member to consider that request.

**Maulvi Muhammad Abdul Ghani** (Tirhut Division : Muhammadan) : Sir, apart from the fact that the Members of a Party or individual Members are absent, I would ask the Government to take into consideration the fact that they gave notice of this motion to the Assembly Department too late and you will notice, Sir, that notice of this Motion was issued by the Assembly office on the 21st August, and it might have reached Members on the 25th or 26th. We had hardly time to read the bulky volume of the report which is going to be discussed today. You may look to our inconveniences. The last speaker has suggested that at least some time should be given for the consideration of this bulky report. I hope the Government will so arrange the business that this matter may be taken up by the middle of September next.

**Mr. M. A. Jinnah** : I do not wish for a single moment to urge the Government to stop its business because some Party is not present here but I do urge upon the Government to carefully consider the request of this House to adjourn the debate for a reasonable time. You must remember that after all the non-official Members have got many other things to attend to.

**An Honourable Member on the Government Benches** : So have we.

**Mr. M. A. Jinnah** : It is all very well for the Government to bring up this business. You are paid to attend to your business. We have got many other things to attend to, besides attending to the business of the Legislature. We do not get anything more than Rs. 20 a day. Therefore don't you compare your difficulties with ours. It is a fact that many of the Honourable Members have got very important matters to attend to. You have got the Secretariat behind you. You have got all that army of staff sitting in the office box to assist you. You send this agenda to us about the end of August and you expect all the Members to be ready to debate and discuss these recommendations which are of a complicated and technical character. I can understand the attitude of the Leader of the House. It is perfectly justifiable. We are not going to stop our business because some people are not present here. That I can understand. I, therefore, urge upon the Government that time should be allowed to the Members to study this report and not to force us to a division. There is no urgency. The Government can bring this matter up on the agenda after ten days or a week, so that Honourable Members may look into it properly and be ready to participate in the debate in an intelligent manner.

**Mr. Muhammad Azhar Ali** (Lucknow and Fyzabad Divisions : Muhammadan Rural) : Sir, the Leader of the House has opposed the suggestion made by my friend, Sir Muhammad Yamin Khan. I do not think Government should force their view on this House, because on this occasion there is an objection from practically all the elected Members.

**Mr. President** (The Honourable Sir Abdur Rahim) : There is a motion before the House by Sir Muhammad Yamin Khan that the debate do stand adjourned. That means that the debate will have to

[Mr. President.]

be adjourned indefinitely but other suggestions have been made that some time may be allowed to Honourable Members to study the report more carefully. These are two distinct matters.

**Mr. M. A. Jinnah :** May I move an amendment to the motion of Sir Muhammad Yamin Khan—that the debate be adjourned till the 15th September.

**Mr. President (The Honourable Sir Abdur Rahim) :** The Chair does not think any amendment is necessary. A suggestion like that can well be put before Government without any motion or amendment.

**Mr. Muhammad Azhar Ali :** An amendment has been suggested by Mr. Jinnah that the matter be postponed for a week or ten days. I was going to support that suggestion. Government should accept the suggestion as a sort of gesture to the non-official side.

**Mr. President (The Honourable Sir Abdur Rahim) :** The Honourable Member must recognise the distinction between the suggestion that has been made by some Members and the motion of Sir Muhammad Yamin Khan. If Sir Muhammad Yamin Khan's motion is accepted, there will be no discussion this Session and it will have to be renewed afterwards with the special permission of the House.

**Sir Muhammad Yamin Khan :** If Government will agree to the suggestion made by my Leader, then I will withdraw my motion at once.

**The Honourable Sir Andrew Olow :** I do not think the arguments adduced for postponing the debate for a long time have very much validity. As regards Sardar Sant Singh's complaint, the Railway Board is there all the time and they are always ready to assist any Member in regard to the technical matters. As regards these matters of detail Honourable Members will remember that I did not discuss them in my speech at all.

**Mr. M. A. Jinnah :** But we may have to discuss them.

**The Honourable Sir Andrew Olow :** But if there is a desire to take this up at a slightly later date, I think we could meet the desire of the House on that matter ; and this matter could be taken up after Lunch on any half day, if that will suit the desire of the House.

**An Honourable Member :** Not today ?

**The Honourable Sir Andrew Olow :** On some later day, immediately after Lunch, if that will suit the House.

**Mr. M. A. Jinnah :** Provided it is not brought up at least for a week.

**The Honourable Sir Andrew Olow :** Yes.

**Sir Muhammad Yamin Khan :** Then I withdraw my motion.

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

The Assembly then adjourned till Eleven of the Clock on Thursday, the 31st August, 1939.