

19th February 1943

# THE LEGISLATIVE ASSEMBLY DEBATES

## Official Report

Volumes I to II, 1943

(10th February to 2nd April, 1943)

### SEVENTEENTH SESSION OF THE FIFTH LEGISLATIVE ASSEMBLY, 1943



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# LEGISLATIVE ASSEMBLY.

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# LEGISLATIVE ASSEMBLY

Friday, 19th February, 1943.

The Assembly met in the Assembly Chamber of the Council House at Eleven of the Clock, Mr. President (The Honourable Sir Abdur Rahim) in the Chair.

## STARRED QUESTIONS AND ANSWERS.

### (a) ORAL ANSWERS.

#### COMMITTEES AND CONFERENCES CONVENED BY COMMERCE DEPARTMENT.

**140. \*Dr. Sir Zia Uddin Ahmad:** (a) Will the Honourable the Commerce Member please lay a statement on the table showing the purpose, the names of members and the cost of all Committees and Conferences convened by his Department between October, 1941 and January 1943?

(b) Will he place a copy each of the proceedings of all such Committees and Conferences in the library of the House?

**Mr. T. S. Pillay:** (a) A statement giving the required information is laid on the table of the House.

(b) Copies of the proceedings have been placed in the Library, except those of the Sixth Price Control Conference which have not yet been printed and which will be placed in the Library when ready.

#### *Statement showing the purpose, the Names of Members and the cost of Committees and Conferences convened by the Department of Commerce between October 1941 and January 1943.*

##### 1. POWER ALCOHOL CONFERENCE.—21st July, 1942.

(To discuss the question of increasing production of power alcohol in India.)

1. The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar, Member (Commerce). 2. Mr. A. Q. Waugh, C.I.E., I.C.S., War Production Commissioner (U. P. Government). 3. Mr. B. R. Tandon, I.C.S., Deputy Secretary to the Government of the Punjab, Home Department. 4. Mr. Karam Chand Thapar, Chairman, Indian Sugar Syndicate, Calcutta. 5. Mr. G. D. Grant, c/o Begg Sutherland and Co., Cawnpore. 6. Mr. Sri A. S. V. N. Apparao Naidu Garu, Vizag Commercial Corporation, Vizagapatam. 7. Mr. Jewanlal Ohtalal, Kesar Sugar Works, Behari. 8. Mr. K. K. Birla, c/o Birla Brothers, Calcutta. 9. Mr. S. G. Nevatia, c/o Birla Brothers, Calcutta. 10. Mr. T. V. A. Iswaran, Chairman, Mysore Sugar Co., Ltd., Mysore. 11. Mr. H. G. Russell, Government of India. 12. Mr. N. C. Mehta, Sugar Controller, Government of India. 13. Mr. Laik Ali, General Director, Hyderabad Construction Company, Hyderabad. 14. Mr. S. L. Malhotra, c/o Motilal Padampal Sugar Mills Co., Ltd., Champaran. 15. Mr. P. D. Singhania, c/o Motilal Padampal Sugar Mills Co., Ltd., Champaran. 16. Lala Shankarlal, Curzon Road, New Delhi. 17. Mr. R. N. B. Brunt, Burnah Shell Co., New Delhi. 18. Lt.-Genl. T. J. Hutton, Secretary, War Resources Committee, New Delhi.—Cost—Nil.

##### 2. PAPER CONFERENCE.—24th September, 1942.

(To discuss measures for augmenting the production of paper in India.)

1. The Honourable Mr. N. R. Sarker, Member (Commerce). 2. Lt.-Genl. T. J. Hutton, Secretary, War Resources Committee. 3. Mr. T. S. Pillay, O.B.E., Joint Secretary, Commerce Department. 4. Mr. H. C. Prior, C.I.E., I.C.S., Secretary, Labour Department. 5. Mr. S. H. Zaheer, I.C.S., Additional Dy. Secretary. 6. Mr. K. K. Mitra, I.C.S., Controller of Printing and Stationery. 7. Sir L. Mason, C.I.E., O.B.E., M.C., Supply Department. 8. Mr. A. E. Hampson, Director, Miscellaneous Stores, Supply Department. 9. Col. L. Rayneau, of the M. G. O. 10. Mr. M. P. Bhargava of the Forest Research Institute, Dehra Dun. 11. Mr. R. W. Mellor, Chairman of the Indian Paper Makers Association. 12. Mr. Toddman of the Indian Paper Makers Association. 13. Mr. Shanti Prasad Jain and Messrs. Sastri Narain Kapur, Baldeo Das Bajoria, G. P. Birla and L. S. Riah. 14. Dr. M. M. Junaid, M.A., Ph.D. (Lond.). Research Officer.—Cost—Nil.

##### 3. SECOND COFFEE CONTROL CONFERENCE.—20th October, 1941.

(To consider the question whether the Coffee Control Scheme should be continued by statutory legislation and, if so, in what form.)

1. The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar, Member (Commerce). 2. Mr. T. S. Pillay, O.B.E., Deputy Secretary to the Government of India, Department of Commerce. 3. Mr. H. M. Hood, I.C.S. (Adviser to H. E. the Governor of Madras). 4. Mr. J. W. Pritchard, I.C.S. (Chief Commissioner, Coorg). 5. Sir F. E. James, M. L. A. (Madras). 6. Mr. T. G. Rama Iyer (Mysore State). 7. Dr. W. Burns, Agricultural Commissioner with the Government of India. 8. Mr. P. H. Rama Reddi, Director of Agriculture, Government of Madras. 9. Mr. W. K. M. Langloy, Calicut. 10. Mr. N. G. B. Kirwan (Mysore). 11. Diwan Bahadur K. Chengappa (Coorg). 12. Mr. Sylvester Pais (Chikmagalur). 13. Mr. M. L. Nagappa Setty (Chikmagalur). 14. Captain A. E. Hill (New Delhi). 15. Mr. Perlasam Nadar (Mangalore).

##### 4. FIRST RUBBER CONTROL CONFERENCE.—27th January, 1942.

(To consider measures for (1) increasing the production of raw rubber and (2) regulating the production of various classes of rubber manufactures.)

1. The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar, Member (Commerce). 2. The Honourable Sir Alan Lloyd, C.S.I., C.I.E., I.C.S., Secretary, Commerce Department. 3. Dr. T. E. Gregory, Economic Adviser to the Government of India, Commerce Department. 4. T. S. Pillay, Esq., O.B.E., M.A., B.L., Dy. Secretary, Commerce Department. 5. S. R. Zaman, Esq., I.C.S., Additional Dy. Secretary, Commerce Department. 6. G. Swaminathan, Esq., Under Secretary, Commerce Department. 7. Raj Sahib P. M. Mukerji, M.A., Assistant Secretary, Commerce Department. 8. L. Mason, Esq., C.I.E., O.B.E., M.C., I.F.S., Dy. Director Genl., Supply. 9. A. P. Hume, Esq., I.C.S., Deputy Secretary. 10. Lt.-Col. E. Bader, R.E., Director, Vehicles. 11. Sir Kenneth Mitchell, C.I.E., I.S.E., Consulting Engineer to the Government of India (Roads). 12. Mr. P. Kurlan John (Controller, Indian Rubber Licensing Committee). 13. T. M. S. Mani, Esq., I.C.S. 14. Sir Frederick E. James, M.L.A. 15. Mr. J. E. Pitcairn. 16. Mr. L. J. T. Polgreen. 17. Mr. F. F. M. Ferguson (Dunlop Rubber Company). 18. Mr. H. K. Hirth (Firestone Tyre and Rubber Company of India, Limited). 19. Mr. A. Roy Craven (India Rubber Manufacturers, Limited). 20. Mr. V. Kivac, Bata Shoe Company. 21. Mr. J. Bartos, Bata Shoe Company. 22. Mr. S. K. Pathak (Bengal Waterproof Works (1940) Limited). 23. Mr. I. P. Anderson (Dunlop Rubber Company). 24. Mr. F. R. Bunker (India Tyre and Rubber Company). 25. Mr. R. D. Thomson (Goodyear Tyre and Rubber Company).—Cost—Nil.

## 5. SECOND RUBBER CONTROL CONFERENCE.—24th September, 1942.

(To discuss (1) a scheme of Government purchase of all rubber produced in India and (2) stimulation of rubber production and constitution of a Central Rubber Production Board.)

1. The Hon'ble Mr. N. R. Sarkar, Member (Commerce).
2. Mr. T. S. Pillay, O.B.E., Jt. Secy., Commerce Department.
3. Sir F. E. James, O.B.E., Rubber Adviser.
4. Rai Sahib P. M. Mukerji, M.A., Asstt. Secy., Commerce Department.
5. Lieut.-General T. J. Hutton, Secy., War Resources Committee.
6. Mr. J. P. Anderson, Controller of Rubber Manufacturers, D. G. Supply.
7. Mr. S. Bhoothalingam, I.C.S., Dy. Secy., Supply Department.
8. Mr. L. A. Chapman, I.C.S., Jt. Financial Adviser (Supply), Supply Deptt.
9. Mr. A. A. Hillyar, I.C.S., Under Secretary, E. H. and L. Department.
10. Mr. Kurian John, Controller, Indian Rubber Licensing and Control Commissions.
11. Mr. G. Parameswaran Pillai, Chief Secretary to the Govt. of Travancore.
12. Mr. K. B. Narayana Iyer, Director of Agriculture, Travancore.
13. Mr. J. E. Pheclair, Chairman of Rubber Section of the United Planters' Association of Southern India.
14. Mr. A. V. Thomas, Chairman, Rubber Growers' Association.
15. Mr. G. P. White.
16. Mr. F. M. Ferguson, Chairman of the Rubber Manufacturers' Association, Calcutta.
17. Mr. A. W. Gillespie, Secretary, Rubber Manufacturers' Association, Calcutta.—Cost—Rs. 631-6-0.

## 6. THIRD COFFEE CONTROL CONFERENCE.—2nd October, 1942.

(To discuss certain matters connected with working of Coffee Control Scheme and amendments needed to the Coffee Market Expansion Act, 1942.)

1. The Hon'ble Mr. N. R. Sarkar, Member (Commerce).
2. Mr. T. S. Pillay, O.B.E., Jt. Secy., Department of Commerce.
3. Rai Sahib P. M. Mukerji, M.A., Asstt. Secy., Department of Commerce.
4. Mr. V. Sahay, I.C.S., Secy., Imperial Council of Agricultural Research.
5. Sir F. E. James, O.B.E., M.L.A., Coffee Controller.
6. Rao Sahib M. R. Bangara, B.A., Deputy Coffee Controller.
7. Mr. M. Gopala Menon, Chief Assistant, Coffee Controller.
8. Dr. F. X. DeSouza, M.L.A. (Mangalore).
9. Mr. Sylvester Pais (Chickinagalur).
10. Mr. N. G. B. Kirwan, (Mysore).
11. Dewan Bahadur K. Chengappa (Coorg).
12. Col. H. F. Murland, O.B.E. (Coorg).
13. Mr. K. E. Narayana Iyer, a member of the Indian Coffee Market Expansion Board, also attended.—Cost—Nil.

## 7. THIRD PRICE CONTROL CONFERENCE.—16th and 17th October, 1941.

(Prices and Supplies Control.)

1. The Hon'ble Dewan Bahadur Sir A. Ramaswami Mudallar, Member (Commerce).
2. The Hon'ble Sir Jeremy Baisman, K.C.S.I., C.I.E., I.C.S., Member (Finance).
3. The Hon'ble Sir Alan Lloyd, C.S.I., C.I.E., I.C.S., Secretary to the Government of India, Department of Commerce.
4. Mr. E. M. Jenkins, C.S.I., C.I.E., I.C.S., Secretary to the Government of India, Supply Department.
5. The Hon'ble Mr. C. E. Jones, C.S.I., C.I.E., I.C.S., Secretary to the Government of India, Finance Department.
6. The Hon'ble Mr. H. C. Prior, C.I.E., I.C.S., Secretary to the Government of India, Labour Department.
7. The Hon'ble Mr. S. N. Roy, C.S.I., C.I.E., I.C.S., Secretary to the Government of India, Department of Communications.
8. Mr. J. D. Tyson, I.C.S., Secretary to the Government of India, Education, Health and Lands Department.
9. Sir P. Raghavendra Rau, Additional Secretary to the Government of India, Finance Department.
10. Mr. N. B. Pillai, C.B.E., C.I.E., I.C.S., Additional Secretary to the Government of India, Commerce Department.
11. Dr. T. E. Gregory, D.Sc., Economic Adviser to the Government of India.
12. Mr. M. W. M. Yeatts, C.I.E., I.C.S., Joint Secretary to the Government of India, Department of Supply.
13. Mr. S. E. L. West, O.B.E., V.D., Director of Traffic, Railway Board.
14. Mr. T. S. Pillay, O.B.E., Deputy Secretary to the Government of India, Commerce Department.
15. Mr. Vishnu Sahay, I.C.S., Deputy Secretary to the Government of India, Home Department.
16. Mr. J. V. Joshi, M.A. (Cantab), Director General, Commercial Intelligence and Statistics.
17. Mr. L. J. Wakely, I.C.S., Under Secretary to the Government of India, Defence Co-ordination Department.
18. Mr. M. K. Kirpalani, I.C.S., Joint Secretary in the Department of Commerce and Labour and Chief Controller of Prices, Bengal.
19. Mr. A. V. Aakwith, C.I.E., I.C.S., Chief Commissioner, Delhi.
20. The Hon'ble Khan Bahadur Allah Baksh Haji Mohammad Umar, O.B.E., Premier of Sind, 21. Mr. I. H. Taunton, C.I.E., I.C.S., Secretary, Revenue Department, Sind.
22. Mr. Y. A. Godbole, C.I.E., I.C.S., Chief Secretary (Adviser Designate), Bihar.
23. Mr. E. A. Williams, I.C.S., Chief Controller of Prices and Supplies, Bihar.
24. Mr. P. W. Marsh, C.S.I., C.I.E., I.C.S., Adviser to H. E. the Governor, United Provinces.
25. Mr. M. W. Abbas, I.C.S., Deputy Secretary, Price Control Department, United Provinces.
26. Rai Sahib B. K. Ghosal, Assistant Director of Industries, United Provinces.
27. Mr. S. Solomon, I.C.S., Secretary, Development Department, Orissa.
28. Mr. H. M. Hood, C.S.I., C.I.E., I.C.S., Adviser to H. E. the Governor, Madras.
29. Mr. L. B. Green, O.B.E., Director of Industries and Commerce, Madras.
30. Mr. E. G. Dennehy, C.I.E., I.C.S., Chief Secretary to the Government, Assam.
31. The Hon'ble Sir Chhotu Ram (Minister of Revenue), Punjab.
32. The Hon'ble Sir Manohar Lal (Finance Minister), Punjab.
33. Mr. J. D. Anderson, C.I.E., I.C.S., Joint Secretary to the Government, Punjab.
34. Mr. Aminuddin, I.C.S., Secretary to the Government of Punjab, Electricity and Industries Department, Punjab.
35. Sir Geoffrey Burton, K.C.I.E., I.C.S., Financial Adviser to H. E. the Governor, Central Provinces.
36. Mr. K. D. Guha, Director of Industries, Central Provinces.
37. Mr. L. W. Jardine, C.I.E., I.P.S., Revenue and Divisional Commissioner, N. W. P. B.
38. Mr. K. L. Panjabi, I. C. S., Secretary to Government, General Department, Bombay.
39. Mr. P. B. Advani, M.Sc., Tech. M.I.E., Director of Industries, Bombay.
40. Sir Theodor Tasker, Revenue Member, Hyderabad.
41. Mr. Ahmad Mohiuddin, Director, Commerce and Industries, Hyderabad.
42. Mr. T. G. Ramalayar, Director of Agriculture, Mysore.
43. Mr. S. V. Mukerjee, Naib Dewan, Baroda.
44. Dr. H. Parameswaran, Controller of Yarn and War Supply, Travancore.
45. Prof. N. K. Padmanabha Pillai, Travancore.
46. Sir Manubhai Mehta, Gwalior.
47. Sir Victor Sassoon (Bombay Millowners' Association).
48. Mr. Jyantsal Amritlal (Ahmedabad Millowners' Association).
49. Dewan Bahadur C. S. Rathnasabapathy Mudalliar (South Indian Millowners' Association).
50. Mr. R. A. Menzies (Upper India Chamber of Commerce).
51. Rai Sahib S. C. Ghose (Bengal Millowners' Association).
52. Mr. Mohammad Bhaghi, Research Officer to the Economic Adviser was also present.—Cost—Cost of Third, Fourth, Fifth and Sixth Price Control Conferences and the Meeting with the Representatives of Trade and Industry is approximately Rs. 4,500.

## 8. FOURTH PRICE CONTROL CONFERENCE.—16th and 17th February, 1943.

(Prices and Supplies Control.)

1. The Hon'ble Dewan Bahadur Sir A. Ramaswami Mudallar, Member (Commerce).
2. The Hon'ble Sir A. Jeremy Baisman, K.C.S.I., C.I.E., I.C.S., Member (Finance).
3. The Hon'ble Sir Alan Lloyd, C.S.I., C.I.E., I.C.S., Secretary to the Government of India, Department of Commerce.
4. The Hon'ble Mr. C. E. Jones, C.S.I., C.I.E., I.C.S., Secretary to the Government of India, Department of Finance.
5. The Hon'ble Mr. H. C. Prior, C.I.E., I.C.S., Secretary to the Government of India, Department of Labour.
6. The Hon'ble Mr. A. DeC. Williams, C.I.E., I.C.S., Secretary to the Government of India, Defence Co-ordination Department.
7. Mr. N. B. Pillai, C.B.E., C.I.E., I.C.S., Additional Secretary to the Government of India, Department of Commerce.
8. Dr. T. E. Gregory, D.Sc., Economic Adviser to the Government of India.
9. Mr. J. D. Tyson, C.I.E., I.C.S., Secretary to the Government of India, Education, Health and Lands Department.
10. Mr. Ghulam Mohammad, O.I.E., Additional Secretary, Supply Department.
11. Mr. Ikramullah, I.C.S., Deputy Secretary, Supply Department.
12. Mr. J. H. F. Raper, Member, Railway Board.
13. Mr. Y. N. Sukthankar, C.I.E., I.C.S., Wheat Commissioner, Government of India.
14. Mr. T. S. Pillay, O.B.E., Joint Secretary to the Government of India, Department of Commerce.
15. Sir Kenneth Mitchell, C.B.E., I.S.E., Consulting Engineer (Roads).
16. Mr. M. D. Bhanasali, I.C.S., Deputy Secretary, Communications Deptt.
17. Mr. T. M. S. Mani, I. C. S., Under Secretary, Communications Deptt.
18. Mr. J. V. Joshi, M.A. (Cantab), Director General, Commercial Intelligence and Statistics.
19. Mr. V. Sahay, I.C.S., Secretary, Imperial Council of Agricultural Research.
20. Mr. H. F. Knight, C.S.I., C.I.E., I.C.S., Adviser to H. E. the Governor, Bombay.
21. Mr. K. L. Panjabi, I.C.S., Secretary to the Government of Bombay, General Department, Bombay.
22. Mr. M. K. Kirpalani, I.C.S., Joint Secretary to the Government of Bengal and Controller of Prices, Bengal.
23. The Hon'ble Rao Bahadur Chaudhuri Sir Chhotu Ram, Minister of Revenue, Punjab.
24. Mr. M. R. Sachdev, I.C.S., Price Controller and Additional Deputy Secretary, Home Department, Punjab.
25. Mr. S. Solomon, I.C.S., Director of Development, Orissa.
26. Mr. K. Gopalan, M.A., B.Com. (Man.), Senior Marketing Officer, Orissa.
27. Mr. E. B. Bdsell, C.S.I., C.I.E., I.C.S., Adviser to H. E. the Governor of Bihar.
28. Mr. R. A. F. Williams, I.C.S., Secretary to Government and Controller of Prices and Supplies, Bihar.
29. Mr. B. N. Sarkar, Senior Marketing Officer and Assistant Controller of Prices, Bihar.
30. Mr. P. W. Marsh, C.S.I., C.I.E.,

I.C.S., Adviser to H. E. the Governor of U. P. 31. Mr. T. M. Lyle, C.S.I., C.I.E., Secretary Price Control Department, U. P. 32. Mr. N. C. Mehta, I.C.S., U. P. 33. Mr. J. K. Paude, M.A., Under Secretary, Price Control Dept., United Provinces. 34. Mr. H. M. Hood, C.S.I., C.I.E., I.C.S., Adviser to H. E. the Governor, C. P. 35. Sir Geoffrey Burton, K.C.I.E., I.C.S., Financial Adviser to H. E. the Governor, C. P. 36. Mr. C. C. Desai, I.C.S., Secretary (Commerce and Industry) to Government, C. P. 37. The Hon'ble Khan Bahadur Allah Baksh Haji Mohammad Umar, O.B.E., Premier of Sind. 38. Mr. Mulchand Rupechand Punjwani, Chief Controller of Prices, Sind. 39. Mr. L. W. Jardine, C.I.E., I.C.S., Revenue and Divisional Commissioner, N.-W. F. P. 40. Mr. A. Whittaker, C.I.E., M. L. A. (Assam), Assam. 41. Mr. H. J. Evans, I.C.S., Deputy Commissioner, Delhi. 42. Mr. J. G. Acheson, C.I.E., I.C.S., Baluchistan. 43. Secretary to H. H. the Chancellor, Chamber of Princes. 44. Rai Bahadur P. G. Mogha, Revenue Minister, Kashmir. 45. Mr. B. T. Kesavalengar, Chief Secretary to Government, Mysore. 46. Lala Ramjidas Vaishya, Secretary, Commerce and Industry Department, Gwalior. 47. Sir Theodore Tasker, Revenue and Police Member, Hyderabad. 48. Mr. Crofton, Director-General, Revenue Department, Hyderabad. 49. Mr. Ghulam Mahmood Quraishi, Additional Revenue Secretary, Hyderabad. 50. Mr. S. V. Mukerjee, Baroda. 51. Mr. Mohammad Shaghi, Research Officer under the Economic Adviser to the Government of India, was also present.

9. FIFTH PRICE CONTROL CONFERENCE.—7th and 8th April, 1942.  
(Prices and Supplies Control.)

1. The Hon'ble Dewan Bahadur Sir A. Ramaswami Mudaliar, Member (Commerce). 2. The Hon'ble Sir A. Jeremy Ralsman, K.C.S.I., C.I.E., I.C.S., Member (Finance). 3. The Hon'ble Sir Alan Lloyd, C.S.I., C.I.E., I.C.S. 4. The Hon'ble Mr. C. E. Jones, C.S.I., C.I.E., I.C.S. 5. The Hon'ble Mr. C. M. Trivedi, C.S.I., C.I.E., I.C.S. 6. The Hon'ble Mr. H. C. Prior, C.I.E., I.C.S. 7. Mr. A. DeC. Williams, C.I.E., I.C.S. 8. Mr. A. W. Ibbotson, C.I.E., M.B.E., M.C. I.C.S. 9. Mr. N. R. Pillai, C.B.E., C.I.E., I.C.S. 10. Dr. T. E. Gregory, D.Sc. 11. Mr. J. D. Tyson, C.B.E., I.C.S. 12. Mr. E. T. Coates, C.S.I., C.I.E., I.C.S. 13. Mr. J. H. F. Raper. 14. Mr. Ghulam Muhammad, C.I.E. 15. Mr. Y. N. Sukthankar, C.I.E., I.C.S. 16. Mr. T. S. Pillay, O.B.E. 17. Mr. M. Ikramullah, I.C.S. 18. Sir Kenneth Mitchell, C.I.E., I.S.E. 19. Mr. P. M. Kharagat, C.I.E., I.C.S. 20. Mr. T. M. S. Mani, I.C.S. 21. Mr. J. V. Joshi, M.A. (Cantab). 22. Mr. S. A. Venkataraman, I.C.S. 23. Mr. N. C. Mehta, I.C.S. 24. Mr. M. K. Vellodi, I.C.S. 25. Mr. A. A. Phillips, V. D. 26. Capt. A. M. Thompson. 27. Rai Bahadur H. Mukherjee. 28. Mr. R. C. Srivastava. 29. Mr. B. N. Adarkar, M.A. (Cantab). 30. Mr. H. F. Knight, C.S.I., C.I.E., I.C.S., Adviser to the H. E. the Governor (Finance), Bombay. 31. Mr. K. L. Panjabi, I.C.S., Secretary to the Government of Bombay (General Department), Bombay. 32. The Hon'ble Rai Bahadur Chaudhuri Sir Chhotu Ram, Minister of Revenue, Punjab. 33. Mr. R. Sachdev, I.C.S., Addl. Dy. Secy. to the Govt., Punjab. 34. Mr. E. N. Mangat Rai, I.C.S., Assistant Price Controller to Govt., Punjab. 35. Sardar Sahib Sardar Kartar Singh, Mar keting Officer, Punjab. 36. Mr. H. M. Hood, C.S.I., C.I.E., I.C.S., Adviser to H. E. the Governor of U. P. 37. Mr. P. W. Marsh, C.S.I., C.I.E., I.C.S., Adviser to H. E. the Governor of Madras. 38. Mr. T. M. Lyle, C.S.I., C.I.E., Secretary, Price Control Department, U. P. 39. Mr. S. S. Khara, I.C.S., Director of Industries, U. P. 40. Mr. J. E. Pedley, C.I.E., M.C. U. P. 41. Mr. E. A. E. Williams, I.C.S., Secretary to Government and Controller of Prices and Supplies, Bihar. 42. Mr. B. N. Sarkar, Senior Marketing Officer and Assistant Controller of Prices, Bihar. 43. Mr. E. R. Cousins, C.S.I., C.I.E., I.C.S., Adviser, Development, Bihar. 44. Sir Geoffrey Burton, K.C.I.E., I.C.S., Financial Adviser to H. E. the Governor, C. P. 45. Mr. C. C. Desai, I.C.S., Secretary (Commerce and Industry) to Government, C. P. 46. The Hon'ble Khan Bahadur Allah Baksh Haji Mohammad Umar, O.B.E., Premier of Sind. 47. Mr. J. C. Bolton, I.C.S., Sind. 48. Mr. C. A. Humphrey, I.C.S., Chief Controller of Prices, Assam. 49. Mr. I. W. Jardine, C.I.E., Revenue and Divisional Commissioner, N.-W. F. P. 50. The Hon'ble Pandit Godavari Misra, Orissa. 51. Mr. K. T. Uthappa, B.A., Assistant Commissioner, Coorg. 52. Rai Bahadur Thakur Onkar Singh, Addl. Assistant Commissioner, Ajmer and Merwara. 53. Mr. W. F. G. Le Bailly, I.C.S., Deputy Commissioner, Delhi. 54. Mr. J. G. Acheson, C.I.E., I.C.S., Baluchistan. 55. Sardar Attar Singh, Revenue Commissioner, Kashmir. 56. Major Shams-ud-Din Muhammad, B.A., Bahawalpur. 57. Mr. Satya Vrata Mukerjee, B.A. (Oxon.), Nalb Dewan, Baroda. 58. Raja Mantrapravina Mr. K. V. Anantaraman, Minister, Finance and Revenue, Mysore. 59. Rajasevasaksa Mr. T. V. A. Isvaran, Chairman, Mysore Sugar Company, Mysore. 60. Lala Ramjidas Vaishya, Secretary, Industries, Commerce, Communications Dept., Gwalior. 61. Mr. Ghulam Mahmood Qureshi, Addl. Revenue Secretary, Hyderabad. 62. Mr. A. Madhava Prabhu, B.A., B.L., Dewan Pelskar, Cochin. 63. Mr. Zaidi, Prime Minister, Rampur State. 64. Dr. B. G. Ghate and Mr. Mohammad Shaghi were also present.

10. SIXTH PRICE CONTROL CONFERENCE.—7th and 8th September, 1942.  
(Prices and Supplies Control.)

1. The Hon'ble Mr. N. R. Sarker, Member (Commerce). 2. The Hon'ble Sir Jeremy Ralsman K.C.S.I., C.I.E., I.C.S., Member (Finance). 3. The Hon'ble Sir Homi Mody, K.B.E., Member (Supply). 4. The Hon'ble Sir Joginder Singh, Member (E. H. & L.). 5. The Hon'ble Dr. B. B. Abedkar, D.Sc., Bar-at-Law, Member (Labour). 6. The Hon'ble Sir Alan Lloyd, C.S.I., C.I.E., I.C.S. 7. The Hon'ble Mr. C. E. Jones, C.S.I., C.I.E., I.C.S. 8. The Hon'ble Sir Satyendra Nath Roy, C.S.I., C.I.E., I.C.S. 9. The Hon'ble Mr. H. C. Prior, C.I.E., I.C.S. 10. Mr. J. D. Tyson, C.B.E., I.C.S. 11. Mr. A. W. Ibbotson, C.I.E., M.B.E., I.C.S. 12. Mr. E. T. Coates, C.S.I., C.I.E., I.C.S. 13. Mr. N. R. Pillai, C.B.E., C.I.E., I.C.S. 14. Mr. A. C. Turner, C.I.E., I.C.S. 15. Mr. B. G. Holdsworth, C.I.E., I.C.S. 16. Mr. Y. N. Sukthankar, C.I.E., I.C.S. 17. Mr. N. C. Mehta, I.C.S. 18. Mr. S. K. Kirdpalani, I.C.S. 19. Mr. P. M. Kharagat, C.I.E., I.C.S. 20. Sir Kenneth Mitchell, C.I.E., I.S.E. 21. Sir Hugh Raper. 22. Mr. T. S. Pillay, O.B.E. 23. Mr. J. V. Joshi, M.A. (Cantab). 24. Lt.-Gen. T. J. Hutton. 25. Mr. T. M. S. Mani, I.C.S. 26. Mr. A. A. Phillips, V. D. 27. Mr. M. K. Vellodi, I.C.S. 28. Captain A. M. Thompson, A.I.L.O. 29. Rai Bahadur H. Mukerjee. 30. Mr. B. N. Adarkar, M.A. (Cantab). 31. Mr. Mohd. Shaghi, M.A., I.L.B. 32. The Hon'ble Nawab Bahadur of Dacca, Bengal. 33. Mr. L. F. Pinnel, I.C.S., Bengal. 34. Mr. D. L. Mazumdar, I.C.S., Bengal. 35. Mr. H. F. Knight, C.S.I., C.I.E., I.C.S., Bombay. 36. Dr. T. G. Shirname, Ph.D., F.S.S., F. R. Econ. S., Bombay. 37. Mr. P. B. Advani, M.Sc. (Tech.), M.I.E., J.P., Bombay. 38. Mr. E. E. Russell, C.S.I., C.I.E., I.C.S., Bihar. 39. Mr. R. A. E. Williams, I.C.S., Bihar. 40. Mr. S. Solomon, I.C.S., Orissa. 41. Mr. P. N. Mahanti, Orissa. 42. Mr. C. A. Humphrey, I.C.S., Assam. 43. Mr. R. F. Mudie, C.S.I., C.I.E., O.B.E., I.C.S., U. P. 44. Professor S. K. Rudra, M.A. (Cantab), U. P. 45. Mr. A. D. Pandit, I.C.S., U. P. 46. The Hon'ble Sardar Baktev Singh, Punjab. 47. Sir William Roberts, C.I.E., Punjab. 48. Mr. E. N. Mangat Rai, I.C.S., Punjab. 49. Mr. I. W. Jardine, C.I.E., I.C.S., N.-W. F. P. 50. Rai Bahadur Thakur Onkar Singh, Ajmer-Merwara. 51. Mr. W. F. G. Le Bailly, I.C.S., Delhi. 52. Mr. Farmanad, I.C.S., C. P. 53. Mr. H. S. Kamath, I.C.S., C. P. 54. Mr. G. B. Priestley, I.C.S., Madras. 55. The Hon'ble Khan Bahadur Allah Baksh Haji Mohammad Umar, O.B.E., Sind. 56. Mr. J. C. Bolton, I.C.S., Sind. 57. Wazir Feroz Chand, Kashmir. 58. Mr. S. V. Mukerjee, Baroda. 59. Colonel Slaughter, Hyderabad. 60. Mr. A. Madhava Prabhu, B.A., B.L., Cochin. 61. Sir F. E. James, Travancore. 62. Director of Civil Supplies, Mysore. 63. Thakur Uttam Singh Gwalior. 64. Khan Bahadur Abdul Aziz, Kapurthala. 65. Sardar Mir Magbool Mahmood, Secretary to H. H. the Chancellor, Chamber of Princes. 66. The Chief Minister, Indore. 67. A Representative of Bahawalpur State.

11. MEETING WITH THE REPRESENTATIVES OF TRADE AND INDUSTRY.—11th September, 1942.  
(Prices and Supplies Control.)

1. G. L. Mehta, Esq., President of the Indian Chamber of Commerce and Industry, 3, Loudon Street, Calcutta. 2. Sir M. G. Deshpande, K.B.E., 'Mahal', Nagpur. 3. Sir Datar Singh, Montgomery. 4. Lala Padarnath Singhania, President, Employers' Association of North India, Kamla Tower, Cawnpore. 5. Kedarnath Aggarwal, Esq., c/o Messrs. Banarasis Prahladar, Marwari Chamber of Commerce, Bombay. 6. Mr. Satya Paul Virmani, Jwala Flour Mills, Amritsar. 7. Ashutosh Bhattacharyan, Esq., Bengal Rice Mills and Merchants' Association, 28, Galfit Street, Calcutta. 8. Rao Sahib C. Subbiah Chetty, Nellore (Madras). 9. Sir Purshottamdas Thakurdas, C.I.E., M.B.E., Navasari Chambers, Outram Road, Fort, Bombay. 10. Mr. A. L. Lyell, Calcutta Flour Mills' Association, Calcutta. 11. Madhusudan Dayal Equipur, Hapur, U. P. 12. The Hon'ble Mr. E. H. Haddow, Chairman of the Associated Chambers of Commerce, Calcutta. 13. Hansraj Gokaldar, Bhowra, Wallace Flour Mills, Bombay. 14. Sardar Santokh Singh, c/o Messrs. Gopalsingh Hirasingh, Grain Merchants, Amritsar.

## 12. TEA BLOCK PURCHASE CONFERENCE.—16th October, 1942.

(To consider certain domestic details connected with the Tea Block Purchase Scheme under which all exportable surplus of Indian tea are to be purchased by the Tea Controller for India on behalf of His Majesty's Government for equitable distribution to all Allied and Neutral countries.)

1. Mr. T. S. Pillay, O.B.E., Joint Secretary, Commerce Department. 2. Mr. J. Jones, C.I.E. 3. Mr. Debcs C. Ghose. 4. Mr. B. C. Ghose. 5. Mr. M. A. Ispahani. 6. Mr. R. Brown. 7. Rao Bahadur H. B. Ari. 8. Gowder, M.L.A., Madras. 9. Mr. R. Blide, I.C.S., Dy. Secy., Supply Department. 10. Lt.-Col. Boughton (Dy. Chief Controller of Purchase). 11. Major Sullivan (Dy. Controller of Purchase). 12. Capt. J. Khan (Dy. Director, Foodstuffs). 13. Mr. J. C. Surrey. 14. Mr. B. C. Studd. 15. Sir F. W. James, O.B.E., M.L.A., Central. 16. Rai Sahib P. M. Mukerji, Asstt. Secretary, Commerce Dept.—No costs to be borne by the Central Government as any travelling and halting allowances which may have to be paid to any invitee, if claimed, will be met from the Tea Controller's budget which is debitable to His Majesty's Government.

## 13. TEA CONTROL CONFERENCE.—6th and 7th November, 1942.

To consider the question of the continuance of the International Tea Agreement (1938-43) which is due to expire on the 31st March, 1943, for the period of hostilities and during two complete quota years thereafter.

1. Mr. T. S. Pillay, O.B.E., M.A., B.L., Joint Secretary, Commerce Dept. 2. Mr. J. Jones, C.I.E. 3. Mr. D. Gomme. 4. Mr. G. C. Whyte. 5. Mr. J. L. H. Williams. 6. Mr. J. E. Sampson. 7. Mr. A. B. Roy. 8. Mr. B. C. Ghose. 9. Mr. H. N. Sarma. 10. Mr. P. Barooah. 11. Mr. S. C. Datta. 12. Mr. B. Bhattacharjee. 13. Mr. A. V. Thomas. 14. Mr. Debcs C. Ghose. 15. Mr. J. S. Graham. 16. Mr. J. C. Surrey. 17. Sir F. W. James, O.B.E., M.L.A. 18. Mr. I. B. Sen. 19. Mr. L. B. Green, O.B.E., Tea Controller for India. 20. Colonel J. N. Bonden, C. M. G.'s Branch. 21. P. M. Kharegat, C.I.E., I.C.S. 22. Rao Bahadur Ari Gowder. 23. Rai Sahib P. M. Mukerji, M.A., Asstt. Secy. to the Govt. of India, Commerce Department. 24. Mr. Ram Chandra, C.I.E., M.B.E., I.C.S., Chief Controller of Imports.—Cost—Nil.

## 14. RECONSTRUCTION COMMITTEE (TRADE, INTERNATIONAL TRADE POLICY AND AGRICULTURAL POLICY).—22nd and 23rd May, 1942.

(To draw up a programme of work.)

1. The Hon'ble Sir Alan Lloyd, C.S.I., C.I.E., I.C.S., Secretary to the Government of India, Commerce Department. 2. The Hon'ble Sr Jeremy Raisman, K.C.S.I., C.I.E., I.C.S., Member (Finance), H. E. the Viceroy's Executive Council. 3. J. D. Tyson, Esquire, C.B.E., I.C.S., Secretary to the Government of India, Department of Education, Health and Lands. 4. Dr. T. E. Gregory, D.Sc., Economic Adviser to the Government of India. 5. A. C. Turner, Esquire, C.I.E., M.B.E., I.C.S., Additional Secretary to the Government of India, Finance Department. 6. J. H. F. Raper, Esquire, Member, Railway Board. 7. J. F. Sheehy, Esq., C.S.I., I.C.S., Member, Central Board of Revenue. 8. C. W. Ayers, Esq., C.I.E., Excess Profits Tax Adviser, Central Board of Revenue. 9. T. S. Pillay, Esquire, O.B.E., M.A., B.L., Joint Secretary to the Government of India, Commerce Department. 10. P. B. Advani, Esquire, M.Sc. (Tech.), M.I.E., J.P., Director of Industries, Bombay. 11. H. M. Mahmood, Esq., Director of Industries, Punjab. 12. Mir Maqbool Mahmood, Secretary to H. B. the Chancellor, Chamber of Princes. 13. V. Vedavyasacharya, Esquire, Secretary, Development Department, Mysore. 14. P. M. Kharegat, Esquire, C.I.E., I.C.S., Vice-Chairman. 15. Dr. Sir S. S. Bhatnagar, O.B.E., Director. 16. G. L. Mehta, Esq., President, Federation of Indian Chambers of Commerce and Industry, New Delhi. 17. The Hon'ble Mr. R. K. Haddow, President, Associated Chambers of Commerce, Calcutta. 18. B. S. Dabke, Esquire, Bombay. 19. Sir Abdul Halim Ghuznavi, M.L.A., Calcutta. 20. The Hon'ble Mr. Hossain Imam, Gaya. 21. Sir Frederic James, M.L.A., New Delhi. 22. Sir Tracy Gavin Jones, Director, Muir Mills Company Limited, Cawnpore. 23. Sir Chunilal B. Mehta, Bombay. 24. Sir George Morton, O.B.E., M. C., President, Bengal Chamber of Commerce, Calcutta. 25. K. G. Neogy, Esquire, M.L.A., New Delhi. 26. The Hon'ble Mr. P. N. Sapru, Allahabad. 27. Sir Zia-Uddin, Ahmad, M.L.A., Vice-Chancellor, Muslim University, Aligarh. 28. B. N. Adarkar, Esquire, M.A. (Cantab.), Secretary, Reconstruction Committee.—Cost—Rs. 2,765 approximately.

## 15. WHEAT CONFERENCE.—20th August, 1942.

(To review the wheat situation.)

1. The Hon'ble Mr. N. R. Sarker, Member (Commerce). 2. The Hon'ble Sir Alan Lloyd, Secretary, Commerce Department. 3. Mr. Y. N. Sukthanker, Wheat Commissioner for India. 4. Captain A. M. Thompson, Deputy Wheat Commissioner for India. 5. Mr. B. N. Adarkar, Additional Under Secretary, Government of India. 6. Mr. R. W. Targett, C.I.E., Director General of Supply. 7. Mr. A. P. Hume, I.C.S., Deputy Director General of Supply. 8. Lt. Genl. Hutton, Secretary, War Resources Committee, Supply Department. 9. Major Lee, Deputy Controller of Railway Priorities. 10. Sir William Roberts C.I.E., Price Controller, Punjab. 11. Mr. Mangat Rai, Assistant Price Controller, Punjab. 12. Sardar Santok Singh (Messrs. Gopal Singh Hira Singh, Amritsar). 13. Sardar Ujjal Singh, M.L.A. 14. Bhal Chuharmal, Okara. 15. Mr. Mason (Messrs. Owen Roberts and Company, Lahore). 16. Mr. Satya Paul Virmani, Northern India Flour Mills Association. 17. Mr. Gauri Shankar, Central Bank of India, Lahore.—Cost—Rs. 595 approximately.

## 16. FIFTH MEETING OF THE EXPORT ADVISORY COUNCIL—31st January, 1942.

1. The Hon'ble Dewan Bahadur Sir A. Ramaswami Mudaliar, Member (Commerce). 2. Seth-Khimji Shamji, Bombay Grain Merchants' Association. 3. M. Haridas Madhavdas, Esq., East India, Cotton Association. 4. Sir V. N. Chandavarkar, Bombay Millowners' Association. 5. Mr. Issardas Varindmal, M.L.A., Karachi Indian Merchants' Association. 6. Moulvi Mohammad Amin, Calcutta Hides and Skins Shippers' Association. 7. Mr. M. Ahmed Badsha, B.A., M.L.A., Southern India Skins and Hides Merchants' Association. 8. Mr. J. H. Burder, Indian Jute Mills Association. 9. Seth Chandulal P. Parikh, Ahmedabad Millowners' Association. 10. The Hon'ble Sir J. H. S. Richardson, Associated Chambers of Commerce of India. 11. Mr. J. M. B. Gibbons, Associated Chambers of Commerce of India. 12. Mr. Chunilal B. Mehta, Federation of Indian Chambers of Commerce and Industry. 13. Mr. Sankalchand G. Shah, Federation of Indian Chambers of Commerce and Industry. 14. Mr. C. J. Damala (Messrs. Halli Bros.). 15. Mr. L. B. Moses (Messrs. Lewis Drefus & Co.). 16. Mr. V. V. Ramaswami (Madras). 17. Sir Abdul Halim Ghuznavi, Calcutta. 18. Kumararajah Sir M. A. Muthiah Chettiar (Madras). 19. Dewan Bahadur Sir N. Gopalaswami Ayyangar, C.S.I., C.I.E. 20. Mr. Maqbool Mahmood, Bar-at-Law. 21. Mr. A. Boxall (attended as observer for the Govt. of Hyderabad). The Hon'ble Sir Alan Lloyd, C.S.I., C.I.E., I.C.S., Secy., Commerce Dept., Mr. N. R. Pillai, C.I.E., C.B.E., I.C.S., Additional Secretary, Commerce Dept., Dr. T. E. Gregory, Economic Adviser to the Government of India, Mr. T. S. Pillay, O.B.E., M.A., B.L., Deputy Secretary, Commerce Dept. and Mr. G. Swaminathan, Under Secy., Commerce Dept., were also present.—Cost—Rs. 4,938 approximately.

## 17. ADVISORY PANEL ON DRUGS AND MEDICINES.—10th December, 1942.

(To discuss as to which proprietary and patent medicines it is essential to import into India.)

1. Lt.-Col. Sir B. N. Chopra, C.I.E., I.M.S. (Retd.). 2. Dr. B. N. Ghosh, M.B.E., F.R.F.P. and S. (Glas.), I. M. (Dublin), F.S.M.F. (Bengal), F.R.S. (Edin.). 3. Dr. W. B. Aykroyd, M.D. 4. E. W. Fairrass, Esq., M.P.S. 5. Dr. B. Mukerjee, D.Sc., M.D., F.A.P.S.S.—Cost—Rs. 22,000 approximately.

**Mr. President** (The Honourable Sir Abdur Rahim): Sir Zia Uddin.

**Dr. Sir Zia Uddin Ahmad**: No. 141.

**The Honourable Sir Sultan Ahmed**: Sir, we are sorry that the Honourable Member is absent.

**Mr. President** (The Honourable Sir Abdur Rahim): The question will be answered on Monday.

(Major General E. Wood entered the Chamber.)

**The Honourable Sir Sultan Ahmed:** Sir, he has come.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member should have been in his seat at the proper time.

**Major General E. Wood:** I apologize, Sir.

• WHEAT POSITION.

**141. \*Dr. Sir Zia Uddin Ahmad:** (a) Will the Honourable the Food Member please state what was the estimated surplus of wheat in the country on the 31st March, 1941?

(b) What was the estimated production of wheat in 1942?

(c) What quantity has been estimated to have been consumed during the period from April 1942 to January 1943?

(d) What is the estimated quantity of wheat now in the country?

**Major General E. Wood:** (a) Statistics are not available of the estimated surplus of wheat in the country on any particular date.

(b) 100.7 lac tons.

(c) and (d). Information on which to base such estimates is not available.

COMPLAINTS ABOUT CONTROL OF WHEAT IN DELHI.

**142. \*Dr. Sir Zia Uddin Ahmad:** (a) Has the Honourable the Food Member drawn the attention of the Delhi Administration to the definite complaints about the control of wheat in Delhi brought to notice during the debates and by questions in the Autumn Session 1942?

(b) What action has the Delhi Administration taken against such complaints?

(c) Is the Honourable Member prepared to hand over the enquiry to the Intelligence Department of the Government of India to find out whether the complaints were justified?

**Major General E. Wood:** (a) and (b). The Honourable Member doubtless refers to certain statements made in the course of the debate on the adjournment motion on the 11th March, 1942. The complaints were brought to the notice of the Delhi Administration. The gravamen of the complaints was that for ulterior motives the official who was then most closely concerned with the distribution of wheat supplies in Delhi had not taken effective action to discover stocks hidden by merchants in the town. In actual fact, a number of raids were made in Delhi last spring, resulting in the production of some 14,500 bags of wheat and wheat flour. While it is doubtless true that a considerable number of persons in Delhi of the upper and middle classes still hold stocks of wheat for their personal use, it does not appear at all likely that at this stage any considerable stocks still remain concealed with the dealers.

As regards the allegations against the particular official, the reply is, firstly, that ever since the first wheat shortage occurred in Delhi twelve months ago the authorities have been using the services of the police and the magistrates to trace the hidden stocks, in addition to the services of the official mentioned. Secondly, much of the information which led to the successful raids of last spring was obtained by the very official who was criticized in the debate.

(c) There is no occasion for such inquiry as the Honourable Member seems to contemplate in the last part of his question.

HIGH RATES FOR CONTRACTS FOR CONSTRUCTION OF AERODROMES AT GAYA AND NAWADIH.

**143. \*Mr. K. C. Neogy:** (a) Will the Honourable the Labour Member please state whether it is a fact that contracts for the construction of certain aerodromes were sanctioned by the Chief Engineer, Central Public Works Department, originally at very high rates against which the Provincial Public Works Department was compelled to lodge protests?

(b) Is it a fact that as a result of such protests a committee was appointed to examine these rates, and the committee reduced the rates to about one-third of what were agreed upon by the Chief Engineer?

(c) Is it a fact that the contractors also agreed to reduce the rates correspondingly proving thereby that the rates originally awarded were abnormally high?

(d) If the answer to (c) above be in the affirmative, what action do Government propose to take against the Chief Engineer who was responsible for sanctioning the original rates?

**The Honourable Dr. B. R. Ambedkar:** (a) Rates for the construction of the aerodromes in question were accepted by Chief Engineer on proposals put forward by the Executive Engineer through the Superintending Engineer. The rates were high but reliable contractors were not obtainable for work of the dimensions required at lower rates at the time the work was started. A report was received through the Divisional Commissioner complaining that these rates were unduly high.

(b) and (c). Almost 4 month before the receipt of any protests from the local officers the Chief Engineer had instructed the Superintending Engineer to make an enquiry and subsequently deputed his Personal Assistant and Financial Adviser to make a further enquiry. By that time conditions had become easier and it was possible to enforce reductions in the rates previously accepted. As a result some rates were considerably reduced, but no rate was reduced to one-third of the previous rates. The reductions accepted by the contractors were nil in respect of certain works, 15 per cent. in respect of main runway, 50 per cent. in respect of ordinary buildings, and between 30 per cent. and 60 per cent. in the case of special buildings. The contractor has, however, refused to accept the reduced rates proposed in the case of domestic buildings which have therefore been taken away from him and given to another contractor at reduced rates.

(d) There is no case for taking any action against the Chief Engineer.

#### HIGH RATES FOR WORKS OF LANDING GROUNDS IN NEW DELHI CANTONMENT.

†144. \***Mr. K. O. Neogy:** (a) Will the Honourable the Labour Member please state whether it is a fact that the rates for works of Landing Grounds in the new Cantonment, New Delhi, were sanctioned and awarded at high levels originally, but later on they had to be reduced, and the contractors are now doing the works at these reduced rates?

(b) If the answer to (a) above be in the affirmative, why were the higher rates sanctioned in the beginning, and under whose authority?

(c) What action do Government propose to take against the officers who are responsible for this state of affairs?

(d) What precautions have been, or are going to be, taken by the Government of India to prevent a recurrence of such instances to ensure rigid economy in the execution of all such works?

**The Honourable Dr. B. R. Ambedkar:** (a) and (b). Three items of works, viz., (1) Landing Ground, (2) Domestic Buildings and (3) Technical Buildings, were carried out in connection with the construction of the New Cantonment, New Delhi Landing Ground. As regards (1) and (2) the answer is in the negative.

As regards (3) some reduction in rates was effected owing to change of specification.

(c) and (d). Do not arise.

#### CENTRAL FOOD ADVISORY COUNCIL.

145. \***Sir F. E. James:** Will the Honourable the Food Member be pleased to state:

(a) whether the Central Food Advisory Council has been transferred to the Food Department and is still in existence;

(b) what progress it has made in planning on an all-India basis a food and fodder production programme and in tendering advice with regard to its execution; and

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

- (c) if any steps have been taken to make the Council a clearing house of information and advice for all matters relating to food production throughout the Provinces and Indian States?

**Major General E. Wood:** (a) Yes.

(b) Following on recommendations made by the Council through its sub-committee and at its plenary sittings, Government of India addressed all the provinces to increase the food, fodder and vegetable production in the coming *kharij* and *rabi* seasons.

Specific production targets have been prescribed for each province in respect of the principal *kharij* crops for adoption. The Council also made proposals for converting town refuse into manure by municipalities of over 50,000 population; recommended steps to correct classification and utilisation of large areas of land described as "culturable but not cultivated"; suggested improvement of machinery for collecting agricultural statistics with particular reference to the permanently settled areas.

(c) Yes. Arrangements are under consideration for the Departments of the Central Government concerned to advise the Secretary of the Food Council, on all important matters concerning the terms of reference of the Council, and the recommendations made by the Council so as to enable the Secretary to send to all the members a monthly letter of information and progress.

**Sir F. E. James:** May I take it that the Honourable Member at present is using this Council for the purpose for which it was set up?

**Major General E. Wood:** That is the intention.

**Mr. N. M. Joshi:** What steps Government propose to take to make this Central Food Advisory Council a more representative body?

**Major General E. Wood:** The Council, as constituted, represent the interests of the consumers, traders, bankers and the cultivators.

**Mr. N. M. Joshi:** May I ask whether the Indian labour is represented on that body?

**Major General E. Wood:** The answer is in the negative.

**Mr. N. M. Joshi:** In view of the fact that a large number of consumers consists of labour, whether Government will ask the authorities to make the Council more representative of labour and of the consumers.

**Major General E. Wood:** The matter will be considered.

**Dr. Sir Zia Uddin Ahmad:** Is it not a fact that only one sided opinion is expressed in this Council and the consumers are very poorly represented?

(No answer was given.)

**Mr. E. L. O. Gwilt:** On a point arising from the reply, will the Honourable Member say whether the valuable manure of activated sludge will be distributed throughout the country?

**Major General E. Wood:** The Council has put forward a proposal which is being considered by the proper Department for the training of at least one officer for each Province and State to be trained in the proper utilisation of town refuse. The proposition further goes on to suggest that when the first officer for each Province and State has been trained, they should continue to train officers until each Province and State can make use of town refuse of towns with 50,000 population and over.

**Dr. Sir Zia Uddin Ahmad:** What is the nature of the training which the Honourable Member is contemplating to impart?

**Major General E. Wood:** I am not aware of the details of the training, but the process is what is called the Bangalore process and the training will take place near Bombay. The first training class will consist of about 20 students.

**Mr. E. L. O. Gwilt:** May I know whether the term "town refuse" covers activated sludge, because as an agricultural manure activated sludge is probably very much better than town refuse.

**Major General E. Wood:** I regret I am unable to answer that question.

**Dr. Sir Zia Uddin Ahmad:** May I ask whether the Honourable Member will

hold training class near a place where food is available or near a place where food is not available?

**Major General E. Wood:** The proposal is that when these new sources of manure become available, they will be distributed under the direction and control of Provincial Directors of Agriculture, and if necessary at a price within the reach of the cultivator.

**Sir F. E. James:** May I know if the Honourable Member's Department will look into the matter of activated sludge?

**Major General E. Wood:** Yes, Sir.

**Dr. Sir Zia Uddin Ahmad:** May I ask whether the Honourable Member will consider the advisability of making Delhi as the training centre, because there is scarcity of food in Delhi itself, while there is plenty of food round about within a distance of ten miles? Delhi is the ideal place for this training centre. Will the Honourable Member give up the idea of having this training centre in Bombay and open one in Delhi?

**Major General E. Wood:** The scarcity of food in any place is not necessarily related to the need of manure in that place.

**Mr. N. M. Joshi:** In view of the fact that these next two questions are of public importance from the point of view of labour, may I have your permission to put them?

**Mr. President** (The Honourable Sir Abdur Rahim): You can put those questions.

**The Honourable Dr. B. R. Ambedkar:** I have no objection.

**Mr. President** (The Honourable Sir Abdur Rahim): Very well, the Honourable Member may put those questions.

#### IRREGULARITIES IN CONNECTION WITH APPLICATION OF CHAPTER VI-A OF THE INDIAN RAILWAYS ACT.

146. \***Mr. N. M. Joshi** (on behalf of **Mr. Lalchand Navalrai**: (a) Will the Honourable the Labour Member be pleased to state when the Indian Railways (Amendment) Act XIV of 1930 came into force?

(b) Is it a fact that in the annual reports of the Conciliation Officer (Railways) and the Supervisor of Railway Labour, who is an Inspector under the Act, it has been noted that the same irregularities have continued to be noticed on the Railways in connection with the application of Chapter VI-A of the Indian Railways Act?

(c) If the reply to part (b) above be in the affirmative, has the Conciliation Officer (Railways) and the Supervisor of Railway Labour at any time invoked the aid of penalty provisions of the Indian Railways (Amendment) Act, 1930, to stop these irregularities? If so, will the Honourable Member please lay a statement on the table of the House giving instances?

(d) If the reply to first portion of part (c) above be in the negative, will the Honourable Member please give reasons for not enforcing the penalty clauses of the law?

(e) Is it proposed to do so now? If not, why not?

**The Honourable Dr. B. R. Ambedkar:** (a) Section 1 of the Indian Railways (Amendment) Act of 1930 came into force on the 26th March, 1930. Section 2 came into force on different Railways on the dates given below:

North Western and East Indian Railways—1st April, 1931.

Great Indian Peninsula and Eastern Bengal (now Bengal and Assam) Railways—1st April, 1932.

Bombay, Baroda and Central India and Madras and Southern Mahratta Railways—1st November, 1935.

Bengal and North Western (now Oudh and Tirhut) Railway—1st October, 1937.

South Indian and Rohilkund and Kumaon (now part of Oudh and Tirhut) Railways—1st April, 1940.

Bengal Nagpur and Assam Bengal (now part of Bengal and Assam) Railways—1st January, 1941.

(b) Yes. (c) No.

(d) and (e). It has not been necessary to invoke the aid of penalty provisions of the law as it has always been possible to rectify irregularities by administrative action.

**FIELD OF ACTIVITIES OF THE CONCILIATION OFFICER (RAILWAYS).**

147. \***Mr. N. M. Joshi** (on behalf of **Mr. Lalchand Navalrai**): (a) Will the Honourable the Labour Member be pleased to state whether it is a fact that on the creation of his post the Conciliation Officer (Railways) was posted to Calcutta, to carry on his conciliation activities amongst the group of railways with headquarters at Calcutta?

(b) Is it a fact that the office of the Conciliation Officer (Railways) and the Supervisor of Railway Labour has now been transferred to Lahore? Will the field of his conciliation activities be confined to the group of railways with headquarters at Calcutta, or to the North Western Railway at Lahore or to railways with headquarters at both these places, Lahore and Calcutta?

**The Honourable Dr. B. R. Ambedkar**: (a) Yes.

(b) The headquarters of the Conciliation Officer (Railways) and the Supervisor of Railway Labour was transferred to Lahore purely as a temporary measure as a new incumbent to the post was being appointed and the Deputy Supervisor of Railway Labour whose headquarters are at Lahore was holding additional charge of the post of Conciliation Officer (Railways) and the Supervisor of Railway Labour. The headquarters have now been transferred back to Calcutta after the appointment of a new incumbent to the post.

**Mr. N. M. Joshi**: May I ask whether the Government will consider the question of extending the function of the Conciliation Officer to Railways other than those whose headquarters are in Calcutta?

**The Honourable Dr. B. R. Ambedkar**: Yes, I will consider that.

**Mr. President** (The Honourable Sir Abdur Rahim): I have allowed these two questions to be put by Mr. N. M. Joshi, though the Honourable Member, Mr. Lalchand Navalrai, who gave notice of these questions had not authorised Mr. Joshi. It is ordinarily the practice that no other Member can put a question unless the Honourable Member in whose name a question stands has authorised him to do so. But in the special circumstances of this case, I have allowed Mr. Joshi to put the questions.

**LOOTING OF GRAIN SHOPS BY MILL-HANDS AT DHARLIA.**

148. \***Dr. Sir Zia Uddin Ahmad**: (a) Will the Honourable the Food Member please state if it is a fact that the mill hands in Dharlia (Bombay Presidency) looted the grain shops about the 2nd January, 1943?

(b) What was the cause of looting the bazaar?

(c) Was it not due to the starvation caused by the absence of food grains in the market?

(d) Does this danger exist in all places where foodstuff is not available?

(e) Is the Honourable Member prepared to press on his colleagues to take immediate steps for easing the situation?

**Major General E. Wood**: (a) to (e). The Government of India are not aware whether the facts are as stated in the question. Responsibility for law and order and for rendering the civil population such assistance as is possible in the way of foodstuffs rests on the Provincial Government. The Government of India are aware that there is scarcity in some parts of the Bombay Presidency and have already made arrangements for substantial quantities of grain to be despatched to Bombay from surplus Provinces.

**RECONSTRUCTION COMMITTEES.**

149. \***Mr. Govind V. Deshmukh**: Will the Honourable Member for Commerce be pleased to state:

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

- (a) the names of persons serving on the various Reconstruction Committees;
- (b) the names of the economic investigators; and
- (c) if any final or preliminary reports of these Committees are ready; and if so, whether these will be laid on the table?

**Major General E. Wood:** (a) A list of members serving on the fourth Reconstruction Committee *viz.*, Trade, International Trade Policy and Agricultural Policy is placed on the table.

The first three Reconstruction Committees dealing with (i) Labour and Demobilisation, (ii) Disposals and Contracts and (iii) Public Works and Government Purchases are being constituted and the proposed lists of representatives are placed on the table.

- (b) 1. Mr. M. A. Mulky, M.A., LL.B., M.Sc. (Econ.), (London).
- 2. Dr. S. Ganpati Rao, M.A. (Hons.), D.Litt. (Madras).
- 3. Dr. Natarajan, M.A., D.Litt. (Madras).
- 4. Mr. V. K. Chopra, M.A.
- 5. Mr. S. M. Huda, B.A., Dip. in Rural Economics (Oxford).
- (c) Preliminary conclusions on one or two topics have been reached, but no decision has yet been taken as to publication of Reports when ready.

*Proposed Personnel of Reconstruction Committee I. (Labour and Demobilisation).*

*Representatives of the Government of India.*

1. The Honourable Mr. N. R. Sarker, Member (Commerce): *Chairman.*
2. The Honourable Mr. C. MacI. G. Ogilvie, C.S.I., C.B.E., I.C.S., Secretary to the Government of India, Defence Department.
3. The Honourable Mr. N. R. Pillai, C.I.E., C.B.E., I.C.S., Secretary to the Government of India, Commerce Department.
4. Sir Theodore Gregory, D.Sc., Economic Adviser to the Government of India.
5. Major-General H. V. Lewis, C.B., C.I.E., D.S.O., M.C., Defence Department.
6. Sir Guthrie Russell, Director-General, Munitions Production, Calcutta.
7. Mr. E. T. Coates, C.S.I., C.I.E., I.C.S., Financial Adviser, Military Finance.
8. Mr. L. T. Gholap, I.C.S., Joint Secretary to the Government of India, Finance Department.
9. The Honourable Mr. H. C. Prior, C.I.E., I.C.S., Secretary to the Government of India, Labour Department.
10. Colonel H. W. Wagstaff, M.C., Member, Railway Board.
11. Mr. J. Sargent, M.A., C.I.E., Educational Adviser to the Government of India.
12. Mr. J. V. Joshi, M.A. (Cantab.), Deputy Economic Adviser to the Government of India.

*Representative of the Federation of Indian Chambers of Commerce and Industry.*

13. Sir Purshotamdas Thakurdas, C.I.E., M.B.E., Navsari Chambers, Outram Road, Fort, Bombay.

*Representative of the Associated Chambers of Commerce of India.*

14. Mr. E. S. Millar, Attock Oil Company, Ltd., Rawalpindi.

*Representatives of—*

15. The Bombay Millowners' Association, Bombay.
16. The Indian Jute Mills Association, Calcutta.
17. The Employers' Association of Northern India, Cawnpore.
18. The Indian Engineering Association, Calcutta.
19. The Hindustan Construction Company, Limited, Bombay.
20. The Tata Iron & Steel, Co., Ltd.

*Labour Representatives of Provincial Governments.*

21. Commissioner of Labour, Madras.
22. Commissioner of Labour, Bombay.

*Labour Representatives approved of by Labour Department.*

23. Mr. N. M. Joshi, M.L.A., Model House, 1st Floor, Flat No. A/4, Proctor Road, Bombay, No. 4.
24. Mr. Jannadas Mehta, M.L.A., 40-C., Ridge Road, Malabar Hill, Bombay.

*Representative of Indian States.*

25. One Labour representative of the States.

*Proposed Personnel of Reconstruction Committee II. (Disposals and Contracts).*

*Representatives of the Government of India.*

1. The Honourable Mr. N. R. Sarker, Member (Commerce): *Chairman.*
2. Mr. E. M. Jenkins, C.S.I., C.I.E., I.C.S., Secretary to the Government of India, Supply Department.
3. The Honourable Mr. N. R. Pillai, C.I.E., C.B.E., I.C.S., Secretary to the Government of India, Commerce Department.
4. Sir Theodore Gregory, D.Sc., Economic Adviser to the Government of India.

5. Sir Guthrie Russell, Director-General, Munitions Production, Calcutta.
6. Mr. L. N. Flatt, V.D., Director, Mechanical Engineering, Railway Board.
7. Mr. Zahid Hussain, C.I.E., Additional Financial Adviser, Supply Finance.
8. Mr. J. V. Joshi, M.A. (Cantab.), Deputy Economic Adviser to the Government of India.

*Representative of the Federation of Indian Chambers of Commerce and Industry.*

9. Sir Shri Ram, 20, Curzon, Road, New Delhi.  
*Representative of the Associated Chambers of Commerce of India.*
10. Sir Bernard Pratt, Imperial Chemical Industries (India), Ltd., 18, Strand Road, Calcutta.

*Representatives of the Provincial Governments & Indian States.*

11. Director of Industries, Central Provinces and Berar.
12. Director of Industries, Bengal.
13. Director of Industries, Punjab.
14. One Director of Industries of any State.

*Representatives of—*

15. The Bombay Millowners' Association, Bombay.
16. The Indian Jute Mills Association, Calcutta.
17. The Employers' Association of Northern India, Calcutta.
18. The Indian Engineering Association, Calcutta.
19. The Hindustan Construction Company, Limited, Bombay.
20. The Tata Iron & Steel, Co., Ltd.
21. The Tanners' Federation of India.

*Proposed Personnel of Reconstruction Committee III. (Public Works and Government Purchases).*

*Representatives of the Government of India.*

1. The Honourable Mr. N. R. Sarker, Member (Commerce): *Chairman.*
2. The Honourable Mr. H. C. Prior, C.I.E., I.C.S., Secretary to the Government of India, Labour Department.
3. Sir Theodore Gregory, D.Sc., Economic Adviser to the Government of India.
4. Mr. S. K. Kirpalani, I.C.S., Joint Secretary to the Government of India, Supply Department.
5. Mr. A. W. H. Dean, C.I.E., M.C., I.S.E., Chief Engineer and Rent Controller, C. P. W. D., Labour Department.
6. Mr. T. S. Sankara Aiyer, C.I.E., Financial Commissioner, Railways.
7. Brigadier R. M. W. Marsden, M.C., Deputy Engineer-in-Chief, Engineer-in-Chief's Branch.
8. Mr. A. C. Turner, C.I.E., M.B.E., I.C.S., Additional Secretary to the Government of India, Finance Department.
9. Mr. A. R. Thomas, B.Sc., (Eng.), I.S.E., Secretary, Central Board of Irrigation.
10. Mr. J. V. Joshi, M.A. (Cantab.), Deputy Economic Adviser to the Government of India.

*Representative of the Federation of Indian Chambers of Commerce and Industry.*

11. Mr. Kasturbhai Lalbhai, Pankore's Naka, Ahmedabad.
12. Sir Henry Birkmyre, Bart., Messrs. Birkmyre Brothers, 8, Clive Row, Calcutta.

*Representative of the Indian Institute of Engineers, Calcutta.*

- 13. Mr. B. R. Kagal, B.E., M.I.E., M.R. San. I., Land & Development Officer, Delhi.
- Representative of the Irrigation or the Public Works or the Electricity Departments of*
- |             |                       |
|-------------|-----------------------|
| 14. Sind.   | 17. Assam.            |
| 15. Bihar.  | 18. United Provinces. |
| 16. Orissa. |                       |

*Representatives of—*

19. The Indian Engineering Association, Calcutta.
20. The Hindustan Construction Company, Limited, Bombay.
21. The Tata Iron & Steel Company, Limited.
22. The Associated Cement Companies, Ltd., Bombay.
23. The Delhi Improvement Trust, Delhi

*Other Representatives.*

24. A representative of the Public Works Contractors.
25. A representative of any State.

*Constitution of Reconstruction Committee IV. (As at Present Composed)—(Trade, International Trade Policy and Agricultural Policy).*

*Representatives of the Government of India.*

1. The Honourable Mr. N. R. Sarker, Member (Commerce): *Chairman.*
2. The Honourable Mr. N. R. Pillai, C.I.E., C.B.E., I.C.S., Secretary to the Government of India, Commerce Department.
3. The Honourable Mr. C. E. Jones, C.S.I., C.I.E., I.C.S., Secretary to the Government of India, Finance Department.
4. Mr. J. D. Tyson, C.B.E., I.C.S., Secretary to the Government of India, Department of Education, Health & Lands.
5. Sir Theodore Gregory, D.Sc., Economic Adviser to the Government of India.

6. Mr. A. C. Turner, C.I.E., M.B.E., I.C.S., Additional Secretary to the Government of India, Finance Department.
7. Sir Hugh Raper, Member, Railway Board.
8. Mr. J. V. Joshi, M.A. (Cantab.), Deputy Economic Adviser to the Government of India.

*Representatives of the Provincial Governments.*

9. Director of Industries, Bombay.
10. Director of Industries, Punjab.
11. Director of Industries, Madras.
12. Director of Industries, United Provinces.

*Representatives of States.*

13. Secretary to H. H. the Chancellor, Chamber of Princes
  14. A representative of Hyderabad.
  15. Secretary, Development Department, Mysore.
- Representative of the Imperial Council of Agricultural Research.*
16. Mr. P. M. Kharegat, C.I.E., I.C.S., Vice-Chairman.
- Representative of the Board of Scientific and Industrial Research.*
17. Dr. Sir S. S. Bhatnagar, O.B.E., Director.
- Representatives of the Chambers of Commerce.*
18. Mr. G. L. Mehta, President, Federation of Indian Chambers of Commerce & Industry, New Delhi.
  19. Mr. G. D. Birla, Member of the Committee, Federation of Indian Chambers of Commerce & Industry, New Delhi.
  20. The Honourable Mr. R. R. Haddow, President, Associated Chambers of Commerce, Calcutta.
  21. Mr. W. K. M. Langley, Associated Chambers of Commerce, Calcutta.
- Other Representatives.*
22. Sir Swetachalapati Rana Krishna Ranga Row Bahadur Varu, K.C.I.E., Rajah or Bobbili, Bobbili, District Vizagapatam.
  23. Kumararajah Sir Muthiah Chettiar, Madras.
  24. Mr. B. S. Dabke, Bombay.
  25. Sir Abdul Halim Ghuznavi, M.L.A., Calcutta.
  26. The Honourable Mr. Hossain Imam, Gaya.
  27. Sir Frederick James, M.L.A., New Delhi.
  28. Sir Tracy Gavin Jones, Director, Muir Mills Co., Ltd., Cawnpore.
  29. Sir Chunilal B. Mehta, Bombay.
  30. Sir George Morton, O.B.E., M.C., President, Bengal Chamber of Commerce, Calcutta.
  31. Mr. K. C. Neogy, M.L.A., New Delhi.
  32. The Honourable Mr. P. N. Sapru, Allahabad.
  33. Sir Zia Uddin Ahmad, M.L.A., Vice-Chancellor, Muslim University, Aligarh.

**PLANS FOR PROTECTION OF AGRICULTURISTS FROM SLUMP IN PRICES AFTER THE WAR**

150. \***Mr. Govind V. Deshmukh:** Will the Honourable Member for Commerce please state if Government have thought out plans to see that the agriculturists get a fair return for their produce after the war and have not to suffer on account of slump in prices?

**Major General E. Wood:** This subject was considered at the first meeting of the Reconstruction Committee IV—Trade, International Trade Policy and Agricultural Policy—held in May 1942 and a Sub-Committee on Agriculture has been set up to consider the post-war problems of agriculture. The Agricultural Sub-Committee of the Consultative Committee of Economists is also examining the question:

**DESIRABILITY OF TRANSFER OF INDIAN APPEALS FROM HIS MAJESTY IN COUNCIL TO FEDERAL COURT.**

151. \***Qazi Muhammad Ahmad Kazmi:** (a) Will the Honourable the Law Member please state if it is or it is not a fact that due to war conditions litigants are feeling considerable difficulties in instituting and prosecuting appeals to His Majesty in Council?

(b) Is it or is it not a fact that among other reasons, due to the great distance of India from the Courts of His Majesty in Council, the expenses of appeals to that Court are much greater than they are or can be in any Courts in India?

(c) Is it or is it not a fact that the Courts of His Majesty in Council are overworked and the normal period for the decision of appeals there is from four to five years?

(d) Is it or is it not a fact that there is not sufficient work in the Federal Court of India to keep the Honourable Judges of that Court busy during the normal working days of the year?

(e) In view of the expenses and delay in the decision of appeals by His Majesty in Council, do Government propose to consider the advisability of bringing to the notice of His Majesty in Council the necessity for putting section 206 of the Government of India Act, 1935 into force? If not, why not?

**The Honourable Sir Sultan Ahmed:** (a) to (d). The estimate of the normal period in part (e) is, I think, excessive, but I have no general desire to controvert the suggestions which the Honourable Member evidently intends to convey.

(e) The question is under correspondence with the Secretary of State and I am not in a position to make any further statement at this stage.

**Qazi Muhammad Ahmad Kazmi:** How long is this correspondence going to last? Can the Honourable Member give me some idea?

**The Honourable Sir Sultan Ahmed:** I would suggest my Honourable friend to go to the nearest astrologer.

**Qazi Muhammad Ahmad Kazmi:** Is it likely to finish before the end of the war or will it continue even after the war?

**The Honourable Sir Sultan Ahmed:** The answer is the same.

**DESIRABILITY OF INTRODUCING LEGISLATION REGARDING SPECIAL CRIMINAL COURTS.**

**152. \*Qazi Muhammad Ahmad Kazmi:** (a) Is the Honourable the Law Member aware of the contents of the Ordinance No. II of 1942 creating Special Criminal Courts, issued by the Governor General?

(b) In view of the provisions of section 72 of the Government of India Act, 1919, regarding the duration of such an Ordinance being only six months, do Government propose to consider the advisability of bringing legislation on the basis of that Ordinance, before this House?

**The Honourable Sir Sultan Ahmed:** (a) Yes.

(b) Ordinance XII of 1942, was made during the period specified in section 8 of the Indian and Burma (Emergency Provisions) Act, 1940, and by virtue of sub-section (3) of section 1 thereof, section 72 of the Government of India Act, as set out in the Ninth Schedule to the Government of India Act, 1935, has effect in respect of Ordinances made during that period as if the words imposing the six-month limitation were omitted. The question, therefore, does not arise.

**MATERNITY WELFARE AND CHILDREN'S HEALTH ARRANGEMENTS.**

**†153. \*Mr. Amarendra Nath Chattopadhyaya:** (a) Will the Honourable Member for Education, Health and Lands be pleased to state the number of children born every day in India? Have the Government of India any arrangement to look after their health?

(b) Will he be pleased to state the number of deaths of children every day in India? Have Government made any arrangement for checking this death rate? If so, what?

(c) How many maternity institutions are there in India, province by province, in which free lying-in accommodation is provided? How many doctors and nurses are employed simply to look after the expectant mothers and newly-born children?

(d) What arrangements are there for maternity welfare and children's health in rural areas?

**Mr. S. H. Y. Oulnam:** (a) to (d). Such information as is readily available to the Central Government is contained in the annual reports of the Public Health Commissioner with the Government of India which are in the library of the House. Public Health, hospitals and registration of births and deaths are the responsibility of Provincial Governments.

**QUININE POSITION.**

**†154. \*Mr. Amarendra Nath Chattopadhyaya:** (a) Will the Honourable Member for Education, Health and Lands, please state if it is a fact that

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

India produces 100,000 pounds of quinine yearly? If so, is this quantity sufficient for the use of Indian populace? If not, what is the general deficit? How much quinine is imported annually for use in India and what was the quantity imported in 1939, 1940, 1941 and 1942?

(b) Is it a fact that Government had some quantity of quinine in stock at the end of 1939? If so, what was the total quantity and how was this extra stock distributed and utilised?

(c) Is it not a fact that the supply of quinine has fallen short and has been causing great hardship in treating malarial fever in India?

(d) What was the rate of death per 1,000 per year due to malaria in 1941 and 1942 and what was the rate before the war?

(e) Have the Government of India tried to find out any substitute for quinine? If not, have they approached any *Ayurvedic* or *Yunani* physicians for finding out any proper substitute? Is there any research work in hand to find out a proper substitute?

(f) Did the Honourable Member get any offer from any *Ayurvedic* physician for any such substitute? If so, does the Honourable Member propose to accept the offer to get a substitute at the earliest opportunity? If not, what are the reasons?

**Mr. S. H. Y. Oulsnam:** (a) The annual production of quinine in India is about 90,000 lbs. The normal annual consumption is about 210,000 lbs. A statement showing the imports of quinine from 1938-39 to 1941-42 is laid on the table.

(b) The amount of quinine in the possession of the Government of India at the end of 1939 was 90,000 lbs. The stocks have been included in the common pool of Central and Provincial stocks from which allotments are made to Provincial Governments.

(c) It is a fact that quinine supplies are insufficient to meet requirements for the treatment of all cases of malaria in the country.

(d) Deaths from malaria are separately recorded only in six Provinces and the 1941 figures are available for only five Provinces. The reported death rate in those Provinces in 1941 was 8.1 per thousand of population in urban areas and 8.9 in rural areas. Statistics for 1942 are not yet available. The corresponding rates for 1938 were 8.2 and 10.6.

(e) I would invite the Honourable Member's attention to the answer to his question No. 105 of the 24th September, 1942 and to the Supplementary Questions and answers arising from it. Government have not approached any *Ayurvedic* or *Unani* physician and have not instituted any new research work but they have made arrangements for supplies of atebtrin, a drug which is recognised by the medical profession as a remedy for the treatment of malaria.

(f) Yes Government are prepared to investigate the properties of the alleged remedy if samples are supplied or the formula is given.

*Statement Showing Imports of Quinine.*

1938-39	100,208 lbs.
1939-40	83,023 lbs.
1940-41	293,724 lbs.*
1941-42	283,877 lbs.†

**THE RAILWAY BUDGET—GENERAL DISCUSSION.**

**Mr. President** (The Honourable Sir Abdur Rahim): General Discussion of the Railway Budget: Under Rule 46, I direct that the time limit for speeches on this occasion should be twenty minutes, according to the usual practice, but the Government Member will have forty-five minutes or more, if necessary.

**Mr. T. Chapman-Mortimer** (Bengal: European): Sir, in the beginning of my remarks, I should like to refer to what the Honourable the Member for War

\* includes 190,000 lbs. imported by Government.

† includes 110,000 lbs. imported by Government.

Transport had to say on the subject of the splendid work done by all grades of railway servants during the last extremely difficult year. I should like to pay a tribute on behalf of this Group to what these men have done for India and India's war effort. During July to December, it was my misfortune to have to travel a good deal on business. Now, Sir, we all know that these months were the most difficult months of last year. I can say from my own personal experience which was shared also by Indian friends of mine with whom I made these journeys that we received the most unfailing consideration and assistance from the railway service officials. In that connection, Sir, we heard a great deal about the delays that have occurred in railway travel and more especially the delays that occurred at that time. I should like to quote one or two instances from my own personal experience. One was on an occasion when, owing to the breakdown of an electrical machine in Calcutta, the signal apparatus at Howrah Station was out of action for a couple of hours and our train started, in consequence, one hour late. On the way to Bihar where we were going we made up time and arrived only about half an hour late. Sir, I suggest that is a remarkable tribute to the way in which the Railway employees are doing their work in these difficult times.

Coming to the Budget itself and to the financial proposals which are related to it, I am sure that to the much harassed tax-payer the news of this Budget will come with a sense of feeling of great relief—relief that such considerable aid will be forthcoming to general revenues and relief also that rates and fares have not had to be enhanced. Dare we hope that this may mean that these have now reached a war-time peak and that in post-war years early attempts will be made to revise these in a downward direction for the relief of industry and of the passengers who use the Railways?

Secondly, Sir, the impression you inevitably draw from the study of this Budget is the encouragement it must afford to the general financial policy of Government and in particular to its Defence Loan policy. It is one more proof to my mind of the soundness of that policy and of how easily the Honourable the Finance Member is going to get all the money he requires at the very cheap rates he has offered for his loans, and I am sure that Defence Loan Committees all over the country will take heart from this Budget.

Thirdly, we welcome the very large contribution that is forthcoming for the general revenues and the judicious balance that the Honourable the War Transport Member and his financial advisers have secured. In their allocation of the balance they have adopted a fair division of the enormous surplus as between the needs of the revenue, the needs of the tax-payer and the needs of the Railways themselves.

With regard, Sir, to more detailed points in the Budget I should like to draw the attention of the House to the capital position of the Railways. I find that in 1935-36 the Capital-at-charge was 754.11 crores. In 1942-43 it is 770.24 crores notwithstanding the addition to capital during the current year of some 15 crores, on account mainly of the purchase of various Railways. Now, Sir, I am sure that the House will agree that these are most remarkable figures and show the extraordinary sound position in which the Railways find themselves at this time. In a period of some seven years to have increased the capital-at-charge by no more than 15 crores and at the same time to have acquired major railway systems is, I suggest, a very remarkable achievement. The Reserve fund which according to the explanatory memorandum of 1939-40, the last pre-war budget, was shown to be nil, will by the end of the coming year amount to no less than nine and a half crores. We on these Benches are very glad that the Honourable Member for War Transport has decided to allocate so large an amount as eight crores odd to the Reserve Fund. And this figure of nine and a half crores, it should be noted, is arrived at after the transfer from the Reserve Fund of Rs. 6.80 crores to the Depreciation Fund. Then, Sir, in the Depreciation Fund account, which

[Mr. T. Chapman-Mortimer.]

was circulated to Honourable Members, I find that the opening balance of 1941-42 was Rs. 86,60,72,000. The closing balance of the current year according to the revised estimate would be Rs. 82,19,93,000. Thus the outstanding loan which was due to the Depreciation Fund will have been fully repaid by the end of the current year and an extra sum of 8 crores added to the fund. That is despite the moratorium which had relieved the Railways from having to refund their debt in this respect.

Fourthly, the Railways during the current year have finally paid off the unpaid contributions to General Revenues which under the old 1924 Convention they were bound to pay. Again taking the pre-war figures available to this House, we find that the amount of these unpaid contributions in 1939-40 was 34.70 crores. Today it is nil; while with regard to the current year, in addition to the repayment of these old outstanding debts, the Railways will have made a further contribution which, together with the debt payment, amounts to 20.13 crores. In the coming year out of the estimated surplus of 36 crores, it is proposed, under the suggested revision of the Convention, that general revenues should receive no less than 27 crores and that approximately 9 crores will be placed in reserve. Sir, we on these Benches thoroughly approve of this proposal but reserve a more detailed comment for a later stage.

It will be evident, Sir, from what I have said that we have moved a very long way from the days when Sir Otto Niemeyer wrote: "the position of the Railways is frankly disquieting"—he was writing on the 6th of April, 1936—"The position is frankly disquieting. It is not enough to contemplate that within five years time the Railways may merely cease to be in deficit." We have moved, as I say, a long way from a time when so distinguished a financial expert as Sir Otto Niemeyer could write in these terms of the Indian Railways; so that today, so far from merely clearing their deficit, they are contributing 36 crores by way of surplus, part of which will go to General Revenues and part to Reserve. From what I have said, I think it will be clear to Honourable Members that I consider the financial position of the Railways extraordinarily satisfactory and I feel sure that Government themselves must be very happy and the Honourable Member in charge in particular must count himself an extraordinarily lucky man that he is able at a time of high prices due to the war to present so favourable a budget to this House.

But, Sir, while congratulating the Honourable Member on the satisfactory results which the Railways show I should not like it to be thought that we on these Benches are necessarily completely satisfied. We hope he will "keep it up," to use the popular advertising phrase we see so often today, and that he will continue to contribute 8 crores to Reserves and continue to make a generous contribution to general revenues. For to the extent that he is able to do these two things, he will secure future benefit, as well as immediate benefit, both to the general taxpayer and to industry. Industry will benefit because if substantial reserves are there, they will be ready to meet the large replacement costs that will inevitably arise in the post-war years. Secondly, reserves will make it possible, or may make it possible, for the railways in the difficult post-war years to lower freights and fares; and thirdly, these reserves provide in a sense a cushion against post-war depression. By that I mean this: that in so far as the railways have cash available, they are able to assist the heavy industries and more particularly those most affected by a period of post-war depression. Whereas if they do not have strong reserves, they would be forced to repeat the appalling policy that followed the last Great War and the depression of 1929 to 1931, by which policy the railways only increased the difficulties with which industry was already faced. Sir, that is why we on these benches very strongly feel that Government must do all that they can to strengthen railway reserves in these prosperous years. We should also like to say that in our view the policy of Government with regard to dearness allow-

ance and grain shops,—which will provide not merely grain but also other essential commodities at reasonable rates to their workers,—is a policy which we wholeheartedly support and endorse. We also support the policy of charging so large a proportion of the expenditure that results from cyclone damage, flood damage and sabotage, to general revenues rather than draw substantially on reserves for such purposes. It is only right that in the case of damage done by sabotage and floods the present should bear the greater part of the cost so incurred.

The wagon position, Sir, we feel is disquieting. We appreciate what the Honourable Member has said with regard to what is being done to improve matters and we do recognise that a very great deal has been done to improve the wagon position. At the same time, Sir, we are not altogether satisfied that the figures which show increased mileage per wagon—per ton mile—is of necessity a matter upon which the Honourable Member can congratulate himself. For example, is it a desirable thing that, at a time when the pressure for wagons and locomotives is so great as it is today, piece-goods should be taken hundreds of miles from Ahmedabad to Indian States and kept there until a convenient time arrives to send them out and realise higher prices for the goods so held up in Native State? Sir, that is the sort of thing that has led to your increased mileage, and I am not at all sure that it is a matter upon which we can offer you any congratulation. The same remark also applies to sugar, salt and to foodstuffs generally. At the same time, we do realise that the railways have done a very great deal to catch hold of people who are doing that sort of thing, and we hope you will, again “keep it up” and catch a few more and stop them from such unsocial practices, which are, partly at least, the cause of the very serious rise in prices, for which the poor in this country are suffering so much today.

It has been suggested by some of our Members, and most of us agree with it, that where wagons have been held up by consumers, more severe penalties should be imposed. In that connection, Sir, I should like to inform the Honourable Member of a case which came to my own knowledge in the course of business in the last few months, where a certain firm in Calcutta which received wagons kept them for over a month before the coal was discharged into storage places. So that kind of thing should be stopped, and whether it is best stopped by forcing them to unload their coal within a certain specified period after arrival in their sidings, or whether it is best done by increasing penalties, is a matter that we should like you to consider.

Finally, Sir, I should like to say a word very briefly about the rolling stock programme. We on these Benches agree wholeheartedly with the programme which Government has set before it. The programme involves an expenditure of some eight crores on locomotives and boilers,  $3\frac{1}{2}$  crores on wagons, and so on. We consider that these replacements of rolling stock and locomotive power at this time are extremely necessary, both with a view to maintaining the efficiency of the railways and to preventing a very acute situation arising in the subsequent years. We therefore support the programme which Government have outlined in their capital programme for the coming year.

**Dr. Sir Zia Uddin Ahmad** (United Provinces Southern Divisions: Muhammadan Rural): I congratulate my Honourable friend, the War Transport Member on the lucid manner in which he has presented the most prosperous budget ever since the separation of railway finance from general finance. The prosperity no doubt is mostly due to war conditions; but it is very gratifying that the railway administration in spite of enormous demands on its resources, and the difficulties of renewal and supply, has discharged its obligations in a most admirable manner. The responsibilities of railway transport have immensely increased on account of the shortage of petrol, and I confidently hope that our Indian railways, of which we are so proud, will cope with the continuous increasing demands during war time.

[Dr. Sir Zia Uddin Ahmad.]

Sir, I want to discuss two problems during the Budget debates. The first is the financial policy and the second is the administrative machinery for Indian railways.

Now the present situation is exceedingly helpful. As my Honourable friend is an expert business man, he will probably be able to appreciate the financial difficulties and administrative problems which I shall lay before him. The issue before us—and I think we ought to decide it is whether the railways should be run as a business concern or as a service of public utility. The Honourable Member's predecessors were all I. C. S. officials and they treated the railways as an administrative Department of the Government of India and vested even their subordinate servants with powers of arrest, which nobody would contemplate doing in a business concern; but when it came to treatment of the subordinate staff, they treated them as if they were employed in a business concern and the right of appeal was practically denied to them. So this Department was treated sometimes as a State Department and sometimes as a business concern, just as it suited the administration. It is now high time that we have a clear understanding in our own mind as to how the Railways should be treated.

If we are to treat it as a business concern, then the Railways should be deemed to be owned by the Government of India and the Railway Board may be regarded as a Board of managing directors; the capital here is not subscribed by the shareholders, but it is borrowed by the Finance Member on the security of the Government of India; the Finance Member acting as a broker charges one per cent. commission, and thus Railways pay one per cent. more than the bank rate of interest; and this is fixed by the Convention of 1924. It therefore follows from this that the Railway Board should pay ordinary income-tax, super-tax and excess profits tax; but they are exempted from these taxes and they have made negotiation under the Convention of 1924, handing over a certain portion of their surplus profit to the general revenues, and they keep their accounts in a manner which as I shall show later on is an evasion of income-tax.

If, on the other hand, we treat this as a concern of public utility, maintained for the public benefit, then it is not a money-making concern for enriching shareholders and managing directors. In this case, the railways may be deemed to be owned by the people, administered by the people and run for the benefit of the people. The losses or profits must be borne by the people of India and should consequently be debited and credited to the general revenues. The separation is only a matter of convenience and is of great help in the fixing of the rates and fares. In the South African Railways, rates and fares are so fixed that the railways do not show large surpluses or abnormal deficits. Our Railways, although they exist for public utility, increase the rates and fares under the old dictum "Charge what the traffic can bear". We must judge the Indian railway administration on the theory that it is a service of public utility. Is it desirable to build up a reserve to an unjustifiable extent at a time when every penny should be utilised for the successful prosecution of the war? According to the Budget now before us, a reserve of Rs. 93.58 crores has been accumulated under the heads of what might be called ordinary and depreciation reserves. There are two reserves, which I shall discuss later on. These two reserves amounted to Rs. 58.73 crores two years ago, and only Rs. 25.15 crores before the war; so that during the war they have increased their reserves from 25.15 to 93.83 crores.

About this depreciation reserve fund, I have been repeatedly drawing attention that this present system of depreciation reserve should be abolished as early as possible; and my reasons, which I have given previously and some of which I shall repeat now, are as follow. One is, and I quote from my book: "the Depreciation Reserve Fund should now be abolished, for the reasons given

in 1875 itself for abolishing depreciation: it is unfair to the railway administration and to railway employees, as by including contributions to the reserve fund under the working expenses under the false name of depreciation, we show an artificial deficit. The operating ratio is increased, which is a slur on the administration, and it results in retrenchment and reduction and cut in salaries, not because there is a real deficit but an artificial deficit created by wrong higher finance". That is one of the reasons I have given, that if you set aside under the depreciation fund, a fund under the name of depreciation reserve fund, it is rather unfair.

Secondly, there is no country in the world that has adopted this system. We are the only country in the whole world, isolated, who have adopted this practice of building up a depreciation reserve fund. I am speaking with authority and with knowledge. I may tell you that I have before me all the figures for the last twenty years, since the separation of railway finance from general finances. During these twenty years we have put down Rs. 251 crores under the head of depreciation reserve fund. Out of this we have spent about 167 crores for renewals and replacements, and have a reserve of about 84 crores still. From the experience of these twenty years, we see that we have been depositing at the rate of  $12\frac{1}{2}$  crores in this particular fund, while our expenditure for renewals and replacement is only  $8\frac{1}{2}$  crores; it therefore seems desirable that only this  $8\frac{1}{2}$  crores should have been provided under this heading, and the remaining 4 crores ought to have been under the head of Reserve. I see no advantage in maintaining two reserves—one under the name of ordinary reserve, and another as depreciation reserve.

The next thing is, how is the depreciation to be calculated? They have adopted a novel formula, that depreciation is equivalent to one-sixtieth of the capital at charge. There must be some common sense in figures also. The word 'common sense' is a peculiarly English word—there is no corresponding word for it in German, French or any other European language. I attended lectures in Germany and there they called it 'Englisches common sense' but there is no word in German language for it: similarly in French there exists no word and the French express the idea by the word 'common sense des Anglais': sometimes people have asked me to define common sense and I have said that its definition can be of the same manner as the definition of mind and matter: what is the definition of mind? No matter. What is the definition of matter? Never mind. This is the best definition which our philosopher the Finance Member would give. The same thing applies to common sense. But we understand what it means, never mind for its definition. The depreciation is taken as  $1/60$ th. Why not  $1/59$ th? Is it because sexagesime scale was used by the Greeks and Arabs in all calculations or for any other reason? Why not  $1/61$ . I love a prime number. My Honourable friend may like a composite number, but this is exceedingly artificial and there must be some basis of calculation.

I looked into the basis of calculation carefully about two years ago when I was writing my book, and they said that they took up the life of the engines, the life of this part, the life of that part, and so on, but they omitted the fact that after the life of the engine is finished its value is not reduced to zero, it will still have some value left, but that value has been omitted. Now, our experience of 20 years during which we have had good time and bad time, has shown that we require about Rs.  $8\frac{1}{2}$  crores per annum for replacement and renewal, and this sum only ought to be provided and not one-sixtieth of the capital at charge. This reminds me of another calculation about the price of a boot. If, you put the depreciation at  $1/60$ th of the capital at charge, what would be the depreciation of a pair of boots which I purchased for Rs. 20 and resoled it about four times and each time I spent Rs. 5 for resoling? I will now have to deposit in the depreciation fund  $1/60$ th of not Rs. 20 but of Rs. 40, which is unfair. This method of calculation at  $1/60$ th of the

[Dr. Sir Zia Uddin Ahmad.] capital-at-charge is exceedingly arbitrary. I request the Honourable Member to consult the Auditor General and his colleague, the philosopher and financier, and he will find that the basis of calculation of his depreciation is wrong and peculiar only to this country. Provide in the Budget only the actual amount which is required for renewal and replacement which will be about 8½ crores. This sum may slightly fluctuate.

**The Honourable Sir Jeremy Raisman** (Finance Member): Would not the Honourable Member's argument lead to the conclusion, because for the first six months he would not have to re-sole his shoes, there was no necessity to make any provision for shoes?

**Dr. Sir Zia Uddin Ahmad:** I am sorry that this is not the finance of the Railway Department. They put in the depreciation fund from the moment the money is advanced by them, not from the moment when they begin to use it. I should like the Honourable Member to consider this particular aspect, whether we should not follow the practice of other countries and keep for renewal and replacement only that amount which is actually required. I can understand one particular thing, namely, that during war time it may not be possible to get all these engines and various other material from Europe. In that case you keep this amount of replacement which ought to have been spent in the year 1942-43, to be spent in future years. This can be done as has been done in many institutions—namely, that the expenditure which was really voted for this year has been carried on to be spent after the war.

**The Honourable Sir Edward Benthall** (Member for Railways and War Transport): Should not that policy apply to other assets besides locos and wagons?

**Dr. Sir Zia Uddin Ahmad:** Yes. I am talking only about replacement and renewal. Whatever replacement which you wanted to have now but could not be got this current year—it seems desirable that that amount should be set aside for the particular year when these things become available. That is all I want.

**Sir Muhammad Yamin Khan** (Agra Division: Muhammadan Rural): That is what is being done now.

**Dr. Sir Zia Uddin Ahmad:** I am given to understand by a member of the Railway Standing Finance Committee that this practice is being followed. If that is so, that is all what is required and nothing more.

Again, we should set aside in the reserve fund only the amount which is necessary and not build up indefinite reserve. What is the amount required? The Wedgewood Committee recommended a sum of Rs. 50 crores and thought that that would probably be enough for the reserve fund. I go a little bit further and say that reserve should be equal to the expenditure of one year, that is, from Rs. 75 crores to even 90 crores. After this amount has been set aside, whatever surplus is made, it should be transferred to the general revenues. When we are contemplating a reconsideration of the convention of 1924 we should note that railways are not mere business concerns. They are public utility services. We should set aside only a certain amount of reserve, and any sum that accrues over and above that maximum reserve should go entirely to the general revenues for the prosecution of the war. It is not right to accumulate an amount which is more than necessary, because, after all, the Honourable Member has received the money on account of war conditions. The money has been earned on account of the privations which we are suffering, and it seems desirable that the Railway Department should hand it over to the war funds, and if this is done, our taxes would be proportionately diminished, and in that way it comes back practically to us.

Before I turn to the second question of administration let me again appeal to the Honourable Member to seriously consider the question of the position of the depreciation and reserve funds and examine what other countries are doing and follow their practice, because, after all, every other country is not

lacking in financial vision and why should we follow a practice which has not been followed so far anywhere else. I will give you a book on what is called the statistics of International Railways where all these particulars are given.

Now, let me take up the question of administration. Unfortunately this has been mixed up with the question of Federation, and I do not like that the question of railway administration should be mixed up with the question of Federation. I do not like that the authority which will administer the railways should be responsible to Parliament; I think it should be responsible to the Indian Legislature, and the authority which will administer the railways on our behalf as a public utility service should be created by the Indian Legislature and it should be responsible to the Indian Legislature.

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

**Dr. Sir Zia Uddin Ahmad**. I will take up this question on another occasion.

**Mr. Jamnadas M. Mehta** (Bombay Central Division. Non-Muhammadan Rural). If huge profits were a matter on which we should congratulate the transport service of the country, then certainly the Railway Department deserved those congratulations. But I am afraid those profits are unhealthy. They are taken out of the poverty of the people, and entirely belie what Sir William Acworth said that a tax on transport is vicious. That you should, after making a provision for every outgoing, make a profit of Rs. 36 crores is an unhealthy sign and not a matter for congratulation, and it is definitely due to the burden on the poor to a very great extent. The House knows that in 1936 rates and fares were raised quite unnecessarily. Again they were raised, again they were raised, and for four times in the last six years rates and fares have been more or less increased once in two years, and it is at least the income of Rs. 10 crores from these increased rates and fares which is responsible for this surplus. Why do they want it? If they do not want it for running the railways, then why do they go on taxing the people,—Rs. 10 crores which is entirely unjustified by the state of the railway finances?

Of course, being a monopolist, there being nobody here to check them and

12 Noon. Members generally being more anxious to bother themselves about third class passengers' grievances than about anything else, the Railway Board has been able quietly to take whatever it wants to the great detriment of the poorer people. In this huge food crisis, what should have been the duty of the Railway Board? When food was not easy to get and, if you got, it was too costly to buy, as it still is, in a crisis like this nothing should have stood in the way of the Railway Board coming forward to transport certain articles of food free. That is the kind of service to which my Honourable friend, Sir Edward Benthall, should have referred but although he agrees to the principle that it is not money but service that counts, there is no service but there is money only. If service counted, this ten crores of extra revenue from the poor passengers and those who use the railways for transporting goods is an entirely unwarranted burden which the Railways should never have placed on the public. In addition they should have carried the main articles of food entirely free. What does it matter? After all, we are one. We are a State organisation. We are working for the people and for the State and when you have plethora of money and the food situation is so extraordinarily difficult, the Railway Board should have been the first to come forward and say that certain articles of food, I don't say all, will be conveyed free. What a magnificent impression it would have created? What positive proof would it have supplied to the people of the consideration which the Railway Board feel for them! My Honourable friend, Sir Edward Benthall, rightly described that service ought to be the goal and not profits but quite the reverse is being pursued. I would very much welcome even now a change in the policy in the matter of rates and fares and that the increases of 1936-37 should be abolished and certain articles of food should be carried from one end of the country to the other free. Some people will try to show that this is a very crazy idea but in a crisis like this, when the people are

[Mr. Jamnadas M. Mehta.]

the backbone of the war effort, there is nothing crazy which you do in their interest. I know all these so-called financial and business considerations but there is no need for applying them in the circumstances which I have stated. On the other hand the extreme socialistic Russian principle should apply. The food of the people shall be carried free. Nothing would have been lost. The Railways would not have become bankrupt. To that extent, therefore, there is not so much scope for congratulations as for regrets and I think that an entirely different policy should have been pursued in the matter of railway policy.

Very rightly compliment has been paid to Sir Leonard Wilson and his officers and men for the splendid service they are rendering to the war and to the trade and the public during this time of extraordinary strain. I can bear testimony and I can honestly say that every word of that compliment is fully deserved. I have seen the Chief Commissioner working at night till very late hours, coming to his office very early in the morning and there is hardly any hour of the day and few hours of the night when he is not dealing with one or the other of the important railway problems which are crowding day after day and multiplying beyond anything that was ever expected. Sir Leonard has been carrying this burden over his shoulders during the war in a magnificent manner and therefore we echo the compliment which the War Transport Member has paid to him. The compliments paid to the men are also very warm and sincere and I thank the Railway Member for that unequivocal testimony to the loyalty and devotion to duty which six or seven lakhs of railway men have shown during these three years of strain and which, we hope, they will continue to show in an increasing manner till the end of the chapter. He will permit me to say that with such a compliment he should at least have satisfied himself that these six lakhs of men get their food and that they do not go hungry, that their wives and children do not wait for food which never comes and that the railway system does not become a huge organisation of slave labour at the point of the bayonet under the various legal provisions during the war. He cannot leave the job, he cannot get enough food and that, with 36 crores lying about! Have you ever seen so much starvation in the midst of so much plenty? The Railway Board have got 36 crores of rupees but they cannot feed their men. In fact, they have ceased to think about it. I am very sorry to say that they fired the last shot in August and since then they seem to feel that everything has been done and nothing remains to be done and all the representations that we have made since August till the last week have received no response. In fact the tactics of the Railway Board are dilatory and they have exasperated the starving millions who constitute the railway employees and their families. That the people in the Transport service, who are second in importance only to the soldiers, should be considered so lightly when their food is concerned, is baffling to me both on the grounds of humanity and self-interest.

Why are the Railway Board inviting trouble when their labour has been so content even with the very small modicum of the dearness allowance they have got? Let it not be imagined by the Railway Board that what they have given represents anything more than bare 25 per cent. or even less than the actual cost of living. The August cost of living was 168; since then it has increased to 205. Let me tell the House that the Bombay *Labour Gazette* index numbers are no longer reliable because it is stated in the body of these figures that so far as rice and one or two other articles are concerned, no market rates are available. Therefore, they only contain the actual reported market cost in July. Therefore, 205 is not the real figure, as the cost of rice is not reflected in the index number of the cost of living of the Bombay *Labour Gazette*, and the Bombay *Labour Gazette* figures have been admitted to be 25 per cent. wide of the mark in the wrong sense, which means that they are lower than the real rise in the cost of living. Therefore, the real rise in the cost of living today must be somewhere near 250 and not 205. Now, if 150 is the number of points

by which the cost of living has arisen, just see what we have got. We get Rs. 10-8-0 highest. Against 150, Rs. 10-8-0 is the amount we get, which means that if I was getting a salary of Rs. 4, I am getting completely compensated because Rs. 10 represents 150 rise, that is, 250 as distinct from 4. So, it comes to 102 and 150 and 4 and 10. So, unless the man is getting a salary of Rs. 4, he cannot get adequate compensation under this scheme of dearness allowance, and the higher my salary the lower is my compensation of Rs. 10-8-0. Supposing I am earning Rs. 50, then Rs. 10-8-0 is 20 per cent., as against 75 which should be the rise. And this bogey of inflation where the poorest are concerned is entirely unscientific. Why should these learned gentlemen try to mislead a very well disposed House, I would say, into a state of mind where they are threatened that if the worker is given food there will be inflation? That is a very strange thing, that if the worker gets food, there will be inflation. Therefore, in order to honour the theory of inflation, the worker should starve. This is an extraordinary state of mind which they know is not justified, but they use it with tiresome reiteration. The Honourable the Finance Member made it fashionable last year and I thought it would at least in some degrees receive the quietus, but I find that its recrudescence is even more violent now. I am simply saying that today's dearness allowance, according to the rise in the cost of living, is fully justified and no inflation will arise so far as those who are living on the margin of starvation are concerned. That has been spoken *ad nauseam* in London by the *Economist*, has been quoted in that Journal and has been supported by the High Court Judges that so far as the humblest are concerned nobody should be pulled down the abyss of starvation in the name of inflation.

**The Honourable Sir Jeremy Raisman:** Does not the Honourable Member admit that in so far as the goods cease to become available or become available in smaller quantities, the cost of living index is vitiated?

**Mr. Jamnadas M. Mehta:** It is not at least so far as the people who are living on the border-land. It ceases to be a problem of human regulation of social life as against the supposed economic theory. If you tell me that my economic theory must survive even if the workers starve, then I am pointing out that that is not necessary. I entirely agree that a man, who is buying two *saries* for his wife and is now only able to buy one because of the rise in the cost of living, should not get compensation. I am entirely of opinion that a man who is having two journeys to the hills in the course of the year should not be compensated for not being able to go to the hills at all, but if a man cannot get rice or if his children cannot get even rags to wear and you say that if you give him dearness allowance inflation shall set into motion, I cannot agree. That is all I am saying. I am not disposed to challenge the whole doctrine of inflation. In fact, I do agree with it but with this reservation. I now hope that the Honourable the War Transport Member will make a statement of what his intentions are, about the dearness allowance because the workers have got so exasperated.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member has exceeded his time-limit.

**Mr. Jamnadas M. Mehta:** Shall I finish in two minutes, Sir?

**Mr. President** (The Honourable Sir Abdur Rahim): No. The Honourable Member must conclude his speech now.

**Mr. Jamnadas M. Mehta:** I have nothing else to say except that I hope the Honourable the War Transport Member will make a statement on the Government attitude as to the course of action they will take about the dearness allowance.

**Sir Abdul Halim Ghuznavi** (Dacca *cum* Mymensingh: Muhammadan Rural): Mr. President, Sir, I offer my warm congratulations to my esteemed friend Sir Edward Benthall. I have known him for at least 15 years. Honourable Members of this House may not be aware of the fact that he was one of the biggest commercial magnates of Clive Street in Calcutta. He has sacrificed much to serve us and to serve this country by accepting the post which he is

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holding now; a right man has been selected, if I may say so, for the right place. The Honourable Member for War Transport has, according to the tradition of his predecessors, presented a Budget which is characterised as a 'prosperous Budget'. Prosperous it is, with a spectacular surplus; but at what cost? As Mr. Jannadas Mehta has said, at the cost of the sufferings and sacrifices of millions of people, that follow in the train of a war of this dimension. I do not for a moment suggest that the Honourable Member is responsible for this war: but I should make it clear that the prosperity of his Budget is due entirely to the war. I am glad that he had the frankness to admit that the prosperity is only illusory.

Now, Sir, I want to place before this Honourable House three points that were made out by the Honourable Sir Leonard Wilson in the Council of State. The Honourable the Member for War Transport did not give us in his speech anything about these three points which were raised by Sir Leonard in the Council of State.

Sir, the first point that he made out in his speech in the Council of State is this: He said that while charges for transportation have been increased in respect of certain commodities, charges for military traffic have remained unaltered. Sir, the military traffic constitutes about fifteen million tons and is about 15 per cent. of the total traffic. It is difficult to conceive why charges for military traffic should not be increased corresponding to the increase in the charges of other commodities. In war finance the cost of military traffic borne by Indian Railways is part and parcel of the contribution that India makes towards the war. By charging less in the book-entry for such military traffic India's contribution is misrepresented by concealment of a certain expenditure on military transport to the extent they are undercharged now.

**The Honourable Sir Edward Benthall:** We do not charge less.

**Sir Abdul Halim Ghuznavi:** You have increased the charges for other commodities but you have not so increased for military transport. That is how you are charging less for military transport than the others. This, I am afraid, will affect India adversely when the question of the allocation of war expenses between His Majesty's Government and the Government of India is finally taken up. That is the point which I want to make out. You have got tremendous transport of commodities other than military commodities and military transport. You are giving the benefit of lower charges to the military which will ultimately tell against India's contribution towards the war in terms of cash. There you are deceiving us in this respect.

Now, Sir, the second point is this, and this is more important than the first. Sir Leonard has stated in his speech in the Council of State that there has been a reduction in capital by 160 lakhs as a result of rolling-stock sent abroad, and 42 lakhs as a result of 42 miles of Branch Lines dismantled. We have had that reduction in the capital of 160 lakhs on account of rolling-stock sent out and 42 lakhs on account of 42 miles of branch lines dismantled which also has been sent abroad. Now, Sir, while India has given away this rolling-stock and lines at the original cost of these less the corresponding depreciation—what is the result?—India is now called upon to replace these by importation at costs which are entirely disproportionate to the old costs owing to the exigencies of the present situation.

**Mr. N. M. Joshi (Nominated Non-Official):** There you are right.

**Sir Abdul Halim Ghuznavi:** Look at the trick. We are selling these things when we should not sell,—when Government themselves need them and when we want them ourselves—at a cost which prevailed 20 years ago less depreciation of the ten or twenty years. Sir, is this fair to India? Equity demands that the price charged for such rolling-stock and other incidentals exported or sold should bear relation to the cost of replacement that India has to bear now.

Now, I come to the third point. The Honourable Sir Leonard Wilson disclosed in his speech in the Council of State that militarization of the Bengal

and Assam and certain sections of the East Indian, Bengal Nagpur, Madras and Southern Mahratta and South Indian Railways involves an expenditure of less than a crore, which sum represents only half the cost of militarization, the other half being borne by the War Department. Now, Sir, equity demands that this allocation of militarization expenditure shall be borne entirely by the War Department, because it constitutes an expenditure which is India's contribution to the Defence expenditure. What is the idea behind allocating it arbitrarily between the Railways and the War Department on a fifty: fifty basis? I will now turn to certain vagaries of the East Indian Railway Management in dealing with caterers and granting monopolistic catering contracts. At a meeting of the Central Advisory Council for Railways held at Delhi on the 18th March, 1940, the Council made certain recommendations in regard to the granting of catering contracts and licences to caterers. The primary recommendation was that the railway authorities should always act in consultation with the Local Advisory Committee. Another recommendation was that where new contractors or vending licensees have to be selected, preference should be shown to those resident within the area to which the contract relates. This recommendation will be found on page 5 of the Advisory Council Report of 1940. Early in February that year a Resolution was tabled by Dr. Sir Zia Uddin Ahmad. Many Honourable Members condemned the E. I. R. General Manager for his arbitrarily dealing with caterers. I should like to draw the pointed attention of the Honourable the Member for War Transport to the statements made on the floor of the House by my Honourable friend, Mr. Akhil Chandra Datta, and by myself contained in the Legislative Assembly Debates, Official Report, Vol. I-1940, pages 179 and 180 and 181 respectively. In that speech, I pointed out that the General Manager of E. I. R. seemed to be having a great fancy for Ballabhdas Eshwardas. I would also like to draw the attention of the Honourable Member to the assurance in this respect given by his predecessor on that occasion contained on page 197 of the same Volume.

Now, Sir, during the December air-raids on Calcutta, the Hindu Refreshment Contractor at the Howrah station suffered the same fate as that of any other restaurant in that city when some of their labourers fled. The General Manager took that opportunity to straightaway throw him out and to appoint in his stead, quite arbitrarily, of his own sweet will and pleasure, Messrs. Ballabhdas Eshwardas.

**Mr. N. M. Joshi:** What else can the General Manager do if the Contractor had fled away?

**Sir Abdul Halim Ghuznavi:** The Contractor did not run away. The refreshment room was there, but the hotel servants had run away. The Local Advisory Committee was not consulted, nor did the General Manager care to see that the other recommendation of the Central Advisory Committee for Railways, that local men should be given preference, was observed. The contract was not given to a Bengalee. The Contractor prayed and appealed and said that his shop was all through open and that he was only short of labour, but that nevertheless he carried on. He also submitted that if he had committed any mistake, he might be forgiven for once. But nothing doing.

**The Honourable Sir Edward Benthall:** Did Messrs Ballabhdas Eshwardas supply labour to carry on, when they took over?

**Sir Abdul Halim Ghuznavi:** No, they have not yet taken over. The order is that the present contractor should quit by the end of February. There is no question of Messrs. Ballabhdas Eshwardas being able to procure labour. My Honourable friend, the Member for War Transport, if he reads the debate, will find who this Ballabhdas Eshwardas is. He will learn what the facts are. He will learn the whole history. This man is the favourite of the General Manager.

**F. I. Railway.**  
Now, Sir, I should like to say a few words about the punishment that is meted out to us for travelling by E. I. Railway to Delhi. Travel I must,

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because I happen to be a Member of various Committees and for that there is a special punishment meted out by E. I. R. Since the recent political disturbances in the country started on 9th August, practically all railways, except the E. I. R., have published their time table, owing to the changes that have been necessary in the running of trains. The last published time table of the E. I. R. is May 1942 which I possess here. Not after that. Very well, I have no grouse about that. The running hours cause the maximum inconvenience to passengers. I will deal with two of their most important trains which run to Delhi. According to the last published time table, after the cancellation of the Restaurant car attachment, the Toofan Express left Howrah at 13-32 hours arriving Delhi at 16-30 hours the following afternoon and Delhi Mail left Howrah at 18-05 hours arriving Delhi at 21-30 hours the following day, thus doing the journey in 27 hours and 27½ hours respectively. After the dislocation of traffic owing to sabotage etc., the trains had necessarily to slow down and according to advertised timings, the Toofan Express was to leave Howrah at 20-30 hours arriving Delhi at 6-15 hours on the third day and the Delhi Mail to leave Howrah at 21-00 hours arriving Delhi at 6-50 hours on the third day, thus doing the journey in 33-45 hours and 33-50 hours respectively. But since the recent air-raids on Calcutta, the Toofan Express and the Delhi Mail take 37-15 hours and 36-20 hours respectively. The Toofan Express leaves Howrah at 17-00 hours instead of 20-30 hours and just fancy, where are the passengers kept all these 3½ hours without even amenities for food. These 3½ hours are wasted on the way to Burdwan. From Calcutta to Burdwan it is 67 miles and this journey used to be done previously in 1½ hours. Now, it takes 3½ hours because it is only from Asansol the previous scheduled timing is to be taken up. This is the punishment to the passengers on account of the air raids on Calcutta. The railway authorities cannot adjust themselves to this. The same thing happens to the Delhi Mail.

**Sir Hugh Raper** (Government of India: Nominated Official): Did the Honourable Member say they could not adjust?

**Sir Abdul Halim Ghuznavi:** They do not adjust. They will not adjust. It is absolutely foolish to keep the train waiting 3½ hours and take the old timing from Asansol. I have just brought this to the notice of the Honourable Member for War Transport. If he likes, I can explain it to him further. They can easily run the train to proper timings suited to the passengers, but they do not do it; they are callous as regards passenger service. The General Manager of the E. I. R. has no respect for Indian public opinion.

Sir, I have received a telegram from the Indian Mining Federation which I desire to bring to the notice of the Honourable Member. The telegram says:

"Honourable Member's statements in reply to Mr. K. C. Neogy's question show average five hundred wagons daily short supplied 1942, compared with 1941, resulting over thirty-six lakhs tons less coal despatch stop. Coal wagon position still worse current months reacting adversely on large number small collieries stop. Committee strongly urges Government to take immediate steps to increase number of available wagons for coal loading and also to earmark daily before other allotments at least three hundred wagons for loading domestic fuel and coal for small industries not on war works such as flour oil rice mills etc., supplied mostly by second class collieries stop coal output already dangerously low committee apprehends if steps not taken at once further drop would necessarily follow with disastrous results due to forced restriction of output and closing down large number second class collieries for nonsupply of wagons resulting coal production much below country's requirements."

Then, Sir, Seth Sunderlal Daga, who is unfortunately not here today, and who is the President of the Marwari Chamber of Commerce has asked me to place one matter before the House.

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

**Sir Abdul Halim Ghuznavi:** Sir, I will take one minute more.

The Marwari Chamber of Commerce has drawn my attention to section 77 of the Indian Railways Act. They want to amend section 77 in order that the

period of limitation shall run from the date the claimant is informed of loss or damage or overcharge instead of from the date of consignment. Sir, I close my speech.

**Mr. Frank R. Anthony** (Nominated Non-official): Sir, I have very many questions and grievances to submit to the Honourable the Member for War Transport. In the comparatively short time at my disposal I shall have to squeeze as many of these problems as possible, and I would ask the indulgence of House if I seem to double my speed of speech.

I would like, first of all, to congratulate the Honourable Member on his Budget speech in which he paid a tribute to the wonderful response of the railway workers throughout the country and I feel that this tribute and the gratitude of Government to railwaymen throughout the country cannot be over-emphasised. I do not exaggerate when I say that but for the loyalty and the devotion to service of the railwaymen throughout the country the wheels of the war machinery and of the war industry in this country would definitely and inevitably have come to stop. I would also like to endorse the opinion of Honourable Member who just paid a tribute to the Honourable the Member for War Transport. In Sir Edward Benthall, I believe, we have the right Member in the right place, and, I also believe that in him we have a real friend of the railwaymen, one who is doing his best and his sympathetic best to help and assist them wherever possible. And that is why I feel sure that the appeal I intend to make to the Honourable the Member for War Transport will not fall on deaf ears.

I have recently concluded a very extensive tour, Sir, of Bihar, Bengal and Southern India, and I have visited practically every railway centre in these provinces. The points I am raising are grievances, substantial and real grievances, against the railway administration which I hope the Honourable Member will meet and redress. They are points and grievances which I have collected not as the result of isolated instances but they are grievances based on the general desire of the men and needs based on the general needs of the railwaymen.

The first point with which I shall deal is the unfortunate and the unusual classification of certain persons on the G. I. P. Railway: They are known as temporary-permanent drivers. Allow me to assure the House that this unusual classification is not of my making. It is a classification which seems to have no meaning at all and it is, I believe, peculiar to the G. I. P. Railway. An analysis of the conditions of these temporary-permanent drivers cannot but lead to the conclusion that not only is it an unhappy classification but the conditions under which these persons are living are equally unhappy. It seems to be a classification,—a meaningless and self-contradictory classification,—specially evolved in order to secure the maximum of work for the minimum of remuneration. I should like to enforce my point by an illustration. For instance, we have what is known as temporary-permanent goods drivers on the G. I. P. Railway. These men are usually required to work for many years in a temporary capacity working on passengers and mail trains. They are not confirmed as passenger or mail drivers. They are not given the allowances and the wage of passenger or mail drivers. They are only given the wage of a goods driver in spite of the added responsibility and the more onerous type of work that they are required to do. I cannot conceive, Sir, of a more dubious and a more torturous procedure for extracting the maximum of work and responsibility from people and at the same time of denying to them the allowances and the wages which they have earned and to which they should be entitled, both in law and in morality.

The next point I wish to emphasise is the invidious and the erroneous system of ranking which is adopted by the South Indian Railway with regard to those employees who have volunteered for and are enrolled in the Indian Corps of Engineers. This system of ranking is entirely different from the system prevailing in all the other Railways and I might mention for the reassurance of the

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Honourable the Transport Member that it will not cost the Railways a single penny more if this system, adopted on the South Indian Railway, is brought into line with the system obtaining on the other Railways. I shall enforce my point by an illustration. For instance, you have men like the Locomotive Drivers and the Station Masters on the South Indian Railway, who are classified as ordinary sappers. Their contemporaries and equals on the other Railways are given Warrant Officer ranks and in many cases they are given Officer ranks. For instance, on the Madras and Southern Mahratta Railway a Station Master is often ranked as a Captain. He is invariably ranked at least as a Lieutenant. His brother on the South Indian Railway is an ordinary Sapper. I am not basing my plea on notions of false pride or prestige but the position, to say the least, is highly anomalous and invidious. These two Railways are physically contiguous. You have got a man on the running staff of the Madras and Southern Mahratta Railway, he meets a man of equal status, perhaps a man of superior stance on the South Indian Railway, and the man on the South Indian railway has to click his heels whenever he meets him, and the system on the South Indian Railway is also destructive both of discipline and efficiency. These men, like the locomotive drivers and the Station Masters, particularly the Station Masters, have to control large staffs: they have to enforce efficiency but when they knock about, as they do today, in uniform as ordinary Sappers, ranked as equals with their most menial subordinates how can you expect them to maintain the efficiency, and command the respect which they would have commanded but for the present militarisation.

The next problem, Sir, and it is a burning problem, is the problem of over-work. It is a problem which is particularly noticeable on the East Indian and the G. I. P. Railways. I quite appreciate the fact that under emergent war conditions there is bound to be an inevitable dislocation of railway work and of railway time of work. And may I say, Sir, on behalf of the subordinate staff that these men are not in any way inclined to shirk their work. They are prepared to do their bit and to do more than their bit, and to do that with more devotion even than the railway officials. But, Sir, when a man is required to work for more than a maximum period of 12 hours a day you are asking him to do what is physically impossible. The rules and the provisions governing railway work lay down that the maximum period of duty should be up to 12 hours. And when a man has stoked or driven an engine for 12 hours, I submit, he has reached the saturation point of physical exhaustion. A railway official sitting in his office, driving a quill and closed behind *khas tattis* may not be able to appreciate this fact and that is why inspite of representations made by me, the administration is still enforcing over-work on a very wide scale. The men are being compelled to work above the maximum period of duty. They would do it willingly if they could, but they are being compelled to work 20 to 22 hours, and in one case on the East Indian Railway, a man was compelled to work for 34 hours. And when these men, because they were completely exhausted in mind, body and soul, asked for their rest, to which they are entitled by the rules, they were punished. Yes, Sir, I can cite instances of men who have been charge-sheeted to show cause why they should not be dismissed because they have asked for rest after doing 16 to 20 hours work. I cannot conceive of any more ungrateful, any more humiliating and any more soul provoking way of dealing with your most loyal workers—workers who have stood by the administration in season and out of season: workers who have given you the maximum of work not only in their civilian capacity, but who have given you the most onerous and the most dangerous military service. Then are you being fair to the public when you ask these men to work beyond the limits of physical endurance? Are you fair to them and to the passengers, whose lives are entrusted to their care? Again, Sir, although these men voluntarily, and in many cases they are driven to, work beyond the maximum period of duty prescribed, there is no provision in many instances for giving them a single anna extra for the work

that they are doing. Take the case of goods drivers on the G. I. P. Railway. These men are paid according to the mileage system. Owing to the dislocation of traffic it takes on an average for a goods driver of the G. I. P. twice or three times as long to perform a journey as compared with pre-war timing. So that, instead let us say of doing 100 miles in 12 hours, he performs that in 24 or 30 hours. He either does that voluntarily or he is driven to do it. He is still paid according to the mileage he has done. I would appeal to the Railway Member to evolve some system to compensate these men for the tremendous burdens that are imposed on them.

Another most urgent and vital need of the railway man on all the Railways today is the need for a dearness allowance. I know, Sir, that this request will be resisted on the ground of financial impracticability. But the Honourable Member has told us that railway earnings have risen beyond all expectations. In the last war when conditions were, I believe, comparatively not more difficult than today, there was an all round increase of wages. I know, Sir, the Railway Member will reply that there has been the grant of a dearness allowance, but this has been restricted to the very low paid staff. I make a plea for those who are getting Rs. 100 and Rs. 500 a month. When you look at my figures you may say that these people will be able to manage if they tighten their belts. But this plea to tighten one's belt is in many instances not only a thoughtless but a fatuous plea made by people who are earning between Rs. 1,000 and 3,000 a month. They do not know what that involves. For them the tightening of one's belt merely means the reducing by one hole of the size of the wrapper around their monthly deposit.

**Maulvi Muhammad Abdul Ghani** (Tirhut Division: Muhammadan): If the Honourable Member speaks with such speed, how is the reporter to report his speech?

**Mr. Frank R. Anthony**: I am trying to put in twice as much in the time allotted to me.

As I was saying, Sir, to speak of people tightening their belts is not only dangerously facile but is futile. If you analyse conditions, you will find that a man earning Rs. 200 to 250 a month on the railway is comparatively worse off than those styled as menial employees. The menial employee used to get, let us say, Rs. 16 before the war. With the dearness allowance and other allowances now granted to him, he has probably doubled his wage. But these people in the lower wage brackets to whom I refer get absolutely no allowance. On the other hand what are they faced with? They are faced with increased income-tax, with surtax, and surcharge increased conservancy and water taxes, and they are in addition being asked by an unsympathetic railway administration on some of the Railways to pay increased house rent. These people have on an average three or four children to educate. They are having to meet an increasingly high cost of educational expenditure, in addition to meeting the minimum expenditure for their families on food, clothing and toilet requisites. These people, who are earning Rs. 200 to 250 a month are, in the face of a tremendously increased cost of living, finding it difficult, if not impossible, to make both ends meet.

And yet, Sir, in spite of these financial burdens which are oppressing the railwaymen, we find the railway administration steps in and while refusing to give them a dearness allowance, adds to their burdens. I refer, Sir, to the increase of house rent imposed on the running staff of the B. B. & C. I. Railway as from 1st October, 1942. These people are occupying bungalows whose origin is lost in the mists of antiquity. These houses were built when labour was perhaps paid in terms of *cowries*. The railway administration has re-imbursed itself over and over again for capital outlay from the rents it has charged railway employees for the past many years. Yet for some inscrutable and quite unjustifiable reason the railway administration has increased these people's house rent. You deny to these people, who are entitled to it, a dearness allowance.

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and by these obvious methods you extract a dearness allowance, so to speak, on behalf of the railway administration. There can never be any justification for this.

Another point which is causing the most intense heart-burning and justifiable resentment is the blocking of promotions by the system of extending the service of those who have reached the age of superannuation. Sir, if the railway wants particularly to supply a haven for its "old crocks" why not superannuate them and re-employ them as additional staff, instead of giving them extensions of service and thereby blocking the promotion of those who have been working for many years and who are thereby entitled, as a matter of right, to ask the railway for their legitimate promotion. Some of these men on whose behalf I speak have given you 20/25 years service. Some have only two or three years more of service to do. They expect their promotion and the emoluments consequent on that promotion. But what do you give them? You deliberately put before them a blank wall beyond which they cannot go. Instead of giving them the promotion and encouragement, they have earned you offer them a cup of gall. You have extended the service of these old crocks for the duration of the war and what is to happen to those who have only two or three years more of service to do? You deliberately make them stagnate in their present positions without a hope of any increase of emoluments. While you plead you cannot incur commitments financially in extending the dearness allowance, yet by extending the service of these crocks in the higher wage brackets, what do you do? You are deliberately incurring unjustifiable financial commitments because for the next two or three years you will be paying these men the railway contributions to their provident fund: you will be paying them thousands of rupees by way of these contributions to provident fund and you will also be paying compound interest on these contributions. The whole position is not only unjustifiable but really quite indefensible.

Finally, Sir, I shall deal very briefly with the question of appeals from railway men. I hope to elaborate this position at some future date on the particular Resolution which is to come before the House. May I say here that while there may be provisions in the Railways for appeals, these provisions tend to remain illusory? And I do not care who argues it, you cannot argue your way out of it. The officials do this because they believe they are maintaining the *izzat* and prestige of their administration. And so while you have these provisions for appeal, may I say that the railway administration definitely frowns on, and discourages, any attempt on the part of the men to secure redress? If the men attempt it, they are immediately branded as insubordinate, they are immediately singled out for victimisation. This is the curse of the

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Railways throughout India—victimisation. Men are afraid to appeal because they know that if they appeal, even if their appeal succeeds because they have an unanswerable case, they will be branded, they will be victimised, they will be hounded by the railway administration. I can give you not one but scores of cases where the men are suffering silently rather than court the danger of appealing, because they know that if they appeal they will be victimised, branded for the rest of their career, even hounded out of service or kept down permanently.

I make an earnest appeal to the Honourable Member and the Railway administration. These grievances that I have put forward are real grievances; they are grievances that you can, if you will, redress; and I appeal for the redress of these grievances on behalf of the railwaymen not only as their friend, but also as a friend of the administration because by redressing their grievances and fulfilling their needs, you will be establishing more satisfying conditions of service. And the best workers are the satisfied workers.

**Khan Bahadur Mian Ghulam Kadir Muhammad Shahban** (Sind Jagirdars and Zamindars: Landholders): Sir, Gandhiji may fast or cease to fast. Honourable Members may come or go. But the Government of India goes on

for ever in its old old traditions. Much was expected of Sir Edward Benthall, but his surroundings have proved too much for him and he has simply followed in the wake of former Members in charge of his portfolio; another surplus budget has been presented for railways and still the same old handicaps and lack of common amenities for passengers persist. We have been told to thank our stars that the situation is not worse than it is today and that our fate probably is not worse than that prevailing in the great United States of America. In spite of a fat surplus—fat according to the Government of India themselves—not only has there been no improvement or amelioration of the lot of passengers they have been put to still greater disadvantages and difficulties. Reduction in passenger train service, we are told, amounts to a saving in train mileage of approximately 37 per cent. of the pre-war figure. That is that. The Honourable Member has told us categorically that he can offer no hope at all of any improvement in comfort or speed in passenger travel. Thank God he has not at least told us that it would be well nigh impossible to have any passenger traffic at all in the near future. I would like to enter a caveat against the systematic under-estimation of the revenues of the railways. Even at the risk of my being styled a bore, I have to give some figures in this connection.

The estimated surplus in 1939-40 was 2.13 crores, the revised estimates were 3.16 crores, while the actuals came to 4.33 crores. For the year 1940-41, the estimates of surplus were computed at 8.29 crores, the revised estimates at 14.59 crores, while the actuals came to 18.46 crores. For the year 1941-42, the estimates of surplus were arrived at 11.38 crores, the revised estimates at Rs. 26.20 crores, while the actuals amounted to 28.08 crores. The estimates of surplus for the year 1942-43 were put at 27.59 crores, and we are now told that according to the revised estimates it would be 36.8 crores. The Transport Member has estimated for the coming year a surplus of 36.04 crores. If tradition favours Sir Edward Benthall, he might indeed be called a happy man. But apart from individual happiness, this serious lacuna in estimating receipts and expenditure should be put an end to. Further the recent surpluses are not indeed real surpluses in the proper sense of the term. To a large extent this is a book entry; from one pocket of the government, funds are transferred to another pocket. We are told that serious maldistribution of food is the chief cause of the present food situation rather than any substantial shortage of food grains. If this be so, I am afraid, neither the Honourable Member in charge nor the railways could be very much complimented on the efficiency of their services.

**The Honourable Sir Edward Benthall:** Sir, we are not responsible for the distribution, only for the transport.

**Khan Bahadur Mian Ghulam Kadir Muhammad Shahban:** The boast about the high priority said to have been given to transport of food stuffs is not in keeping with that statement.

I welcome the opportunity for the reduction of the huge accumulation of our sterling resources in the United Kingdom. It is now taken for granted that the Government are shortly purchasing the Bengal and Nagpur and Madras and Southern Mahratta and the South Indian Railways. I trust this would ease to a considerable extent the sterling situation.

Sir, I would like to put a question to the Honourable Sir Edward Benthall and the high authorities ruling the destinies of our transport system. Eighteen years ago, the Lee Commission reported and the 25 per cent. reservation for Europeans came into existence. Now, that we are marching on the onward path of self-government and dominion status, is it not time that this old and obsolete system of reservation is scrapped? There must be complete Indianisation of our transport system.

While presenting the Railway Budget for 1940-41, Sir Andrew Clow stated that it is high time that the railway reserve is built strongly and placed on a secure footing. We are now told that out of 36 crores surplus, 8.94 crores

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is to be transferred to railway reserve fund and 27·8 crores is to go to general revenues next year. I am afraid that Sir Edward Benthall has gone away from his surroundings and has reversed the policy of his predecessor. I wonder why there has been this quick reversal of that policy. If I remember aright, the predecessor of the present Member, Sir Andrew Clow, commented in the Central Advisory Council that the pay of the staff of the B. & N. W. R. suffered by comparison with that of the other systems. Now that this railway has been brought under the orbit of State-run railways. I hope that this defect has been made good and the employees are on an equal footing with those on the other systems.

Sir Edward Benthall has given us the assurance that the dismantling of branch lines has practically come to an end. I am glad that for once the railway authorities have been able to accede to the request of the public. In this huge country, transport facilities are very meagre, and we can ill afford to curtail them still further. In this connection, I take it for granted that what the Transport Member has said is true—that the proposal for dismantling the Matli-Badin and Tharushah-Mahrabpur railways has also been dropped. This railway line is of considerable importance to the people of Sind, a province economically backward even in this backward country of ours. As regards his proposals for modifying the present Convention in the interests of the taxpayers I hope that no hasty action is contemplated in the immediate future. Proposals, if there be, have to be carefully considered and public opinion, I mean informed public opinion of business men and economists, should be consulted and taken note of before any final decision is arrived at.

**Sir Muhammad Yamin Khan:** I join other Members who have spoken before me, in paying great tribute to the Transportation Member, the Financial Commissioner for Railways and the railway administration as a whole, for doing great service to the country during the current year and during very trying circumstances, and for presenting this good surplus Budget. As a member of the Standing Finance Committee, I came in close contact with the Financial Commissioner for Railways. I found him a very amiable person and always ready to meet any proposals put up by the non-official members before him. I include in this respect other officials whom we wanted for elucidation and who came readily to the Committee and helped it to come to proper conclusions. I do not view this surplus as a real surplus, as has been pointed out by several speakers. The chief contributor is, instead of the travelling public or people who send their goods,—they used to be real customers of the railways, the real customer of the railways is the taxpayer himself, because whatever has been paid is paid by the Government, which means the tax-payer. So, we have to see that the taxpayer does not suffer more than what is necessary and that no heavier burden is placed on him than what is essential. I am very glad that in the present Budget a substantial amount has been placed at the disposal of the general finances, which means relieving the taxpayer to the extent of that amount. If this were otherwise, there would be heavier taxation. In this respect I am wholeheartedly with the Railway Budget that has been presented here. We are glad that a big item has been shown for the purchase of locomotives this year which were not available for several years in the past. I agree with what Sir Zia Uddin Ahmad has said, that we should not go on unnecessarily paying money after money for one purpose. I would like to point out to the House that it is not always possible, according to my experience for several years,—you cannot go on accumulating amount after amount in the depreciation fund when you have not purchased. For instance, if we could not utilise five crores of rupees which may be provided for locomotives in this year, we should not go on adding another five crores next year, another similar amount the third year and so on, accumulating up to 15 crores, while we know that the necessity which may arise after the war may not be to that extent. The finance depart-

ment of the railway administration, takes good care that an unnecessary amount is not put up for a purpose, which may not in due course of time become necessary to spend on the purpose, and that is the right policy especially under the present circumstances when the taxpayer is being heavily burdened.

I should like to say one or two words about the railway administration. When we cannot find it easy to get men from England, the old policy of reserving 25 per cent. for recruitment in England should be given up, because we do not know how long the war will go on and how far India and the railway administration will be obliged to take anybody from England. Though that policy may have been right in the past, now it is out of date and should be given up. First of all, an attempt should be made to get every possible job filled by Indians in India, and if there is any job which cannot be filled by a suitable Indian on account of special training and if the man has to be recruited from England, even then that man should be recruited in India and told that he should not consider himself as having been recruited in England. There is one thing which I do not like in the services—the distinction between a man who has been recruited in England and a man recruited in India. In the former case the man wants overseas allowance over and above what men recruited in India get. I want Englishmen being recruited in India on the same terms and conditions, the same advantages and disadvantages that Indians have here. The policy was wrong, and to continue it now is a greater mistake, especially in these days. All these distinctions,—overseas allowance, and other advantages of leave and other privileges, travelling expenses, travelling facilities, Lee concessions—all these cause a great deal of heart burning among the Indian employees of the railway administration. As we are aiming at, as Mr. Churchill said in the House of Commons, and it has been repeated many times,—soon after the war Dominion Status will be given to India,—I do not think that in Dominion Status any such anomaly can exist, and nobody will be willing to keep on to this anomalous position.

**The Honourable Sir Edward Benthall:** Would the Honourable Member not allow an Indian going to the United Kingdom or to America an overseas pay?

**Sir Muhammad Yamin Khan:** Ordinarily there is no fixation of proportion of services in England for Indians. If an Indian goes to England he goes at the expense and cost of India. He does not go at the expense and cost of England to serve England. If he goes there, as there is no reservation of services for Indians in the services of England, he goes only to serve India at the expense of India. Therefore, that question does not arise: If an Indian will go, he chooses whether he wants to go there or not but here you say that an Indian will not be taken but Englishmen will be taken to the extent of 25 per cent and if this man has to be recruited, then why should he not be recruited on the same pay and salary as an Indian would get? It is not right and though it may have been an inducement in the past, circumstances have changed now and we should adapt ourselves to the changing circumstances. Many things were right 25 years ago but they have become dead letter now and I think the sooner this question is taken up, the better.

Then, I do not like that the salary of a man recruited by the Secretary of State should not be votable. Why should this not be votable, when we are voting the whole Budget. I have never agreed to this in the past and I think the times have changed and before it is too late, the Railway Administration should take up this question.

The second thing which I want to bring to the notice of the Railway Administration is this. We have got a surplus Budget and I am very glad that the Railway Administration is giving a good and substantial amount for the relief of their poor employees but one thing has been ignored. The rise in prices has been very high but the relief you have given is not proportionate to the rise in prices. The value of the rupee has gone down to less than 8

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annas and the man who used to get Rs. 200 is now really getting Rs. 100 only, so far as the purchasing power of the rupee is concerned and you have given the relief only to the very poor people who had only few requirements but can you imagine that the man who gets Rs. 200 in cities like Bombay, Calcutta, Lahore and Delhi, with wife and children can hardly make both ends meet, because the prices of foodstuffs and cloth and other things have gone up so high. I think the maximum limit of salary for the allowances you have fixed is rather small. The maximum relief for the people in the bigger cities should be at least Rs. 200 a month and Rs. 150 a month in the smaller towns.

When you praise a man for the very good work he has done, you should not think that mere praise will satisfy him. It may satisfy some people but to people whose stomachs are hungry and who cannot get anything to eat, mere empty words mean nothing. If you sincerely and honestly say that you appreciate the services of your employees who have rendered good service under exceptional circumstances, then you must make substantial addition to their salary and not simply say 'I give you a good certificate or chit'. You have got ample funds in your hands. If you did not have plenty of money in your hands, then I would not say 'Be generous and give this man so much'. I would say 'I am sorry I cannot contribute anything, because I have got nothing.' But here you have got 36 crores of rupees and that is all got from your labouring population who have done good work for you and who have suffered a lot and done their work in conditions of great personal danger. Unless you give them some money in return, mere words cannot satisfy them. That is the only criterion for us to judge. Ordinary labourers in Delhi such as masons and carpenters get double of what they were getting before. The man who was laying bricks used to get 7 annas and now he gets 14 annas a day. The ordinary cooly woman used to get 5 annas a day. She now gets 10 annas. The carpenter used to get one rupee a day. Now he wants Rs. 2, because he cannot purchase his necessaries with less than that. You must give your employees generous treatment so that they may have attachment for you. Mere empty words of praise will not help them. I would not like the Railway Administration to keep these men in a state of discontent. This essential service must be paid for, in a reasonable manner and up to a reasonable amount. These are the suggestions I want to make for the consideration of the Honourable the Railway Member and I trust that the policy we carry out now will be appreciated in future.

The Assembly then adjourned for Lunch till Three of the Clock.

The Assembly re-assembled after Lunch at Three of the Clock, Syed Ghulam Bhik Nairang (one of the Panel of Chairmen) in the Chair.

**The Honourable Sir Edward Benthall:** Sir, I am grateful to the House for the kind reception which they have given to the Railway Budget, a reception which has come from all sides of the House. It is, of course, the lot of one who has been fortunate enough to present a record Budget and I can only hope that, when the time comes for me, or my successor who is performing this function, to present a Budget which is not so satisfactory, the House will take into account that there are factors over which the Railway Board and the Railway Member and the Administrations have no control. I am sure I am speaking the mind of the Railway Board when I say that we appreciate the tributes which have been paid to Sir Leonard Wilson. I was particularly glad too to hear tributes paid to the Financial Commissioner and his officers, people who do not always come into the public eye even at the time of the Railway Budget but who, I can assure you, do an immense amount of most valuable work. It might also be appropriate at this stage to mention also the Member of the Railway Board in charge of staff and his officers. These are people who are

continually dealing with problems of railway staffs and dealing with them in a most sympathetic manner and not in the manner which certain Members of the House have attributed to them. The care of the staff has their constant attention and their constant sympathy.

There is, if I may say so, sometimes a tendency on the part of the House and other critics of the railways to forget the good work of the railwaymen when things are going smoothly. We hear invariably as soon as things go wrong, but we do not always get the tribute which the House has so generously given on this occasion when things go right. Take, for instance, my Honourable friend, Sir Abdul Halim Ghuznavi, and his complaints about the East Indian Railway trains from Calcutta to Delhi. He is apt, I think, to forget that the trains might not be running at all were it not for the willing service of the railwaymen. At the time of the bombing in Calcutta the railwaymen serving the main stations there and the suburban stations were expected without question by the public to stand fast. They did so; but it is very rarely that anybody comes forward to thank the railwaymen for what they do on such occasions. As I mentioned to the House in answer to a question, I was very glad to have a generous measure of thanks paid to the railwaymen serving in and around Calcutta by the Premier of Bengal himself.

Sir, the House has ranged over a very large number of subjects. Some of them are very important subjects and I must confess that I find a little difficulty in trying to get them into order to give a coherent reply. I will, however, attempt to deal with the principal points made by the speakers and those with which I cannot deal will be carefully examined and taken up subsequently.

I will, first of all, deal with Mr. Anthony's points. Mr. Anthony in the time at his disposal endeavoured to squeeze as many points as possible into his speech. He spoke with great speed, with great eloquence and a picturesqueness of language which, I feel, savoured of exaggeration. If the railways were actually run on the principles which Mr. Anthony described in his speech, they would very soon come to a stop. They are not run on those principles at all. Mr. Anthony appealed to me to approach the subjects which he raised with the sympathy which he believed I possessed. I can assure him, and I can assure the House, that it is not only I but it is the Railway Administration as a whole which possesses the sympathy towards the staff for which he asks, and it is not confined merely to words. We endeavour to carry that sympathy into action. I will try to answer Mr. Anthony's point *seriatim* and I am sure the House will forgive me if I do it with rather less speed and rather less eloquence.

The first point that he raised was with regard to a certain classification of workers on the G. I. P. Railway who are called temporary-permanent drivers. He expressed the view that the term was meaningless. I am quite sure that it is not meaningless and that the staff of the G. I. P. Railway fully understand it although, I am afraid, at short notice I am not in a position to expound exactly what it means to the House. Mr. Anthony said that the policy of the Railway in regard to these men was to extract the maximum amount of work at the minimum amount of pay. I can assure the House that that is not the case. I do not, however, think I could profitably go into the case of these men at the moment and will take an opportunity of getting into touch with Mr. Anthony to discuss their case after the sitting.

As regards the South Indian Railway, the complaint that volunteers of the Defence of India Force in the South Indian Railway Corps of Engineers are not receiving Commissions whereas station masters and Loco-drivers on other railways are doing so is, I think, correctly described. I think there are some station masters who have been granted a Commission on the Madras and Southern Mahratta Railway and that it is true to say that the senior station masters on the South Indian Railway have not yet been granted Commission. The position is that the whole of the South Indian Railway is in the Defence of India area. The number of staff which have been enlisted in the South Indian Railway so far as the Defence of India unit is some 18000, whereas the Madras and South-

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ern Mahratta Railway, only a part of which is in the Defence of India area, has enlisted a larger number of men, namely, 17000. The number of railway servants granted Commission on the South Indian Railway is 175, whereas on the Madras and Southern Mahratta Railway is 174. It will, therefore, seem that the South Indian Railway are organizing their units more slowly, possibly laying great emphasis on the proper organisation than on enrolling every one who offers. I have, however, no information on this point. The question of commissioning the Defence of India Officers in the railway units as well as the question of commissioning particular individuals is one which is settled between the railways themselves and General Headquarters, and is not, generally speaking, a matter over which the Railway Board would like to exercise control, unless there is important questions of principle involved. It should also be remembered that the South Indian Railway is a Company-managed railway.

Then, Mr. Anthony complained that some of the running staff were required to work an unconscionable number of hours, 20 or 22 hours. He also quoted the case of a driver being out for 34 hours at a stretch. This particular driver's case has, I believe, been investigated and I am not certain whether the facts are correct. However, if Mr. Anthony or anybody else brings to the notice of the Administrations such cases, they will be most carefully enquired into. We received from Mr. Anthony at a meeting of the National Defence Council a complaint to this effect that running staff were being worked unduly long hours. We made enquiries of the different railways and we have received some replies, but we have not yet got replies from all railways. Those railways which looked into the case carefully and have replied have informed us that the running staff are not as a whole working extra long hours. The complaint obviously referred to goods train drivers who are likely to be affected by the large increase in traffic. When there is difficulty in moving all the traffic it results in trains moving slow, and, consequently, men being hung up on the line. That, I submit, in times like this is unfortunately unavoidable from time to time. After all the men who are dealing with war conditions will appreciate that it is impossible to work entirely to schedule. But we have examined the statistics and we find that taken over all the speed of the goods trains has not fallen unduly and, therefore, taken over all it does not look as if men have habitually been kept for long hours on railways.

In the case of running staff the Hours of Employment Regulations do not apply. A suggestion has been made that they should be made to apply. That question has been taken up with the Railwaymen's Federation and it has been decided that the regulations should not be brought into operation during the war, but that the whole question should be deferred until the war is over, owing to obvious difficulties which arise on account of the war. But Railways have been instructed to pay particular attention to the point that the hours of work of running staff should be reasonable and they have also been instructed, where necessary, to engage additional running staff to relieve persons who may be over worked and also to build temporary quarters for them where the situation requires it.

As to the suggestion that cases of long hours are not sympathetically treated by the senior staff, I do not think that it could be justified. It is most unlikely to say the least. At a time like this all staff, particularly the senior staff, are doing their best to operate railways at the maximum capacity, and it is particularly unlikely that during these times the attitude of the senior staff would be harsh towards their men, because it is in the interest of senior staff that the men are properly treated. But if it is found not to be so when we look into this question again and if there is an unduly large number of cases of hardship then we will take further steps to put the matter right. I should like at this point to assure my Honourable friend, Mr. Anthony, that it is totally against the policy of the Railway Board and of myself to countenance any suggestion of victimisation of people who register complaints. We do not stand for that. I am quite certain

that that attitude is very well understood throughout the Railways and have no reason to suppose that there does in fact exist any serious victimisation of people who make complaints. I shall be very glad, of course, to have brought to my notice any specific example.

Mr. Anthony mentioned the question of extensions of service. He asked why did we keep on a number of old crocks who had finished their time. It has already been explained in the course of questions that in the case of extensions, each case is most carefully considered on its merits. We do not keep old crocks. One of the conditions of an extension is that the man should be fit to carry out his work, nor do I think it is correct to suggest that the junior staff are very seriously set back by these extensions. We are of course extending a fair number of senior officers, and the reason is clear, we have to carry on the Railways. We are extremely short of officers. We want more. The younger men whom we can take on may have excellent qualifications, but they have not got the experience which we need, and experience at a time like this is most valuable. There are also a large number of officers who have left the Railways to go on active service and their absence does create a number of officiating posts which the staff who consider themselves held back are in fact enjoying. It is only proper to say how very grateful we are to these senior men, men who have done their time, but who have expressed their willingness to stay on, some of whom, to my certain knowledge, are only too anxious to get away and take their pension and enjoy their rest. We have in many cases pressed them to stay on, because their services are necessary. An older man, who has his heart in the right place and is out to win the war, may be better than a young man, who possibly may be more concerned with seeing how little he can do for his pay. So I should like to express our appreciation to these men who have stayed on and are doing admirable service to help us through the present crisis.

Mr. Anthony also referred to the question of appeals. I do not propose to deal with that today because it is the subject of a Resolution moved yesterday by Mr. Jamnadas Mehta and we shall have an opportunity to discuss that fully when the Resolution is taken up again.

One or two Honourable Members, Khan Bahadur Shahban and Sir Muhammad Yamin Khan referred to the question of Indianisation. In this connection, the House might be interested to know that the Indian element in the superior services has risen from 48·40 per cent. on the State-managed railways to 61·14 per cent. between the years 1934 to 1941, so that it is quite clear from this that as the old corps of European officers are retired, Indianisation is in fact proceeding at a very rapid pace. Sir Muhammad Yamin Khan also suggested that recruitment from England should be stopped. It will interest him to know that in fact recruitment from England has been in abeyance for the last two years.

Mr. Jamnadas Mehta spoke on the subject of rates and fares. He used the phrase that the rates and fares enforced on the railways were a tax on transport and as such they were vicious. He also said that the present rates and fares were a burden on the poor. Well, Sir, I would point out once again that the total average increase in rates on railways made since the beginning of the war amounts only to 6½ per cent. and that is a very small percentage indeed and compares astoundingly well with the percentages of increased charges of other industries. He also indicated I think that the present rates and fares on food were a handicap to the poor agriculturists. Actually, I think it is well known to the House that since the war began, we have not increased the rates on foodstuffs in full wagon loads at all, so that we are actually charging precisely the same rates on foodstuffs as we were before the war. Generally speaking railway transport in India is the cheapest in the world. There may be a possible exception in the case of Japan, but I have not had recent information as to what their rates and fares are! Mr. Jamnadas Mehta also suggested that we should transport foodstuffs free at the present time. Well, I am sure Mr. Jamnadas Mehta, if he were here, would agree that the labourer is worthy of his hire and

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the railways are equally worthy of their freights. I am not at all convinced that if we were to transport foodstuffs free the benefit would go to the consumer. After all we have seen in the last few weeks a rise in the price of foodstuffs which does not show that the agriculturist who grows food or the dealer who deals in food is disposed at the present time to pass on that food unduly cheap to the consumer. But in comparison with their action, we are carrying that food precisely at the same price as we did before the war. He asked in this respect that we should change our policy. There have, of course, been rises in rates and fares in the past, and this year we are changing the policy. There are no increases in rates and fares this year. As regards transport of food, we are proposing to carry the food at precisely the same rates as before and to make special efforts to give food priority of movement to wherever it is required, and not only to give it priority but to see that while it is in transit it moves as expeditiously as it possibly can over the railways so that no time is lost in transit.

Mr. Chapman-Mortimer said that the tax-payers would be greatly relieved by the fact that there was no increase in rates and fares. He expressed the hope that we have now reached a wartime peak and he added the hope that after the war there might be a revision downwards. Well, I share that hope and indeed it may be very necessary for the Railways to re-impose the cuts in passenger fares and goods freights to meet road competition after the war, but this is a very large question indeed and one concerning which it is obviously impossible, and I am sure he does not expect me, to give any undertaking at the present time. The whole question of road and rail competition, the post-war level of freights and so forth will have to be the subject of most careful consideration. Some of that we hope to be able to carry through in the course of the war but I will remind the House that all railway staff from the Railway Board downwards are extremely busy and it may be difficult to come to any conclusions at all until we get very much closer to the end of the war.

Sir Abdul Halim Ghuznavi made the point that the charges for military traffic were not altered. It seems to me that he is a little out-of-date in this matter. My predecessor, Sir Andrew Clow, so long ago as 1940-41 stated that military traffic would be exempted from the increased charges. I believe I am correct too in saying that neither in 1941 nor in 1942 did my Honourable friend make any reference to this fact and I rather fail to appreciate why he should now accuse us; for it did sound like an accusation, of not disclosing the proper state of affairs. It was perfectly open and I think perfectly well understood to the House, and, after all, these charges for military traffic are to a very large extent indeed merely payments out of one pocket of Government into another.

Sir Abdul Halim Ghuznavi also questioned the rate at which rolling stock and Branch Lines had been disposed of to the War Department, some of it for shipment abroad. This matter was very carefully gone into at the time. He suggested that the Railways did not make sufficient recoveries on account of rolling stock supplied overseas by railways and that railways made recoveries only on the basis of the original cost on the books. That, in fact, is not correct. The recoveries were made on the basis of the price which prevailed just before the commencement of the war, after making due allowance for the depreciation which had occurred in the assets use on the Railways. This was considered by Government—I think it went before Committees of this House—and it was agreed on as an equitable arrangement between the parties concerned.

The Honourable Member also suggested that it was unreasonable that the Railways should bear 50 per cent. of the cost of militarization in the Defence of India areas. He thought that should be borne entirely by the War Department. This matter was, of course, also carefully discussed at the time when an agreement was reached between the departments concerned, and the Railways have benefited from this arrangement. It is very much the duty and

the interest of the Railways that their staff should stand firm in times of difficulty and the Defence of India Scheme was introduced in order to stiffen the railway services in the danger areas. For that reason, since we have had the benefit of the stiffening and since the railway services have stood firm in times of danger, I personally am well content that the Railways should bear their share of this. The Army, of course, are dependent on the transport service and it is in their interest also that the railwaymen should stand firm and the railways operate, so that between the two it seems to be an equitable arrangement that the expense should be borne fifty-fifty.

Sir Abdul Halim raised a very important point. He read out a telegram from the Indian Mining Federation which dwelt on the short supply of wagons to the collieries. This is a matter which has been giving us a great deal of thought. It always does. About 40 per cent. of the ton mileage of the Railways consists of coal traffic. In 1941-42 it was as high as 46 per cent. In regard to the transport of coal, interest very naturally attaches to the number of wagons of coal loaded per day or over a given period. If there is a reduction in the number and this, I regret to say, has occurred during the current year, it is naturally supposed that there is a shortage of supply. That there has been a shortage of supply in certain directions cannot be denied. A reduction in the number of wagons allowed is liable to cause also a complaint from the smaller collieries such as are represented on the Indian Mining Federation. The distribution of coal if it is to satisfy all interests must give the consumers reasonable quantities and to all collieries a reasonable share of available wagons. In both these respects the appointment of the Controller of Coal Distribution has, I am convinced, been of very great value, and it is the general opinion of the trade that he has rendered admirable service to the country and to the trade since his appointment. He, however, has to work with a number of wagons which railways are able to make available to him. We have in recent months experienced very great difficulties in maintaining at a sufficiently high level the number of wagons supplied daily to the two main coal fields in Bihar and Bengal. I have already referred to some of these difficulties in speaking on another occasion in this House. I will say now, however, that as a result of the great attention which has been paid to this subject by the Member of the Railway Board in charge of Transportation, by the Railway Board generally, and by the Railway Administrations, it does seem that we now have a better chance than we have had for sometimes of providing a better supply of wagons to the coal fields in Bihar and Bengal. One illustration of the sort of which is being done to help the situation is the use of a class of wagons *viz.*, low sided wagons and end-falling trucks, which have never been used for coal in the past. They do not carry as much coal as ordinary wagons but every little helps and that is one of the factors which is going to provide some relief to the situation.

The reasons for the difficulty which we have had in supplying wagons I must not go into at too great length. Of course, when you get behind hand in supply of wagons to the collieries it is very difficult indeed to catch up. Naturally, the rebellion in the autumn slowed up traffic and had its effect on the supply of wagons. Later we were seriously affected by storms and cyclones in Eastern India. Recently, as the House knows, we have had difficulty in the turn-round of wagons in Calcutta. All these factors have thrown back the supply of wagons to the coalfields, and once it gets out of gear it is a very difficult and technical operation to get the supply back to normal. As I said before, however, I do think from what I have seen that there is every hope that in the near future the supply of wagons to the coalfields will be better than it has been for some time.

Mr. Chapman-Mortimer in the course of his speech referred to the hoarding of piece-goods in Indian States in the Kathiawar area. I must confess that this is a new suggestion to us. On the contrary we are dealing at the moment with a different sort of complaint,—accumulations of piece-goods in Ahmedabad

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awaiting transport. It is possible, in fact I am quite sure, that Mr. Chapman-Mortimer is correct in his facts, and I should like to investigate the matter further. But such hoarding of piece-goods in the States would affect not the broad gauge but the metre gauge railways, and it is on the broad gauge that we are suffering most from shortage of wagons.

Dr. Sir Zia Uddin Ahmad dwelt on various financial questions arising out of the Budget. On the question of apportionment of the surplus between general revenues and railways, Dr. Zia Uddin suggested that the provision in the existing convention of a fixed contribution of one per cent. on the capital charge should be continued as representing a sort of tax by general revenues on the railways as a public utility concern. While the general principle underlying the Honourable Member's suggestion should be admitted, the object, I submit, is achieved in a more correct and equitable manner in the proposals which are now made, rather than under the existing convention. The tax in the existing convention is, we contend, too high.

The Honourable Member suggested that the present system of building up the railway depreciation fund should be abolished and he stated that it was not the practice in other countries to build up such a depreciation fund. I do not know on what authority the Honourable Member spoke, but so far as Government is aware, and I think we have reliable information, depreciation funds are, in fact, built up by railways in the United States, in the United Kingdom, and in the Union of South Africa, if not elsewhere. Though the actual methods adopted differ in the different countries, the general principle of depreciation or renewals funds is more or less the same everywhere. The contribution to the depreciation fund is on the basis of either the original cost or the replacement cost of the asset in question and its estimated life. On certain railways the contribution is made on a certain percentage of the total capital cost of the assets or at a percentage of the railway earnings.

The Honourable Member expressed some wonder as to the basis on which depreciation was calculated and the rough and ready percentage of 1/60th was adopted. The Honourable Member will probably recall that before the adoption of this basis some few years ago (this basis of 1/60th of the capital at charge) the practice was, as on certain foreign railways, to calculate the contribution on the basis of original cost of the assets and their normal lives. The basis of 1/60th was adopted as a rough and ready means because it was found to yield more or less the same figure as the old elaborate method. This change, as all changes relating to depreciation fund and allocation, has received the approval, not only of the Auditor-General, whose opinion the Honourable Member suggested we should take, but also of the Public Accounts Committee and the Standing Finance Committee for Railways. The Honourable Member, I think, was also wrong in stating that the contribution to the depreciation fund, after replacement of the asset, is calculated on the increased cost of replacement. It is calculated only at 1/60th of the original cost which remains on the capital books. Excess of the replacement cost over the original cost is debited now, since 1936, to the depreciation fund and not to capital. It should also be added that against this extra burden on the depreciation fund, the fund obtains relief in the form of credits on account of released materials.

Several Members spoke on the subject of dearness allowance, Mr. Jamnadas Mehta and Sir Muhammad Yamin Khan in particular. I agree, of course, with their general point, that railway men should be adequately compensated. I took the opportunity of my Budget speech to pay a frank tribute to the railwaymen for what they have done. Equally frankly, I acknowledged our obligation to them and I also frankly mentioned some of the difficulties. Sir Muhammad Yamin Khan suggested among other things that the limit of Rs. 120 on which the dearness allowance was given was too low; he suggested, I think, that there should be a minimum limit of 200 rupees. In the Railway Department we are conscious of the hardships which are being suffered by the staff, all of them, whether they receive dearness allowance or not; and I

mentioned in my Budget speech that if that policy, which we hope to carry out, and carry out vigorously, is adopted, the cheap food that we are able to provide will at least go some way to help the class of people who are at present not included in the dearness allowance arrangements. But, of course, when we have to consider the question of dearness allowance for railway staff as a Government we cannot consider it in isolation. It is not merely a question of the Railway Board negotiating with the Railway Federation what dearness allowance or what cheap food arrangements should be made, because Railways are a Government Department, and what is settled for the railways affects all other Government Departments. Consultation has to take place between every Government Department and also with the Provinces who are much affected by any decision we may make in respect of railway servants. As the House knows,—it has been ventilated recently on the floor of the House—there has been a recent settlement in regard to other Government servants, and naturally that complicates any question of dearness allowance for the railwaymen. It is not only the Government servants who are affected by any decision which may be taken in respect of railwaymen, because the dearness allowances which are paid by Government also affect all industrial employers in the country, but I would say this, that I think the Railway Board have a very clear conscience in the matter: they have taken the lead, they have shown their bona fides and their willingness to give a substantial dearness allowance and in addition to that they have been selling grain at cheap prices to their staff; and that, I think, does really bring us again to the crux of the situation.

Mr. Jamnadas Mehta said that what we have to do is to see that the railwaymen get food and that their children get clothes. That is precisely our policy. It is our policy to see that the railwaymen get food and the other necessaries of life at cheap prices as quick as ever we can give it to them. There are, of course, two schools of thought in this matter even outside among industrialists. Some of them, whose opinion was voiced by the Honourable Mr. Parker in the other House, favour the cheap food policy, others favour automatic increases based on the cost of living indices, however unreliable they may be, and the latter category as a rule also favours paying its men substantial bonuses which are in fact paid out mainly at Government expense on account of excess profits tax. But I am convinced that it is in the best interests of the men and of the country that what we should try to do is to stabilise the cost of living of the worker, not only in the railways, but also in other industries; and the House will have noted—and noted, I am sure, with care—that we have made provision in the Budget for increased relief to railwaymen.

The cost of the dearness allowance which was authorised last August amounts to some 5 crores per annum; in the ensuing year we are providing an additional 3 crores in pursuance of our cheap food policy. This is a policy which we are going to pursue vigorously, and with the assistance of the Railwaymen's Federation, I hope for rapid action in the near future.

Lastly, I would say just a few words on the question of the division of the surplus. Mr. Chapman-Mortimer pointed out how relatively strong the railway Budget now is. I think it is perhaps worth while just emphasising that. Between 1939-40 and 1942-43, we have cleared off the arrears of contribution of 35.71 crores; we have repaid loans from the depreciation fund of 30.29 crores, and we hope to build up the depreciation fund to 84 crores by the end of next year and to have a general reserve of 9 crores; and, if the House agrees to our proposal, we hope to relieve ourselves of a liability to pay some 7½ crores per annum on account of the 1 per cent. extra liability. All these points were taken carefully into consideration in arriving at the allocation to railway revenues and general revenues and, as I said in my Budget speech, I am satisfied that the settlement that we have proposed does give the railways a reasonable chance of ending this war on a sound financial footing, in contrast with the position in which the railways ended at the end of the last war.

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Dr. Sir Zia Uddin Ahmad, I think, suggested that we should be very generous in our contribution to general revenues; he said that we paid no income-tax; in fact he went so far as to say that we were evading income tax. In the United Kingdom people who evade their income-tax sometimes get a conscience, and you will sometimes see in the papers that Mr. X (they never give the name) sent so much conscience money to the Treasury. I am quite clear in my conscience that we are making a very adequate contribution to general revenues. I do not feel that, even with the provision that we have made for the future stability of the railway Budget, we should be justified in making any more contribution to general revenues, and I would like to stress again what I said in my Budget speech, that I feel that we should at all

times endeavour to set aside not less than eight crores of rupees per annum, over and above the allocation to depreciation, to the railway reserve fund, to build up that fund to meet the inevitably hard times which are coming before us in the period after the war.

But I think, listening carefully to the speakers, that the House is in general agreement with the proposals which Government have made. I think I can correctly sum up the view of the Muslim League speakers by saying that they favour ample contributions to general revenues while taking good care of the railway reserves. Whether those reserves should be in the form of a depreciation reserve or a general reserve is a technical question on which Dr. Sir Zia Uddin Ahmad reserves his decision. Mr. Chapman-Mortimer on behalf of the Europeans was good enough to say that we had reached a judicious balance in our proposed allotments.

**Mr. Chairman** (Syed Ghulam Bhik Nairang): The Honourable Member's time is up.

**The Honourable Sir Edward Benthall**: Sir, May I have one minute?

**Mr. Chairman** (Syed Ghulam Bhik Nairang): Yes.

**The Honourable Sir Edward Benthall**: He said that we should set aside eight crores for the railway reserves, that we should make a generous contribution to the general revenues, that we should lower rates and fares and that we should accumulate large reserves to be spent in order to mitigate a slump in the heavy industries after the war. The Honourable Member is putting a very heavy burden on us and I would remind him and the House what I said at the end of my Budget speech, that the figures on which we are now budgeting are illusory. We are budgeting on an unprecedented boom; and we are perhaps a little apt to think that this boom will go on for ever. We have tried to adopt a balanced view in arriving at our figures and I hope that they are in accord with, to use Dr. Sir Zia Uddin Ahmad's words, "*le common sense des Anglais*".

(At this stage, Mr. Muhammad Nauman rose in his place.)

**Mr. Chairman** (Syed Ghulam Bhik Nairang): The debate has come to an end with the speech of the Honourable the Railway Member. The House is adjourned till 11 A.M. on the 22nd instant.

**Maulvi Muhammad Abdul Ghani**: I want to make some submission to the Chair.

**Mr. Chairman** (Syed Ghulam Bhik Nairang): The debate has ended and there is nothing else to be done. The House stands adjourned till 11 A.M. on Monday, the 22nd instant.

The Assembly then adjourned till Eleven of the Clock on Monday, the 22nd February, 1943.