

10th February 1943

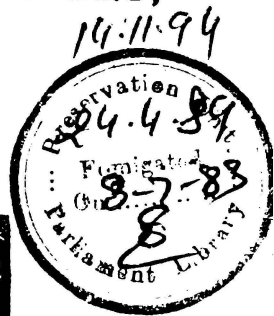
THE LEGISLATIVE ASSEMBLY DEBATES

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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Deputy President:

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Panel of Chairmen:

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Sir COWASJEE JEHangIR, BART, K.C.I.E., O.B.E., M.L.A.

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Assistants of the Secretary:

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Mr. GOVIND V. DESHMUKH, M.L.A.

Sir ABDUL HALIM GHUZHNAVI, M.L.A.

Mr. N. M. JOSHI, M.L.A.

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THE
LEGISLATIVE ASSEMBLY DEBATES
(OFFICIAL REPORT OF THE SEVENTEENTH SESSION OF THE FIFTH
LEGISLATIVE ASSEMBLY)

VOLUME I—1943

LEGISLATIVE ASSEMBLY

Wednesday, 10th February, 1943.

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

MEMBERS SWORN.

- Mr. T. T. Krishnamachari, M.L.A. (Tanjore *cum* Trichinopoly: Non-Muhammadan Rural);
Mr. Basil Leslie Gray, M.L.A. (United Provinces: European);
Mr. Olaf Kirkpatrick Caroe, C.S.I., C.I.E., M.L.A. (Secretary, External Affairs Department);
Mr. Leonard John Dean Wakely, M.B.E., M.L.A. (Government of India: Nominated Official); and
Dr. Thomas George Percival Spear, M.L.A. (Government of India: Nominated Official).

STARRED QUESTIONS AND ANSWERS.

(a) ORAL ANSWERS.

EXTENSIONS OF SERVICE TO RAILWAY OFFICERS.

1. ***Dr. Sir Zia Uddin Ahmad:** (a) Will the Honourable the Railway Member be pleased to state the policy about the extension of service after an officer has attained the age of 55?

(b) How many such extensions have the Railway Board sanctioned from 1st April, 1942?

(c) Have the Government also considered the financial losses and the dissatisfaction created among the subordinate staff who are affected by such extensions?

(d) Have Government been satisfied in each case that no person was available on any other Government line to fill up the place of the officer to whom the extension was granted?

The Honourable Sir Edward Benthall: (a) The policy at present is that officers who attain the age of superannuation should to meet the requirements of the present emergency be granted extensions if they are willing to accept them and are physically fit.

(b) Since 1st April, 1942, extensions have been granted to 72 officers.

(c) Government have taken into consideration all aspects before deciding on their present policy.

(d) Yes.

Mr. Lalchand Navalrai: May I know from the Honourable Member if the officers who are below these superannuated persons, who are being given extensions, are incapable of being promoted?

The Honourable Sir Edward Benthall: That is not the case.

Mr. Lalchand Navalrai: What is the reason for retaining these superannuated people who have exhausted all their energy, and not promoting men with energy who are below them?

The Honourable Sir Edward Benthall: The reason is the interests of the service. It is necessary to retain these men during the present war emergency. As the Honourable Member is aware a large number of officers have joined the services in various capacities and it is necessary to retain others who would otherwise have retired.

Mr. Lalchand Navalrai: I am asking what is the reason that these people are being retained and work is taken from younger men?

The Honourable Sir Edward Benthall: I have already given the Honourable Member the reason.

Mr. Lalchand Navalrai: The Honourable Member should explain whether it is on account of war that they are being retained, or they have any particular qualifications, or is it because they are favoured people?

The Honourable Sir Edward Benthall: It is on account of the war.

Sir Muhammad Yamin Khan: May I ask whether any representations have been made by the people, who would have been promoted and have not been promoted on account of this action, as regards their salaries, promotions, etc.?

The Honourable Sir Edward Benthall: Yes, representations have naturally been made by officers who have been disappointed.

Dr. Sir Zia Uddin Ahmad: Will the Government consider the desirability of creating a special cadre for those who have attained the age of 55 and whom in the interest of administration the Government desire to keep, so that other persons who are below may not suffer, because in that case if one man is retained on a regular cadre then the interest of a large number of persons suffers and a great dissatisfaction is spread among the staff?

The Honourable Sir Edward Benthall: The answer is in the negative.

Dr. Sir Zia Uddin Ahmad: I have said: "Will the Government consider".

The Honourable Sir Edward Benthall: Government do not admit the principle that extension of service of some officers gives the right to compensation to others.

Mr. Lalchand Navalrai: May I know from the Honourable Member for how long these extensions have been given: for one year, or two years, or indefinitely?

The Honourable Sir Edward Benthall: For one year or the duration of the war.

Mr. Lalchand Navalrai: May I also know from the Honourable Member if it is the officers alone who get extensions or even the staff?

The Honourable Sir Edward Benthall: I think that question is being put by another Member later in the morning.

Pandit Lakshmi Kanta Maltra: May I know whether the Government have suspended for the time being the operation of the rule of retirement at the age of 55?

The Honourable Sir Edward Benthall: No, that is not correct. Each case is decided on its merits.

Dr. Sir Zia Uddin Ahmad: The Honourable Member has just said that the extension is given during the war period. May I ask one question? Suppose

an officer second in command, who ought to have taken that place, has attained the age of 55, then will he retire or will he also be given extension for the duration of war?

The Honourable Sir Edward Benthall: That is a hypothetical question, as each case will be considered on its merits.

Mr. Lalchand Navalrai: May I ask the Honourable Member whether these people who are given extensions also get promotions during the period that they work?

The Honourable Sir Edward Benthall: The answer is in the negative.

TRANSFERS OF STAFF BETWEEN STATE RAILWAYS.

2. ***Dr. Sir Zia Uddin Ahmad:** (a) Will the Honourable the Railway Member please state if Government have amalgamated the entire cadre of all the Indian State Railways into one unit?

(b) Are the junior staff transferable from one State Railway to another State Railway on account of seniority?

(c) Are Government aware that their present policy of importing persons from other lines inspite of having separate cadre in each Railway is spreading great dissatisfaction among the staff?

The Honourable Sir Edward Benthall: (a) No.

(b) The reply is in the negative, in respect of non-Gazetted staff. With regard to Gazetted staff, such transfers are unusual.

(c) No.

Mr. Lalchand Navalrai: May I know from the Honourable Member whether only officers are transferred from one line to the other or is the staff also.

The Honourable Sir Edward Benthall: It is most unusual that staff should be transferred, and I think I am correct in saying that they are only transferred with the consent of the General Managers of both of the administrations concerned.

Mr. Lalchand Navalrai: Is it because the officers are not available on the line that they are transferred, or is it for any other reasons?

The Honourable Sir Edward Benthall: They are transferred for the benefit of the administration of the railways.

Mr. Muhammad Azhar Ali: Am I to understand that when the B. & N. R. and R. K. R. Railways are amalgamated with the E. I. R. the entire staff of the two railways will be dispensed with? Or, will they be put on to some other job?

The Honourable Sir Edward Benthall: If the Honourable Member will put down a question I will give him a full reply.

Dr. Sir Zia Uddin Ahmad: Is it not a fact that the members of the staff belonging to other State Railways have been recently transferred to the A. B. R.?

The Honourable Sir Edward Benthall: I think that is the case, but I should require notice before I could give any details.

Dr. Sir Zia Uddin Ahmad: Is it not a fact that the A. B. R. is the step-child of the Manager of the B. & A. Railway? Will he look after the employees of the A. B. R.?

The Honourable Sir Edward Benthall: I have personally toured the A. B. R. with the General Manager of the B. & A. Railway and can assure the Honourable Member from personal observation that that is not the case.

SUPERVISOR TRAINEES AT ISHAPORE METAL AND STEEL FACTORY.

3. ***Mr. Ananga Mohan Dam:** (a) Will the Honourable the Supply Member be pleased to state if it is a fact that the number of the technically trained

hands from different Engineering Colleges, schools and other technical institutions having been found insufficient to cope with the rapid industrialisation of the country in consequence of the war, the technical training scheme, as formulated by the Governor General in Council, was introduced to get properly trained hands in the least possible time such as 6—18 months?

(b) Is it a fact that the minimum qualifications for the supervisor trainees under that scheme is I.Sc. standard? If so, are there any less qualified candidates who have been recruited for this scheme in the Metal and Steel Factory in Ishapore where the scheme was first introduced and what is their number?

(c) When was the scheme introduced in the Ishapore Metal and Steel Factory? How many of the supervisor trainees have been recruited and how many of them absorbed in services in this factory or other factories outside it till the 31st December, 1942?

(d) Are these supervisor trainees trained for employment in the factory of their training, viz., Metal and Steel Factory at Ishapore?

(e) Is it a fact that some of the employees of the extra temporary appointments and some outsiders were given the posts of supervisors in supersession of the claims of some supervisor trainees who have completed their course? If so, why? What is the number of such appointees?

(f) Is it a fact that some of those employed from amongst extra temporary appointments do not know how to read and write English? If so, what is their number?

The Honourable Sir Homi Mody: (a) Yes.

(b) No. Recruitment of Supervisor Trainees for the Metal and Steel Factory is by selection, each case being considered on its merits.

(c) (i) In May 1941.

(ii) 230 Supervisor Trainees were recruited in the Metal and Steel Factory, Ishapore, up to 31st December, 1942.

(iii) 51 were absorbed in that factory and 6 in other factories up to 31st December, 1942.

(d) Some are under training for employment in the Metal and Steel Factory and some for other Ordnance Factories. No understanding is given, however, that a passed out trainee will be posted to any specific factory.

(e) No. The qualifications of all trainees are considered before any direct appointments are made from outside.

(f) Yes. Ten such Supervisors, all literate in their own language, have been appointed. Each of them was of a standard of skill and experience above that of any of the trainees.

SUPERVISOR TRAINEES AT ISHAPORE METAL AND STEEL FACTORY.

4. ***Mr. Ananga Mohan Dam:** (a) Will the Honourable the Supply Member please state whether the minimum period of training of the supervisor trainees in the Metal and Steel Factory at Ishapore is six months and is the period of nine months counted upon as the average for the completion of training? If so, how many of the trainees have been absorbed in services:

(i) within the period of nine months; and

(ii) at the expiry of nine months?

(b) What is the number of those who have completed (i) one year of training; and (ii) more than one year's training but have not been absorbed?

(c) What is the reason for this non-absorption?

The Honourable Sir Homi Mody: (a) The estimated minimum period of training is six months. There is no average period.

(i) 18 trainees were absorbed within nine months.

(ii) 39 were absorbed on completion of nine months' training.

(b) (i) eight trainees have completed one year of training, and

(ii) 14 have been under training for more than a year but less than 16 months.

(c) These trainees have not been absorbed as Supervisors because they have not yet reached the required standard.

Mr. Lalchand Navalrai: May I know from the Honourable Member, whether these trainees are trained in colleges and schools only, or in other institutions as well? If so, which are those institutions?

The Honourable Sir Homi Mody: They are trained in Government factories.

Mr. Lalchand Navalrai: May I know where they are; at least some of them?

The Honourable Sir Homi Mody: The Metal and Steel Factory is one factory I have mentioned; there are others.

SUPERVISOR TRAINEES AT ISHAPORE METAL AND STEEL FACTORY.

5. ***Mr. Ananga Mohan Dam:** (a) Will the Honourable the Supply Member please state what were the grades of appointments and minimum substantive pay exclusive of the overtime pay offered to the supervisor trainees, first absorbed in service in the Metal and Steel Factory, Ishapore?

(b) What was the system in practice till November 30th, 1942, of recording attendance of the supervisor trainees in the Metal and Steel Factory at Ishapore and does that system continue up till now? What is the present system and what is the reason for abolishing the old system of marking attendance?

The Honourable Sir Homi Mody: (a) The first Supervisor Trainees absorbed in service at the Metal and Steel Factory were offered appointments as 'B' Grade Supervisors in the scale Rs. 105—5—150, exclusive of overtime pay.

(b) The system was by recording clock. This was discontinued from 1st December, 1942. Insufficient time recording clocks were available to record the attendance of the rapidly increasing numbers of staff. The check system (which involves taking a numbered token from a board and depositing it in a box) was adopted on 1st December, 1942, after due consideration of alternative methods, as being the most suitable.

Mr. Ananga Mohan Dam: Was it in the experience of Government that the previous system worked well?

The Honourable Sir Homi Mody: The previous system worked all right, but as I have explained, there was not a sufficiency of recording clocks and as the numbers of the staff increased, it became necessary to institute another system.

SUPERVISOR TRAINEES AT ISHAPORE METAL AND STEEL FACTORY.

6. ***Mr. Ananga Mohan Dam:** (a) Will the Honourable the Supply Member please state if it is a fact that all the supervisor trainees of the Metal and Steel Factory, Ishapore, protested against the abolition of the previous system of recording attendance by not doing what they were asked to do from 1st December, 1942?

(b) Is it a fact that the supervisor trainees appealed to the Superintendent of the said Factory for reconsideration of the new system and some of them tendered their resignations when their appeal was not listened to?

(c) What is the number of those who have tendered resignations?

(d) What provision do Government propose to make for the future of these skilled hands under the present scheme when the Industries are likely to contract after the war and when the skilled hands will get no other scope for employment?

The Honourable Sir Homi Mody: Inquiries are being made and the information will be laid on the table in due course.

Mr. Lalchand Navalrai: May I know from the Honourable Member with regard to clause (b) of the question, what is this new system and what did they require?

The Honourable Sir Homi Mody: I have explained the new system. It is a check system involving taking a number token from the board and depositing it in a box. That was introduced after consideration of other systems, because the original system of recording clocks could not work on account of an insufficiency of these clocks.

Mr. Lalchand Navalrai: May I know that the reconsideration was that the old system should be restored?

The Honourable Sir Homi Mody: Well, I have already stated that inquiries are being made and the information will be laid on the table.

RAILWAY ACCIDENT BETWEEN CHHATIAN AND SAHAJIBAZAR RAILWAY STATIONS.

7. ***Mr. Ananga Mohan Dam:** (a) Will the Secretary of the Posts and Air Department be pleased to state if any public enquiry was made in connection with the railway accident which occurred between Chhatian and Sahajibazar railway stations in the district of Sylhet? If so, what is the result of the enquiry?

(b) Did any expert from the Government of India visit the locality and submit his report regarding the accident? If so, what are his findings?

(c) Was the accident due to rash driving and, if so, what steps have Government taken to punish the guilty persons?

(d) What was the number of casualties as a result of the accident?

(e) Has any compensation been granted to the dependents of the victims?

Sir Gurunath Bewoor: (a) and (b). An inquiry, as prescribed under sections 4 and 84 of the Indian Railways Act, has been held by the Government Inspector of Railways on the 19th and 20th of November, 1942. His Report has been received, and his 'finding' is that the case was one of deliberate train-wrecking by some person or persons unknown.

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

(d) Eight passengers were killed outright, and three died subsequently. Thirty-six passengers and three Railway employees were injured.

(e) No.

Mr. Lalchand Navalrai: May I know if the wreckers of that accident have been arrested or not?

Sir Gurunath Bewoor: I understand that the police have the matter in hand. They are investigating the offence.

REPATRIATION OF INDIANS FROM JAPANESE-OCCUPIED COUNTRIES.

8. ***Mr. Lalchand Navalrai:** Will the Foreign Secretary be pleased to state how many Indians including Sindhis have been repatriated from the occupied countries under the possession of the Japanese? If there have been any, will he be pleased to place a list of the same on the table?

Mr. O. K. Caroe: It is very difficult to answer the question in the form in which the Honourable Member has put it. If he will be good enough to put down another question specifying the countries from which he asks for information as regards repatriation, I will do my best to answer it.

If however he refers to Japan itself and occupied China I place a list of repatriates on the table.

Repatriated by sea—Nos. 1 to 124.

No.	Name.	No.	Name.	No.	Name.
1.	Abdul Razaq.	15.	Bir Singh.	29.	Chunilal.
2.	Adamji T.	16.	Boghani, C. R.	30.	Dalip Singh.
3.	Akbani, M. J.	17.	Budh Singh.	31.	Dalip, Mrs. Singh (Mela Wanti).
4.	Amar Singh.	18.	Chadha, R. F. B.	32.	Dalip, Miss M.
5.	Aser Khan.	19.	Chadha, Mrs.	33.	Dalip, Miss. A.
6.	Assa Singh.	20.	Chadha, M. K.	34.	Daulatram, P.
7.	Atta Mohammad.	21.	Chadha, S.	35.	Dave, M. S.
8.	Attar Kaur.	22.	Chadha, K.	36.	Dingamal, N.
9.	Bagwat Singh.	23.	Chadha, J.	37.	Dulla Singh.
10.	Banta Singh.	24.	Chanan Singh.	38.	Eling, J. C.
11.	Basant Kaur.	25.	Charan Singh.	39.	Ganda Singh.
12.	Bata Singh.	26.	Charan Kaur.	40.	Gurbax Singh.
13.	Bhagat Singh.	27.	Charna, B. D.	41.	Gurcharan Kaur.
14.	Bibi Kaur.	28.	Chirag Din.		

No.	Name.	No.	Name.	No.	Name.
42.	Gurnam, Kaur.	70.	Maghar Singh.	98.	Rahman.
43.	Habib Mohamid.	71.	Mahra, R. G.	99.	Raj Kumari Chand.
44.	Harbans, Singh.	72.	Malkani, K. R.	100.	Rala Singh.
45.	Hari Singh.	73.	Malli Singh	101.	Ram Chand.
46.	Hari Singh.	74.	Mehra, K. J.	102.	Sahgal, R. S.
47.	Harjind Singh.	75.	Mehra, Mrs. K. J.	103.	Samtani, R. K.
48.	Himatsinhji, K. S.	76.	Mehra, F. J.	104.	Samyani, L. J.
49.	Hira Singh.	77.	Melwani, R. B.	105.	Sanmukhani, J. B.
50.	Hotchang Chullaran.	78.	Mohanani U. A.	106.	Santokh Singh.
51.	Kaimdin.	79.	Natha Singh.	107.	Sen, N. C.
52.	Kamdar, D. A.	80.	Naurang Singh.	108.	Shamsingh and Dhana Singh.
53.	Kapur, D. N.	81.	Navranjan Singh.	109.	Shanta Kumari.
54.	Karam Singh.	82.	Nazar Singh, Mrs. D.	110.	Sheth, R. A.
55.	Karanjia, Z. A.	83.	Pala Singh.	111.	Smart, S. S.
56.	Kartar Singh.	84.	Parsram, P.	112.	Swansi, N. R.
57.	Kasar Singh.	85.	Parsram, M. R.	113.	Talati, Miss. M. S.
58.	Khemschand, G. D.	86.	Parsram, A.	114.	Thakar Singh.
59.	Khushia Singh.	87.	Parsram, C.	115.	Tikamdas, P.
60.	Kiroda Singh.	88.	Parsram, G.	116.	Tolaram Detaram.
61.	Kishan Singh.	89.	Parsram, J.	117.	Ujagar Singh.
62.	Kishen Singh.	90.	Parsram, R.	118.	Ujagar Singh.
63.	Kochar, J. D.	91.	Parsram, R.	119.	Vasunia, H. P.
64.	Krishnamoorthy, E. S.	92.	Parsram, S.	120.	Vicajee, Miss R. R.
65.	Lawyer, F. A.	93.	Parsram, T.	121.	Warrior, M. G.
66.	Lekhraj, Mrs. P.	94.	Pathan, I. K.	122.	Warrior, Mrs.
67.	Lekhraj, L.	95.	Phulindar Singh.	123.	Wazir Singh.
68.	Lekhraj, H.	96.	Pritam Singh.	124.	Sohan Singh.
69.	Lekhraj, G.	97.	Purn Singh.		

Repatriated by Air—Nos. 125 to 145.

No.	Name.	No.	Name.	No.	Name.
125.	Mr. H. M. Parwani.	132.	Mr. H. S. Bannerji.	139.	L/Nk. Santarkh Singh.
126.	Jahan Dad.	133.	Miss J. M. Roza.	140.	L/Nk. Dalip Singh.
127.	G. M. Khan.	134.	Mrs. A. R. Esmail.	141.	Mr. Sarwan Singh.
128.	Mr. Ujagar Singh.	135.	Dr. Datta.	142.	Mr. Karnail Singh.
129.	Mr. Noor-Ul-Haq.	136.	Mr. K. C. Chatterji.	143.	Mr. B. Hathiraman.
130.	Mr. Mohammed Afzal.	137.	Mr. James Rainey.	144.	Mr. Manns.
131.	Mr. H. L. Advani.	138.	L/Nk. Lashkar Singh.	145.	Mr. Mohammed Amin.

Mr. Lalchand Navalrai: May I know, if the Honourable Member could tell the House, which are the places now in the possession of the Japanese, and whether the people in those places have been repatriated?

Mr. O. K. Caroe: The question regarding some of those countries, which are part of the British Empire, but now occupied by Japan, would relate to the Indian Overseas Department. The other countries would relate to my Department and I should have to answer them. But as I said before, if the Honourable Member would be good enough to put down a question specifying the countries, I will do my best to answer it.

Mr. Lalchand Navalrai: I should say that I specify every country. But then, what I want is that we should be told what some of those places are, as the Honourable Member must have some information about them. Why has that information not been given to me?

Mr. O. K. Caroe: I have placed on the table a list of repatriates—about 124 in number. The Honourable Member will see that some are from Japan itself and some from occupied part of China. The names have been mixed up. So it would be better if the Honourable Member would put his question in a specified form.

Mr. Hooseinbhoy A. Lalljee: Will the Honourable Member place before the House a list of countries occupied by Japan so as to enable the Honourable Members to mark out the countries therefrom?

Mr. O. K. Caroe: I think the Honourable Member probably knows that. He is very well informed.

Mr. Lalchand Navalrai: Can the Honourable Member tell me if any people have been repatriated from Singapore and Malaya?

Mr. O. K. Caroe: That would be a question which should be addressed to my Honourable friend, Mr. Aney, the Leader of the House.

Mr. Lalchand Navalrai: And any from the Phillipines?

Mr. O. K. Caroe: That question, I presume, would be to me. But I have no information at the moment.

DEARNESS ALLOWANCE TO RAILWAY WORKERS.

9. *Mr. Lalchand Navalrai: (a) Will the Honourable Member for Railways be pleased to state if representations have been made by the Railway staff workers and their representatives about the inadequacy of the dearness allowance granted to them and for its increase? What steps have Government taken to improve their condition consequent upon the outbreak of hostilities?

(b) Is it a fact that the house-rent allowance granted to the Railway staff drawing Rs. 60 is added to the amount of their salaries and dearness allowance is disallowed to them on the other hand?

(c) Do Government propose to remove this hardship? If not, why not?

The Honourable Sir Edward Benthall: (a) The reply to the first part is in the affirmative. As regards the second part, Railways in addition to the dearness allowance have established grain shops for sale of food grains to their employees and have provided numerous other measures for relief in the case of injuries and other hardships caused by the war.

(b) I would refer the Honourable Member to the reply to part (a) of his starred question No. 136 asked on 6th March, 1942.

(c) Government do not consider that any hardship is involved in their present orders; the second part does not arise.

Maulana Zafar Ali Khan: With regard to part (b), may I know whether the Railway employees drawing salary above Rs. 60 are not granted any dearness allowance?

The Honourable Sir Edward Benthall: That is not the case in certain parts of India.

Maulana Zafar Ali Khan: What about the North Western Railway in the Punjab?

The Honourable Sir Edward Benthall: I would require a notice of that question. The areas are divided into three classifications and I could not give you off-hand the areas of the North-Western Railway which are involved in the higher categories.

Mr. N. M. Joshi: May I know from the Honourable Member whether in view of the increased cost of living Government of India propose to increase the dearness allowance?

The Honourable Sir Edward Benthall: The whole question is under consideration at the present moment.

Mr. N. M. Joshi: May I ask when Government will come to a decision on that point?

The Honourable Sir Edward Benthall: I have nothing to add to my previous reply.

Sir Muhammad Yamin Khan: Will Government consider that the benefit of dearness allowance should be given to those employees who are getting upto Rs. 200, because the dearness allowance which is being given at the present scale might be under contemplation of the Government and might not reach upto Rs. 200; but upto Rs. 200 there is full justification to give dearness allowance. Will Government consider that point?

The Honourable Sir Edward Benthall: Representations to that effect have been considered. But the present dearness allowance was settled in conjunction with the representatives of the railway workers.

Sir Muhammad Yamin Khan: Railway workmen's representation may be representing some category and not others. Either they are of the superior services or the menial services, but the middle class is ignored who gets between Rs. 60 and Rs. 200.

Mr. Hooseinbhoy A. Lalljee: We want reply from the Government.

The Honourable Sir Edward Benthall: The Honourable Member, I think, did not in fact put a question.

Sir Muhammad Yamin Khan: I ask whether the question of these middle-class people has been put up by the representatives of the railway workers or is there anybody who represents this class who came forward?

The Honourable Sir Edward Benthall: Government take care of all their servants.

Dr. Sir Zia Uddin Ahmad: Will the Honourable Member take note that the purchasing value of the rupee has gone down and that therefore the case of middle class people also be taken into consideration?

The Honourable Sir Edward Benthall: Government take all facts into consideration.

Mr. Jamnadas M. Mehta: Will the Honourable Member please say whether the Railwaymen's Federation has asked the Government to make an announcement before the Railway Budget is presented?

The Honourable Sir Edward Benthall: I have already said that the whole question is under consideration at the present moment.

Mr. Jamnadas M. Mehta: I want to know some definite time, because the Railway Budget is coming on.

The Honourable Sir Edward Benthall: I have already said that the whole question is under consideration.

Mr. Jamnadas M. Mehta: Will you please make increase in the dearness allowance before the Railway Budget is presented?

The Honourable Sir Edward Benthall: I could not give any undertaking at the precise moment, but I am prepared to discuss the matter with the Honourable Member.

Mr. Jamnadas M. Mehta: The Honourable member has received definite proposals from the Federation; is he going to accept them?

The Honourable Sir Edward Benthall: I am not prepared to make an answer at this precise moment.

Mr. Jamnadas M. Mehta: Is the Honourable Member aware that the censorship on the one hand and the silence of the Government on the other makes the Railwayman fear that there is nobody working for him? People are likely to think that the Railwaymen's Federation is dead.

The Honourable Sir Edward Benthall: Whatever the position of the Railwaymen's Federation the Government is not dead.

Mr. Lalchand Navalrai: May I know from the Honourable Member whether there has been discontent against the arrangement which was made by the Railway Board with the Federation and whether, after that decision has been made, they are satisfied that it should not be reconsidered?

The Honourable Sir Edward Benthall: I do not think I have anything to add to what I have already said.

Mr. Jamnadas M. Mehta: Has Rs. 30 in cash and kind as dearness allowance for all employees upto Rs. 250 been now asked for by the Federation?

The Honourable Sir Edward Benthall: I have received such a representation.

ANNUITY PAYMENTS TO BRITISH INVESTORS ON INDIAN RAILWAYS.

10. ***Mr. K. C. Neogy:** (a) Will the Honourable the Railway Member be pleased to state what was the aggregate amount of annuity payments that remained to be paid to British investors on Indian Railways as on October 1, 1942, and when these various annuities would have terminated in the ordinary course?

(b) What was the lump sum payment that the Government of India have paid over, or agreed to pay over, to His Majesty's Government in lieu of the annuities above referred to?

(c) On what basis have the value of the annuities been computed so as to make up the amount to be immediately paid over to His Majesty's Government?

(d) What are the specific advantages, if any, to India in the arrangement under which, in return for the lump sum payment to His Majesty's Government, they would make available to the Government of India sums equal to the instalments of the several annuities as and when they fall due?

(e) Is it a fact that the lump sum payment represents in effect only an investment at $2\frac{1}{2}$ per cent? On what terms was the Government loan raised at the time to provide the money for the said lump sum payment?

(f) Are the Government of India continuing to shoulder any legal obligation to the annuitants until they are paid off by His Majesty's Government?

The Honourable Sir Edward Benthall: This question should have been addressed to the Honourable the Finance Member.

Mr. K. C. Neogy: I thought Railway finances are now separate from the general finances.

No answer was given.

PRELIMINARY AND FINAL RECOMMENDATIONS OF THE GRADY MISSION.

11. ***Mr. K. C. Neogy:** (a) Will the Honourable Member for Supply be pleased to state what were the final recommendations of the Grady Mission made in its Report after its return to Washington?

(b) In what respects did it modify or supplement the recommendations contained in the preliminary report prepared by the Mission while it was in India?

(c) What were the Government of India's decisions on the Mission's preliminary and final recommendations, separately?

(d) Has the Mission's Report been shelved by the Government of the United States of America on the ground that the military situation has much improved since the visit of Dr. Grady's Mission to India?

(e) Does the shelving of the Report also mean the turning down of the 35 specific requests said to have been telegraphed by the Mission while it was in India for essential machines, materials and equipments?

(f) Do the Government of India propose to let the matter drop, or to pursue it further with a view to secure the implementing of any of the recommendations now?

(g) Has the Grady Mission condemned most of the engineering workshops engaged in war supply production as "historically and actually jobbing shops", and have Government taken any steps to ensure that they cease to be so?

(h) Has any pressure been brought on the Government by any interest against the central theme of the Mission's preliminary report that the problem of production can only be solved by a strong centralised power vested in and exercised by Government?

(i) Is it a fact that American Press correspondents present at the Supply Member's Press Conference disputed the accuracy of the summary of the preliminary Report put forward by the Honourable Member and described his comments on the Mission's recommendations as "defeatist"?

(j) In view of the above allegation, do Government propose to publish the full text of the preliminary recommendations of the Mission, so as to correct any misapprehensions in the public mind?

(k) Do Government propose also to publish the main features of the final recommendations of the Mission, in so far as such publication may not give away vital information to the enemy?

The Honourable Sir Homi Mody: (a), (b) and (c). The final report of the American Technical Mission to India is a confidential document submitted by the Mission to the Government of the United States, and the Government of India, and the Government of India regret they cannot publish or comment upon the recommendations which it contains.

(d) No. The Government of the United States have informed the Government of India that in present conditions it is not possible to implement as a whole the programme recommended by the Mission but that it is open to the Government of India to urge the consideration on their merits of individual items included in the programme. The Government of the United States, have also informed the Government of India that, so far as is possible, assistance will be given to India in securing the raw materials necessary to maintain war and other essential production; the equipment required for the maintenance of existing plants; and equipment for new plants nearing completion.

(e) No. I understand that the thirty-five specific requests related largely to orders already placed in the United States which the Mission thought it desirable to expedite.

(f) The Government of India are proceeding with such projects as the Government of the United States are likely to consider as qualifying for assistance under their decision outlined in part (d).

(g) It is a fact that the engineering workshops in India are largely jobbing shops, and this fact has been mentioned in official reports of the Government of India as well as by the American Technical Mission. The term "jobbing shop" implies a distinction between the technique and equipment suitable to the execution of a large number of different orders and mass production technique and equipment. Jobbing shops are necessary and are to be found in all countries, but there are difficulties when, as in India, it is desired to convert them to mass production. A great deal has in fact been achieved by means of rationalization, and Major General Wood, who was recently appointed to study the possibility of further rationalization, proposed certain schemes which are now hand.

(h) No.

(i) I am sorry I cannot enter into a controversy about the views attributed to American Press correspondents.

(j) and (k) Government regret they are not in a position to publish either the full text of the preliminary recommendations or the main features of the final recommendations of the Mission.

Mr. K. C. Neogy: With regard to the Honourable Member's reference to the present conditions under which the attitude of the Government of the United States has undergone a change, will the Honourable Members please indicate the exact significance of the present conditions as referred to?

The Honourable Sir Homi Mody: I can only answer in very general terms. In view of the altered military situation and the fact that the United States own war effort has had to be intensified a very great deal, it is not possible for the United States to implement the full recommendations of the Mission. They have, however, promised assistance with regard to such projects as can be immediately related to India's war effort, and which the United States Government would regard as being a useful contribution to the Allied war effort.

Mr. K. C. Neogy: Is it a fact that the Grady Report was considered to be mainly a long-range plan to assist Indian industrial expansion?

The Honourable Sir Homi Mody: No, that is not a fact.

Mr. K. C. Neogy: Has the Honourable Member seen press reports to that effect from Washington?

The Honourable Sir Homi Mody: I can only tell him briefly what the Mission themselves have indicated as the scope of their functions: "the work of the Mission was directly related to the common war effort of the United Nations and was in no way connected with the post-war industrial and commercial problems of India".

Dr. Sir Zia Uddin Ahmad: Is it not a fact that the Grady Mission recommended the separation of production from the Supply Department and if so what action have the Government of India taken?

The Honourable Sir Homi Mody: Considering that a Resolution on that subject is being tabled at every Session of the Legislative Assembly, I would prefer answering the question when Dr. Zia Uddin Ahmad's motion comes up for consideration. It is, however, for the Honourable Member to choose. I am ready to meet him at any time.

Mr. Lalchand Navalrai: With regard to clause (g), what was the suggestion of the Grady Mission when they condemned the present system? What alternative did they say and did the Government agree with that alternative system?

The Honourable Sir Homi Mody: If the Honourable Member is referring to jobbing shops, I have already read out what the Government have done and what exactly was the measure of condemnation; if my Honourable friend so desires, I will read it out again.

Mr. Lalchand Navalrai: I did not follow.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member need not read it again, having read it out once.

The Honourable Sir Homi Mody: Whatever defects were pointed out in the system were remedied so far as it was practicable; but the original structure of the engineering shop industry could not be altered out of recognition. I have already explained that a great deal of regimentation had been going on even before the Grady Mission made its report, and after the report, Major General Wood was specially appointed to look into the question; he selected a number of projects on which rationalisation could be carried further than it had been; and several of them are already in hand.

Mr. Muhammad Nauman: May I know whether a copy of these recommendations was also submitted to the American Government and whether they have been made public in Washington?

The Honourable Sir Homi Mody: I do not think that the final report of the Grady Mission has found publicity in America. The report was marked "Secret" and was submitted to the Government of the United States as well as to the Government of India.

Mr. Muhammad Nauman: May I know how the papers in America could comment on the recommendations?

The Honourable Sir Homi Mody: I do not think they have commented upon the recommendations; they have spoken in general terms about the report.

Mr. K. C. Neogy: Is it a fact that the Honourable Member's summary of the recommendations was characterised as inaccurate by American correspondents whom the Honourable Member had met in June?

The Honourable Sir Homi Mody: I can only say this: that if anybody characterised the summary issued by myself as inaccurate, then all I can say is that he was inaccurate.

Dr. P. N. Banerjee: What is likely to be the net effect of the alterations made in the Grady Report on the industrial production of India? Will they reduce the industrial production or increase it?

The Honourable Sir Homi Mody: An answer to that will require a volume almost. I do not know what specific point my Honourable friend seeks enlightenment upon. The net effect of the Grady Mission's Report has certainly been the stimulation of India's war effort. Even after the American administration felt itself compelled to turn down the recommendations of the final report, a great deal of assistance has been forthcoming from the United States, and that has been all to the good.

Dr. Sir Zia Uddin Ahmad: Did the Mission recommend the separation of production from the Supply Department—yes or no?

The Honourable Sir Homi Mody: No.

DIFFERENT CONVENTION, AS REGARDS UP AND DOWN TRAINS ON EAST INDIAN AND GREAT INDIAN PENINSULA RAILWAYS.

12. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable Member for Railways please state if it is not a fact that the trains going to the North are called Up trains on the East Indian Railway but they are called Down on the Great Indian Peninsula Railway?

(b) Why have the geographical directions been reversed by the Great Indian Peninsula Railway Administration?

The Honourable Sir Edward Benthall: (a) This is not always the case.

(b) The terms "Up" and "Down" are not determined by geographical direction. The G. I. P. follow the English practice of "Up" to the main terminus, and "Down" from the terminus; whereas the East Indian Railway does the reverse.

Dr. Sir Zia Uddin Ahmad: In an interview, a candidate was put in a very uncomfortable position when he had to say that to Delhi from Calcutta was Up and to Delhi from Bombay is Down.

The Honourable Sir Edward Benthall: Did the Honourable Member put a question?

Dr. Sir Zia Uddin Ahmad: Is it a fact?

The Honourable Sir Edward Benthall: I cannot tell the Honourable Member.

PROTECTION FOR PRODUCER GAS PLANTS INDUSTRY.

13. *Mr. K. C. Neogy: (a) Will the Honourable Member for War Transport be pleased to state whether, in view of the increasing use of producer gas plants in automobiles, any measures exist at present to afford protection both for the users of gas plants as well as for the manufacturers?

(b) Are Government contemplating any action to give such protection henceforward by issuing a standard specification, and by the setting up of Government testing stations as in Australia?

(c) Have any steps been taken to ensure that only standardised and graded coal is used in producer gas plant?

(d) Are Government aware that users of producer gas plants are finding it difficult to procure insurance for their vehicles as insurance companies are not prepared for the new risk involved?

(e) Have Government investigated the economic possibilities of this new industry, and are they prepared to take any steps to place the industry on a sound footing in the post-war era to prevent the drain of Indian money by foreign oil companies?

The Honourable Sir Edward Benthall: (a) I am not clear what form of protection the Honourable Member has in mind, but the model rules which have been issued and which have been adopted generally, require that these plants should be manufactured by manufacturers approved by a competent authority and should be of an approved type or model. Such manufacturers

receive licenses for steel against the quota fixed for a province by the Central Government.

(b) In April last certain general specifications were suggested to Provincial Governments in whose field the subject lies. These have been revised recently in the light of experience and will continue to be revised as the best practice for Indian conditions becomes more evident. Under the model rules the competent authority is required to satisfy himself that the design and construction are in accordance with the general specifications which are appended to those rules. Testing stations exist at the Guindy College of Engineering in Madras, and in Bombay and Cawnpore. It is hoped that other Governments will also set up such stations. At the Centre the Department of Scientific and Industrial Research are now equipping a laboratory for tests and research at Delhi.

(c) Yes. The attention of all Provinces was drawn to the need for adequate supplies of graded charcoal over a year ago. Several of them now market standard graded charcoal and others I hope will follow.

(d) No such difficulty has been brought to my notice but I am making enquiries.

(e) The plant can be made in India from Indian materials, and with charcoal at reasonable prices competes successfully with imported motor fuel. No protection therefore seems necessary.

Sir Cowasjee Jehangir: Will the Honourable Member tell me where the test house is in Bombay?

The Honourable Sir Edward Benthall: I should have to inquire from Bombay?

Sir Cowasjee Jehangir: Can the Honourable Member tell me what service this test house renders to the public?

The Honourable Sir Edward Benthall: I cannot tell you precisely, but I shall be willing to send the Honourable Member the details. The function of the testing station is to examine, test and pass the type of plant about which it is consulted and to see that it will not cause damage to the engine of the motor car.

Mr. Hooseinbhoy A. Laljee: Will the other Honourable Members be so fortunate as to get the details which the Honourable Member promised to send to the other Honourable Member?

The Honourable Sir Edward Benthall: I can place on the table the details that the Honourable Member wishes.

Mr. K. C. Neogy: Is such testing compulsory or optional?

The Honourable Sir Edward Benthall: I should like to have notice of that question.

Sir Cowasjee Jehangir: The Honourable Member said that certain manufacturers have been given licenses to manufacture these plants. Will the Honourable Member place on the table of the House or state in the House what are the responsibilities attached to such licensees and to what extent they are expected to maintain these plants?

The Honourable Sir Edward Benthall: I will certainly place that information on the table of the House.

Pandit Lakshmi Kanta Maitra: The Honourable Member referred to some model rules. May I know who framed them and when they came into operation?

The Honourable Sir Edward Benthall: They were framed by the Government of India and circulated to Provincial Governments. I think I am correct in saying that there is a copy of them in the Library of the House.

Mr. K. C. Neogy: Has there been any attempt to secure a standardised specification so far as the centrally administered areas are concerned?

The Honourable Sir Edward Benthall: A measure of standardisation, it is hoped, will be achieved by the circulation of the model rules. It has been thought preferable to encourage the development of gas producer plants by encouraging competition both in production and in design.

Pandit Lakshmi Kanta Maitra: Did the Honourable Member say that it was purely a provincial concern? If that were so, how was standardisation to be attained?

The Honourable Sir Edward Benthall: I think I said it was primarily a provincial concern, but the centre, of course, has a responsibility for co-ordinating in this matter in war time.

Mr. K. C. Neogy: What is the answer to that part of my question which says, "Have the Government investigated the economic possibilities of this new industry"?

The Honourable Sir Edward Benthall: Government have hitherto regarded this as a war time measure and as such have fostered it with all the energy at their command.

Mr. K. C. Neogy: They do not look upon it as capable of being continued after the war is over when petrol could be had easily. Is that the position?

The Honourable Sir Edward Benthall: I have already stated, in my reply to part (e) of the question, that gas producer plants can compete, if the price of charcoal is satisfactory, with petrol engines.

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

TRANSFER OF THE EAST INDIAN RAILWAY GENERAL MANAGER'S OFFICE FROM CALCUTTA.

14. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable the Railway Member please state whether arrangements have been made for the transfer of the office of the General Manager, East Indian, Railway, or a part of his office from Calcutta to other suitable centres on the East Indian Railway?

(b) In case no arrangement has been made for such transfer, does he propose to consider the question of transfer of the above office to other places on account of difficulty of transport from Calcutta to out-stations?

The Honourable Sir Edward Benthall: (a) No.

(b) Government have looked into the question but they do not consider it expedient to transfer the office outside Calcutta.

EXTENSIONS OF SERVICE TO NON-GAZETTED RAILWAY SERVANTS.

15. *Mr. Lalchand Navalrai: (a) Will the Honourable the Railway Member be pleased to state the Railway Board's policy in regard to granting of extensions of service to non-gazetted railway servants on the State-managed Railways?

(b) Are such extensions of service given to employees in the higher than the lowest grade? If so, what steps are being taken to see that the senior and efficient employees awaiting chances of promotion in the normal course, are not deprived of their due promotions owing to extensions of service granted to superannuated persons?

(c) Is it proposed to create supernumerary posts in such higher grades in which extensions of service are given to staff to enable the staff in lower grades to get their due promotions? If not, why not?

(d) How many Train Examiners have been (i) given extensions of service, or (ii) recalled after retirement on the North Western Railway and in what grades?

(e) Have there been any complaints from the existing staff against such extensions? If so, how these were disposed of?

The Honourable Sir Edward Benthall: (a) Government have laid down no specific policy in respect of the grant of extensions to non-gazetted staff on State-managed Railways. The matter is within the discretion of the Administrations.

(b) As regards the first part, I have no definite information. As regards the second part, extensions have always been permissible and Government have never accepted the view that the grant of an extension created a right to compensation on the part of any one who expected to succeed to the post.

(c) No, for the reason stated in the reply to the latter part of part (b).

(d) (i) Six, one in grade I, two in grade II, two in grade III and one in grade IV.

(ii) Eight, three in grade I, four in grade II and one in grade III.

(e) The answer to the first part is in the affirmative. As regards the second part, I am informed that the appellants were told that the extensions have been granted in the exigencies of the service owing to shortage of trained staff.

Mr. Lalchand Navalrai: Will these extensions be till the end of the war in the case of non-gazetted officers?

The Honourable Sir Edward Benthall: So far as I am aware, it is for one year or for the duration of the war.

Mr. Lalchand Navalrai: Why is it that those people who are working even after they are superannuated,—why should they not get promotions when they are really working?

The Honourable Sir Edward Benthall: I think the answer to that is that they cannot expect to get it both ways. They cannot expect to get both extension and further promotion.

Mr. Lalchand Navalrai: It is in the interests of war or of the Government that they are made to work, and it is only reasonable that they should get promotions. Will the Honourable Member kindly consider that aspect of the question again?

The Honourable Sir Edward Benthall: I am prepared to consider the question, but I think it is unlikely there will be any alteration.

WAGONS AVAILABLE FOR TRANSPORT ON THE STATE RAILWAYS.

16. *Mr. Amarendra Nath Chattopadhyaya: (a) Will the Honourable Member for War Transport be pleased to state the number of wagons available for transport on the State Railways during 1940, 1941 and 1942 and how many of these wagons were allotted for military supplies and how many for the civil population supplies? What was the total number of wagons available for combined transport on the 31st December, 1942?

(b) How many new wagons were manufactured in India during 1940, 1941 and 1942 and how many are in the process of being manufactured in 1943?

(c) What is the total mileage of railways that has been shifted from within India to countries outside India for war purposes, and what transport facilities have been arranged for the use of the people of the tracts of land from which railway material had been shifted to countries abroad?

The Honourable Sir Edward Benthall: (a) The number of wagons available for transport on an individual railway varies from day to day, according to movements of traffic interchanged between railways. It is not, therefore, possible to give the number of wagons available on State Railways. The total number of wagons available on Indian Railways is given in Vol. II of the Railway Board's Annual Report, and these figures would represent the total number of wagons available for combined transport on the last day of the year to which the report refers. The number shown for the 31st of March, 1942 would approximate to the number available on the 31st December, 1942. Wagons are not specifically allotted for military or civil supplies. The demand on both accounts varies daily.

(b) New wagons and brake-vans manufactured:

	Broad gauge.	*Metre gauge.
1939-40	3495	535
1940-41	1790	298
1941-42	130	93
Wagons and brake-vans still due—		
1941-42	1669	75
1942-43	1934	431
Supplementary orders	6500	230
Total	10103	736
Expected Deliveries to end of 1943-44	6602	736

(c) The first part of this question should be directed to the Secretary of the War Department. The branch lines dismantled were selected having regard to the existence of alternative road communications and in certain cases the railway bridges, formation and ballast have been released to Provincial Governments for the provision of roads on the railway alignment.

Mr. Lalchand Navalrai: May I know from the Honourable Member if any proportion is fixed for wagons for the military and wagons for the civil population?

The Honourable Sir Edward Benthall: No proportion has been fixed.

Mr. Lalchand Navalrai: Is it a fact that most of the wagons are being used for military purposes and there are very many complaints from the civil population?

The Honourable Sir Edward Benthall: The answer to the first part of the question is in the negative. That there are complaints is, of course, well known.

Mr. Lalchand Navalrai: If the answer to the first part be correct, the Honourable Member does not know what is the proportion given to the military, and is there anything fixed as to how many wagons should be used for military purposes and how many for civil purposes?

The Honourable Sir Edward Benthall: There is, of course, no proportion fixed. A wagon which on one day carries goods on account of the military, may on the next day probably carry goods on civil account.

Mr. Lalchand Navalrai: How is it that the Honourable Member says. . .

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member is arguing, that is not a question. The Honourable Member in charge has given his answer. Next Question.

INADEQUATE SUPPLY OF WAGONS FOR COAL TRANSPORT.

17. *Mr. Amarendra Nath Chattopadhyaya: (a) Will the Honourable Member for War Transport be pleased to state if it is a fact that the price of coal has gone up to an abnormal amount on account of the dearth of transport? Is the Honourable Member aware of the fact that a maund of coal which previously cost at the most Re. 1 per maund now costs Rs. 4? Will he please explain the situation?

(b) Is it a fact that the Controller of Coal had granted 320 wagons for the supply of coal to Delhi which was subsequently reduced to 137? Why was this sanctioned number reduced? Is it a fact that out of this number a large number of wagons were detained in a wayside station and that the coal was sold at Rs. 100 to Rs. 120 per ton to glass bangle manufacturers? If so, why did the Railway staff allow these to be detained and sold?

The Honourable Sir Edward Benthall: (a) The Honourable Member's question presumably refers to the price of coal at Delhi. It is a fact that for some time there has been a restricted supply of public wagons for coal from the Bengal and Bihar coalfields for upcountry stations, and that dealers have

taken full advantage of the position to charge totally unwarranted prices to the public. But the Provincial Coal Control scheme introduced by the Controller of Coal Distribution from the 1st-January should, when it is in full operation, ensure that coal prices will be reduced and stabilised at or round about the figure which the Provincial Controller may fix.

(b) The Honourable Member has not stated to what month's allotment he is referring. It is not correct that in December there was an allotment of 320 wagons. A special allotment was made of 134 wagons in that month for the Delhi area. No wagons were detained at a wayside station. 35 wagons were, however, booked to Firozabad from stations in Delhi area. This came to light too late for it to be prevented but orders were immediately issued prohibiting the booking of coal from the Delhi area for other places.

Mr. N. M. Joshi: May I ask whether the Government of India are aware that some Members of the Legislative Assembly who have committed the mistake of having taken an independent house are feeling the difficulty of getting coal for domestic purposes and whether Government propose to take any measures for the supply of coal or any other kind of fuel for the Members of the Legislative Assembly?

The Honourable Sir Edward Benthall: I am not sure that that is the function of my Department. I would like to inform the Honourable Member that others, besides Members of the Legislative Assembly, have had difficulty in getting coal but I would also like to assure him that under the arrangements which are now being made there is, I think, no reason why coal should not be available in reasonable quantities and at reasonable prices to all members of the public, including Members of this Honourable House.

Dr. P. N. Banerjee: As a matter of fact, it is not available at present.

Sir Muhammad Yamin Khan: These matters cannot be thrashed out by means of questions and answers like this. A full day should be allotted to discuss the supply of food and another day to discuss the control policy of the Government of India.

BEHAVIOUR OF THE RAILWAY STAFF DURING EVACUATION AFTER CALCUTTA RAIDS.

18. ***Mr. Amarendra Nath Chattopadhyaya:** Is the Honourable Member for War Transport aware of the fact or did he receive any complaint in regard to the behaviour by the Railway staff during the days of great rush of evacuation that ensued in Howrah and Sealdah as a result of the Japanese raids on and about Calcutta? Is it a fact that wealthy men had to get one or more seats in the upper classes by paying large amounts in excess over the tickets and even had to spend lot of money at the gates? If, so, has he taken any step to prevent the recurrence of such cases?

The Honourable Sir Edward Benthall: When in Calcutta at Christmas, I heard reports of wealthy men offering substantial bribes to railway employees to secure accommodation on the trains leaving Calcutta during the evacuation which resulted from the Japanese bombing. An investigation was carried out by the Officer on Special Duty under the War Department who is concerned with the detection of bribery and corruption, and as a result two Assistant Booking Clerks are now being prosecuted on a charge of receiving bribes..

Pandit Lakshmi Kanta Maitra: Is it not a fact that during these raids in Calcutta in December last the Railway administrations made no arrangements for the evacuation of passengers who came to the railway stations at Sealdah and Howrah?

The Honourable Sir Edward Benthall: The Government of Bengal decided the policy of evacuation and it was decided that the Railways should not be asked to provide extra trains at the first stage. I would like to inform the Honourable Member, however, that the railways later carried upwards of 300,000 people on the trains, most of them free of charge; and also that on a

recent occasion the Honourable the Prime Minister of Bengal complimented the Railways on what they had achieved.

Pandit Lakshmi Kanta Maitra: May I draw the attention of the Honourable Member to the fact that during the period commencing from the 21st to the 28th December, the period when raids had been occurring in Calcutta, no arrangements had been made and no facilities offered by the Railway Administrations, such as the Bengal Nagpur, the East Indian and the Bengal and Assam Railways, for the evacuation of passengers. Thousands and thousands of passengers congregated

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member is giving information and arguing.

Pandit Lakshmi Kanta Maitra: I am putting this question. Is it a fact that during the period commencing from the 21st December up to the 28th December Railway administrations made no arrangements for evacuation?

The Honourable Sir Edward Benthall: I have just informed the Honourable Member that the Railways carried out everything that was required of them.

Dr. P. N. Banerjee: After the 28th. Not before.

Mr. Lalchand Navalrai: Does the Honourable Member say that at present there is arrangement in Calcutta for evacuation on account of the raids? Have the railways got their engines and trains ready for evacuation if an emergency arises?

The Honourable Sir Edward Benthall: It is the policy of Government not to encourage people to run away from Calcutta if it is bombed.

Mr. Lalchand Navalrai: Is it the policy of Government to see them killed?

Pandit Lakshmi Kanta Maitra: May I know why Government made no arrangements before the raids by the erection of special ticket counters, or give other facilities?

The Honourable Sir Edward Benthall: Arrangements have been and will be made for the evacuation of the population when it is decided to do so; but in this case, it was decided not to assist the evacuation of the population. Therefore, no scheme was put into operation in the early stages.

Maulana Zafar Ali Khan: Is it a fact that the Corporation of Calcutta actually called upon the people of Calcutta to leave the town and the Government of Bengal ignored this.

The Honourable Sir Edward Benthall: That is not within the sphere of my Department.

Mr. K. C. Neogy: Did the Honourable Member consult his Colleague, the Civil Defence Member, before making the indirect admission that there was a great rush on account of evacuation? The impression that we gathered from a statement made by the latter was that the Japanese air-raids were a great incentive to jollification and merry making during Christmas in Calcutta.

(No answer.)

CONDITIONS OF SERVICE OF RETAINED STAFF OF THE OLD BENGAL AND NORTH WESTERN AND ROHILKUND AND KUMAON RAILWAYS.

19. ***Maulvi Muhammad Abdul Ghani:** Will the Honourable the Railway Member be pleased to state:

- (a) whether the services of officers and men of the former Bengal and North Western Railway and Rohilkund and Kumaon Railway have been retained by the State Railway, Oudh and Tirhut, if so, on what conditions;
- (b) the total increase in salaries and provident fund of officers and men in part (a) per year;

(c) the changes made in the speed of trains; and

(d) the changes, if any, made in the uniforms of officers and men since the 1st January, 1943, and the total cost incurred or estimated to be incurred?

The Honourable Sir Edward Benthall: (a) The reply to the first part is in the affirmative except five officers and a few men. As regards the latter part, a statement of the terms and conditions offered to gazetted and non-gazetted staff of the B. & N. W. and R. & K. Railways on re-employment under Government have been placed in the Library of the House.

(b), (c) and (d). Government have no information concerning these details.

PACIFIC RELATIONS CONFERENCE.

20. *Mr. K. C. Neogy: (a) Will the Foreign Secretary be pleased to state whether the Government of India have any information regarding the Pacific Relations Conference which was recently held in Canada?

(b) If so, will he be pleased to state the names of the delegates who may have attended the Conference from India and the authority who selected them as well as the procedure of such selection, adding in each case (i) whether the person has been in receipt of any salary or other emoluments from the funds of the Central or any Provincial Government on account of any office held at the time of attending the conference and (ii) whether such officers were treated to be on deputation or on leave in relation to their said offices while attending the said Conference?

(c) Has any expenditure been borne out of the Indian Revenues in any way in connection with this Conference either as emoluments or honoraria of the delegates, their travelling expenses or otherwise? If so, what is the total amount involved and under what different heads, and according to what rules, has it been sanctioned?

(d) Will he be pleased to lay on the table the proceedings of the Conference in so far as any report thereof is available?

(e) Were any instructions issued to any individual delegate from India, either formally or informally, by any Department or officer of the Government of India?

(f) Was any attempt made by any Department or officer of the Government of India, either formally or informally, to have the views of any political party or organisation to be represented at the said Conference?

Mr. O. K. Caroe: (a) Yes.

(b) The names of the delegates who attended the Conference from India were:

- (1) Sir Ramaswami Mudaliar.
- (2) Sir Muhammad Zafrulla Khan.
- (3) Begum Shah Nawaz.
- (4) Rai Bahadur Mehr Chand Khanna.
- (5) Mr. Ranganathan.
- (6) Sardar K. M. Panikkar, and
- (7) Rao Bahadur Shivraj.

The Government understand that selection was made by Sir Ramaswami Mudaliar in his capacity of Chairman of the Indian Branch of the Royal Institute of International Affairs under the rules of the Institute.

The answer to portion (i) in this part of the question is that those of the delegates in receipt of Government salaries received these during the period of absence from their substantive posts, while all the delegates received travelling allowance while in America and free passages by air, in all cases from the funds of the Central Government. The answer to portion (ii) of this part of the question is that those of the delegates who hold official positions were treated as on deputation.

(c) As stated in the answer to part (b) expenditure on salaries of officials and on travelling allowances and on passages were borne by Indian Revenues.

The details have not yet all been received and indeed some of the delegates are still in America owing to the difficulty of securing return passages and it is not yet possible to give any figure of the total expenditure involved. There are precedents for regulating allowances to delegates in America and these have been followed.

(d) The proceedings of the Conference were private and it is regretted that without the agreement of the Secretary-General it would not be possible to divulge their substance. But I think the Honourable Member, and indeed the House, will be interested to hear certain tributes paid in the course of the proceedings to the Indian delegates in America and that these can be given without breach of confidence regarding the proceedings themselves. The rapporteur of the round table group on India at the plenary session stated as follows:

"This round table was remarkable for its extraordinary concentration of attention, and I think it is true to say that all the members felt that this was in a very large measure due to the personality of the members of the Indian group and the passionate sincerity with which their views were put forward."

The Secretary-General of the Conference telegraphed to Sir Girja Shankar Bajpai that the Indian delegates had rendered fine service and in the course of conversation repeated with no less fervour his eulogies of their achievements adding that the Leader had acquitted himself with great eloquence and adroitness. Lastly a friend from the scene of the Conference telephoned to Sir Girja Shankar Bajpai as follows :

"The Indian delegation to the Pacific Relations Conference has made a very good impression. They have spoken not as tutored mouthpieces of any body, but with a candour and sincerity that one associates only with strong personal conviction. Sir Zafrulla Khan, though always forceful when he spoke, intervened but rarely. The main burden of presenting the Indian point of view fell on Sir Ramaswami Mudaliar and he discharged it with impressive ability and restraint. Although the Congress party was not represented, at least two of the Indian delegates, Messrs. Mehr Chand Khanna and Panikkar, put forward the Congress point of view."

(e) No.

(f) Only in so far as the Government expressed the hope that as many different points of view as possible would be represented on the delegation.

Mr. N. M. Joshi: May I ask, Sir, whether you will permit the supplementary 12 Noon questions on this question to be put on the next day?

Mr. President (The Honourable Sir Abdur Rahim) : No; a fresh notice will have to be given.

(b) WRITTEN ANSWER.

APPOINTMENT OF SIR BARON JAYATILAKA AS CEYLON'S REPRESENTATIVE WITH THE GOVERNMENT OF INDIA.

21. ***Mr. T. T. Krishnamachari:** Will the Foreign Secretary please state :

- (a) the purpose of the appointment of Sir Baron Jayatilaka by the Government of Ceylon as their Representative with the Government of India;
- (b) whether Sir Baron Jayatilaka is conducting or expected to conduct negotiations for an Indo-Ceylon Agreement; and
- (c) whether he will have direct access to all members of the Government of India, or will have to go through the Member for Indians Overseas in his efforts to secure supplies of rice, etc., to Ceylon?

Mr. O. K. Caroe: The question should have been addressed to the Honourable Member, Indians Overseas Department.

UNSTARRED QUESTIONS AND ANSWERS.

MONTHLY ALLOTMENT OF WAGONS FOR COAL TRANSPORT.

1. **Mr. K. O. Neogy:** Will the Honourable Member for Railways please state:

- (a) the total number of wagons allotted in each month for loading public coal during the year 1942, separately for up and down direction traffic, showing how the figures compare with those for the corresponding months in 1941; and
- (b) the total number of wagons available for loading coal in each month under all other classes of supplies in the year 1942 in the Bengal and Bihar coal fields, showing how the figures compare with those for the corresponding months in 1941?

The Honourable Sir Edward Benthall: (a) and (b). I lay on the table statements giving the information required.

Statements.

ANALYSIS.

1. Coal booked under "Public".

Year.	Up direction.	Down direction.
1941	196,617	174,767
1942	37,838	51,035
	<u>-158,779</u>	<u>-123,732</u>

2. Coal booked under Priority classes.

1941	442,778	293,829
1942	501,242	335,747
	<u>+58,464</u>	<u>+41,918</u>

3. Coal booked under War Priority classes "C" and "H" which, prior to October 1941 was allotted under "Public".

1941	28,753	10,808
1942	114,367	74,718
	<u>+85,614</u>	<u>+64,110</u>

Months.	Total No. of wagons allotted for loading public coal.				Total No. of wagons allotted for loading other classes of coal.				Empty available for coal loading.				Total No. of wagons allotted for war priorities.			
	1941.		1942.		1941.		1942.		1941.		1942.		1941.		1942.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.
January . .	15,788	14,895	11,141	11,862	33,421	22,287	38,879	24,388	86,391	85,570	532	404	986	6,629	4,792	11,481
February . .	17,923	16,831	8,806	3,346	31,904	21,696	48,042	25,870	87,354	80,864	918	409	1,327	8,904	3,187	12,091
March . . .	19,947	17,809	3,780	6,220	32,765	20,202	46,811	31,892	90,723	88,703	969	380	1,849	9,061	6,111	15,172
April . . .	15,773	11,030	3,399	6,604	36,842	19,234	42,762	23,323	82,379	76,588	1,293	443	1,736	8,230	5,571	13,801
May	16,749	13,520	480	1,674	37,976	23,134	47,736	22,362	91,379	73,252	2,246	731	2,977	9,436	5,958	15,394
June	14,771	17,178	691	2,049	34,207	22,917	44,760	23,382	89,073	70,882	1,753	661	2,414	12,063	5,915	17,978
July	18,320	18,672	3,352	3,245	36,626	25,734	47,998	23,371	99,352	82,966	1,495	505	2,000	12,436	7,028	19,464
August . . .	15,679	14,157	2,202	7,695	40,029	28,153	34,923	29,235	98,018	74,055	2,396	598	2,994	7,500	8,976	16,276
September .	15,848	10,655	3,459	4,561	38,874	27,720	45,092	29,603	93,097	82,715	2,955	717	3,672	12,940	8,734	21,674
October . . .	21,147	17,020	2,644	924	38,871	27,754	39,072	33,322	1,04,792	76,492	3,380	702	4,082	9,807	5,872	15,679
November . .	15,185	11,890	2,064	2,017	41,252	27,698	33,245	32,044	96,015	69,370	4,696	1,750	6,446	9,389	6,924	16,313
December . .	9,487	12,120	1,020	1,338	40,011	27,300	32,122	30,955	88,918	65,435	6,120	3,308	9,423	7,872	5,950	13,822
Total . . .	196,617	174,767	37,838	51,035	442,778	293,829	501,242	335,747	1,107,991	928,862	28,753	10,608	39,361	114,367	74,718	189,085

PROVINCIAL QUOTA SYSTEM FOR SUPPLY OF WAGONS.

2. **Mr. K. C. Neogy:** Will the Honourable Member for Railways explain the Provincial Quota system fully and state:

- (a) the number of wagons sanctioned for each Province up to the 15th of January, 1943, and the total monthly quotas allocated to each Province month by month;
- (b) the number of wagons indented by the collieries against Provincial Quotas from 1st to the 15th January, 1943, and the next fortnight, separately;
- (c) the total number of wagons actually allotted by the Controller against the aforesaid indents; and
- (d) whether the supply of wagons under the Provincial Quota system is guaranteed?

The Honourable Sir Edward Benthall: Under the Provincial Coal Control Scheme the Controller of Coal Distribution fixes the quota of wagons which he thinks can be made available for each Province after meeting the priority requirements of essential industries, loco and shipping coal, etc., and he also works out for each colliery the quotas which that colliery would supply to each of the Provincial areas. These latter are issued to the coal trade in the form of a pamphlet. The detailed distribution of the quota is placed under the Provincial Coal Controller appointed by each Provincial Government. The Scheme is designed to secure the equitable distribution of the quota of coal wagons fixed for each Province. An attempt is being made also to stabilise prices by getting the associations to agree to a fixed maximum price at which the dealers selected by Provincial Coal Controllers can obtain coal at the pithead. The scheme was introduced from the 1st January but it will be realised that since it has to be worked through Provincial agencies, it must take time for it to be fully effective. I may add that the scheme has been worked out in full consultation with the coal associations.

(a) to (c). I lay a statement on the table.

(d) No. No definite guarantee can be given that the supply of wagons would be made in full. This depends on the day to day wagon position and the operating conditions prevailing on the railways.

Statement.

(a)

Name of Province.	No. of wagons sanctioned up to 15th January 1943 against programmes issued by the Provincial Coal Controllers.	No. of wagons allotted as monthly quota.
Bengal	623	3,600
Bihar	320	1,050
Punjab (including Delhi)	243	1,220
Bombay	55	600
United Provinces	Nil.	900

(b)

Period.	No. of wagons.
1st January 1943 to 15th January 1943	1,232
16th January 1943 to 31st January 1943.	3,046

(c)

1st January 1943 to 15th January 1943	701
16th January 1943 to 31st January 1943.	1,403

STOPPAGE OF DAILY ALLOTMENT OF WAGONS FOR SOFT COKE.

3. Mr. K. C. Neogy: (a) Will the Honourable Member for Railways please state if it is a fact that the Controller of Coal Distribution has stopped daily allotment of wagons for soft coke from the 1st January, 1943? Was he not aware that the Provincial Quota system could not be fully introduced before some time to come?

(b) Is it a fact that the coal controlling authorities of the Government of Bombay have issued a circular that no wagons would be allotted for soft coke out of the Provincial Quotas?

The Honourable Sir Edward Benthall: (a) No, Sir, but due to the special conditions prevailing in Calcutta and the accumulation of wagons in that area which could not be unloaded owing to labour difficulties, a complete restriction had to be imposed on the booking of coal to Calcutta stations from the 25th December to 15th January. No wagons for soft coke could therefore be allotted. Special facilities for transport were arranged for as soon as practicable and arrivals in Calcutta area commenced from January 21st. For the reasons stated the operation of the Provincial Coal Control Scheme in Bengal was delayed.

(b) Yes. The Provincial Coal Controller, Bombay, has, however, since been advised by the Controller of Coal Distribution that the quota allotted to him includes both coal and soft coke, and the mistake has been rectified.

GRADES III AND II GUARDS POSTS ON THE NORTH WESTERN RAILWAY.

4. Mr. Lalchand Navalrai: (a) Will the Honourable Member for Railways be pleased to state the number of grades III and II Guards posts on the North Western Railway as per sanctioned strength on the 31st December, 1942?

(b) How many of the grade II Guards were promoted to grade III on the North Western Railway during the calendar year 1942, and how many were directly recruited in grade III?

(c) How many vacancies of grade III Guards still exist on the North Western Railway and when is it proposed to fill them?

(d) What is the policy in filling higher grade appointments? Are they filled when each of them falls vacant, or when several posts fall vacant? If the latter, why so?

The Honourable Sir Edward Benthall: (a) Government regret they have no information later than that furnished in reply to Sardar Sant Singh's Unstarred Question No. 109 asked on 10th March, 1941.

(b) and (c). Government have no information.

(d) No specific instructions have been laid down: whether the vacancies are filled singly or in batches is a matter within the discretion of the Administration.

VACANCIES IN ENGINEERING DEPARTMENTS OF STATE RAILWAYS.

5. Mr. N. M. Joshi: (a) Will the Honourable Member for Railways be pleased to state how many vacancies of officers in the Civil, Mechanical, Electrical and Signal Engineering Departments, separately occurred due to death, officers reaching the age of superannuation, etc., since October 1941 on the Bengal and Assam, Bombay, Baroda and Central India, East Indian, Great Indian Peninsula and North Western Railways?

(b) Were all or any of these vacancies filled in by the normal procedure of calling for applications through the Federal Public Service Commission?

(c) If the answer to (b) be in the negative, do Government propose to do so immediately, in view of the fact that suitably qualified young men are available in India for such posts?

(d) Is it not more economical for the railways to recruit qualified young officers in the abovementioned departments rather than give extensions of

service (sometimes even for more than one year) to officers who have reached the age of superannuation? If so, do Government propose to abandon the policy of giving such extensions of service?

The Honourable Sir Edward Benthall: (a) The statement attached gives the required information. It may be noted, however, that some of these men who have reached the age of superannuation have not in fact created vacancies because they have been given extensions while there are a great number of other temporary vacancies not given in the statement caused by officers being away on war work.

(b) The permanent vacancies have been filled by Probationers recruited through the Federal Public Service Commission in the normal way.

(c) Does not arise.

(d) It is more economical to recruit qualified young officers and normal vacancies have been so filled. Economy is not the only consideration however and extensions have been granted because a body of officers with the requisite experience is necessary for the efficient functioning of the Railways and many such officers have been spared for war duties.

Statement.

Vacancies which have occurred on the State-managed Railways since October, 1941.

Railway.	Civil Engr. Department.			Transportation (Power) and Mechanical Department.			Signal Department.			Transportation (Traction and Electrical Department.		
	No. of officers actually retired.	No. of officers died.	No. on extension.	No. of officers actually retired.	No. of officers died.	No. on extension.	No. of officers actually retired.	No. of officers died.	No. on extension.	No. of officers actually retired.	No. of officers died.	No. on extension.
B. & A.	2	3	1	...	...	...	...	1	1	...	...	...
B., B. & C. I.	1	...	5	...	...	...	...	...	...	...	...	...
E. I. . . . .	...	1	5	...	...	...	...	...	1	...	...	...
G. I. P.	2	...	4	...	...	4	...	...	...	...	...	...
N. W.	12	1	1	...	...	5	...	...	...	...	...	...
Total	17	5	16	2	...	12	1	1	2	...	...	...=56

PAYMENT OF EXTRA DUTY ALLOWANCE TO SORTERS OF THE BOMBAY POSTAL CIRCLE.

6. Mr. N. M. Joshi: Will the Secretary of the Posts and Air Department be pleased to state:

- whether the sorters of the Railway Mail Service are required to perform extra duty resulting in the reduction of their normal rest;
- whether they are entitled to any allowance for such extra duty performed;
- whether in July 1941, the Audit Office of the Bombay Circle put a new interpretation on the expression "Extra Duty";
- whether as a result of this interpretation, the sorters performing extra duty were refused payment of Extra Duty Allowance which they were getting before;
- whether on the repeated representation by the Union and the staff, the Government issued orders after about a year by which the original orders were clarified and the officials performing extra duty became entitled to get the said allowance in all cases;
- whether the new orders of the Government provide for the payment of allowance from July 1941 to July 1942, the date of the Government order; and
- if the answer to (f) above be in the negative, do Government propose to issue fresh instructions for the payment of the allowance for that period? If not, why not?

Sir Gurnath Bewoor: (a) Yes, but only on emergent occasions.

(b) Yes.

(c) It is not a fact that a new interpretation was put on the term "extra duty" by the Audit Office of the Bombay Circle in July 1941. The Audit authorities had held, since 1934, that according to the orders of Government relating to payment of extra duty allowances, such payment was not admissible to Railway Mail Service officials for the period of rest curtailed as a result of their transfer from one set of Railway Mail Service office or section to another.

(d) Government are not aware of any such concrete case.

(e) Government have not seen any representations on the subject from individual members of the staff, but on receiving a representation from a service Union, Government issued orders in July 1942 authorising the payment of extra duty allowances in the circumstances mentioned in the reply to part (c) above.

(f) No.

(g) Government do not propose to give retrospective effect to the orders which were issued in July 1942.

ENGINES AND WAGONS IN USE ON RAILWAY LINES.

7. Mr. K. O. Neogy: Will the Honourable Member for Railways be pleased to state:

- (a) the number of locomotive engines actually in use on the railway lines at present, in respect of broad as well as metre gauges;
- (b) the increase or decrease in the number of locomotive engines since the commencement of the war;
- (c) the number of locomotives allotted for the defence requirements;
- (d) the number of wagons actually in use at present by the railways on various lines of metre as well as broad gauges;
- (e) the increase or decrease in the number of wagons in use since the beginning of the war; and
- (f) the number of wagons reserved for the defence requirements?

The Honourable Sir Edward Benthall: (a) and (d).

The stock of locos. and wagons in service on 31st March 1942 was as follows:

Locos.—

B. G.	.	.	.	.	.	.	5,313
M. G.	.	.	.	.	.	.	2,429

Wagons—

B. G.	.	.	.	.	.	.	150,769
M. G.	.	.	.	.	.	.	52,832

Later figures are not available.

(b) and (e).

The stock on line on 31st March 1942 shows the following variations as compared with that on 31st March, 1939:

Locos.—

B. G.	.	.	.	.	.	.	× 13
M. G.	.	.	.	.	.	.	—173

Wagons—

B. G.	.	.	.	.	.	.	+1,638
M. G.	.	.	.	.	.	.	—6,258

(c) and (f).

There are no engines or wagons "reserved" for defence requirements.

RAILWAY MATERIALS SENT OUT OF INDIA TO IRAN, IRAQ, ETC.

8. Mr. K. O. Neogy: Will the Honourable Member for Railways be pleased to state:

- (a) the number of locomotives and wagons as well as other railway materials including rails, in respect of metre as well as broad

gauges, sent out of India to Iran, Iraq, or to other countries, since the beginning of the war;

- (b) whether the Government have been able to import any locomotives and wagons from outside during the last year; if so, the number of such locomotives and wagons imported; and
- (c) the measures taken of late, if any, by the Government to increase the repairing capacity of the railway repair shops, as well as the manufacturing capacity of locomotive manufacturing establishments?

The Honourable Sir Edward Benthall: (a) This question should be directed to the Secretary, War Department.

(b) Four locomotives were imported during the calendar year 1942; no wagons were imported during that period.

(c) Government have set up special Committees in the various areas to rationalise the capacity of the various Railway Workshops in these areas. It is hoped by this means to increase the repair capacity of the Railway Workshops. As regards locomotive manufacturing capacity, this is restricted to the Ajmer Workshops of the B., B. & C. I. Railway and measures are in hand which, it is hoped, will increase the capacity of these Workshops.

WAGONS UTILIZED FOR TRANSPORT OF FOODGRAINS, ETC.

9. Mr. K. C. Neogy: Will the Honourable Member for Railways be pleased to state:

- (a) the number of wagons on the broad and metre gauge lines utilised for moving:
 - (i) foodgrains and pulses,
 - (ii) oilseeds,
 - (iii) coal and coke, and
 - (iv) other civilian goods,
 during the period April 1942 to January 1943; and
- (b) the corresponding figures for the year April 1941 to March 1942, and the year preceding the war, separately?

The Honourable Sir Edward Benthall: (a) and (b). I lay on the table two statements:

- (1) showing the number of wagons loaded from 1st April to the 20th January during the relevant years. This statement does not represent a true picture of the tonnages moved, as there has been a progressive increase in the wagon load.
- (2) the second statement is therefore added, showing the tonnages carried during the first six months of the relevant years.

The figures are approximate. They exclude the wagons loaded with Railway home-line stores and materials.

Statement (1).

Kinds of commodities.	1st April 1938 to 20th January 1939.		1st April 1941 to 20th January 1942.		1st April 1942 to 20th January 1943.	
	B. G.	M. G.	B. G.	M. G.	B. G.	M. G.
Grains and pulses . . .	363,187	214,052	352,200	244,384	274,445	199,914
Oil-seeds	110,560	95,412	95,113	86,596	71,980	68,944
Coal and Coke	903,251	115,040	1,011,140	138,812	871,555	101,665
Other goods	2,296,283	1,349,948	2,520,088	1,371,889	2,150,009	1,132,558

Statement (2).

Tonnage carried (Figures in hundreds) April to September.

Commodity.	Broad Gauge.			Metre Gauge.		
	1938.	1941.	1942.	1938.	1941.	1942.
Food grains and pulses	3,490.5	3,637.0	3,505.3	1,313.5	1,615.1	1,661.0
Oil-seeds.	1,076.7	1,176.1	949.7	603.1	621.2	528.8
Coal and Coke	16,835.2	19,540.9	17,345.5	1,381.6	1,475.7	1,444.0
Other civilian goods	20,238.5	23,272.7	20,792.8	7,459.0	8,281.4	6,535.1
Total	41,640.9	47,626.7	42,593.3	10,757.2	11,993.4	10,168.9

STATEMENTS LAID ON THE TABLE.

Information promised in reply to part (c) of starred question No. 169. asked by Mr. Lalchand Navalrai, on the 11th March, 1942.

ALLEGED BRIBERY IN SUPPLYING WAGONS ON NORTH WESTERN RAILWAY.

(c) Yes. Two such instances were reported. For the Honourable Member's information, I would add that in one, no action was possible as one of the merchants concerned produced a statement signed by all the merchants that they did not wish to proceed with the complaint. In the second case, departmental enquiries established sufficient evidence to indicate that illegal gratification, willingly given by the merchants, had been accepted by certain of the railway staff. The Station Master concerned was discharged from service and suitable deterrent action was taken against the other staff implicated.

Information promised in reply to parts (b), (c), (d) and (e) of starred question No. 67. asked by Qazi Muhammad Ahmad Kazmi on the 16th September, 1942.

DIRECTION UNDER DEFENCE OF INDIA RULES FOR RUNNING A HOTEL IN THE BUILDING OCCUPIED BY THE ALLIANCE HOTEL AT ALLAHABAD.

(b) The Government of India understand that Mr. Torpey, was declared an insolvent some years ago, but are not aware of the details of court proceedings. It is incorrect to say that Mr. Torpey has continued to run the hotel and retain possession of the building as a result of action taken under the Defence of India Rules. The District Magistrate, Allahabad, passed an order on the 4th August, 1942, under rule 75A (5) (b) directing that the owner, occupier or person in possession of the Alliance Hotel should not dispose of his property without the District Magistrate's permission during the period 4th August, to 4th November, 1942. The reason for this order was an apprehended shortage of accommodation in Allahabad, which would make it desirable that the building should continue to be used as a hotel. But this order in no way restricted any rights of the owner under the ordinary law to evict an unlawful occupier, and this was made clear by the District Magistrate to the parties, concerned.

It is understood that the premises are still being used as a hotel under the management of the Official Receiver.

(c) So far as they are known to Government, the facts are that on the 12th June, 1942, the landlord wrote to the Manager of the Allahabad Branch of the Reserve Bank stating the terms on which he was prepared to let the premises. On the 18th June the Reserve Bank telegraphed to their Branch Manager their approval of these terms for a one year's lease. On the 4th August, the District Magistrate made his order referred to above, and on the 7th August, the landlord informed the Bank of this position. The proposal to lease the premises for the Bank was then abandoned.

(d) As explained above, the District Magistrate refused permission for disposal of the premises in this manner, and he was legally competent to do. He did not order the owner to run a hotel in the premises.

(e) Reference is invited to the concluding portion of the answer given to part (a) of the question.

Information promised in reply to parts (a) and (b) of starred question No. 136 asked by Mr. Lalchand Navalrai on the 22nd September, 1942.

CITY BOOKING AGENCIES ON NORTH WESTERN RAILWAY.

(a) Number of City Booking Agencies on the North Western Railway :

1939	27.
1940	34.
1941	41.

Six months
ending.

30-6-1942 41.

- (b) Amount of commission paid to the City Booking Agencies for services rendered :—

1939 }
1940 } The information is not readily available and its collection will involve an
1941 } amount of time and labour which is not justifiable in war time.

Six months
ending.

30-6-1942 Rs. 25,695.

Information promised in reply to unstarred question No. 12 asked by Mr. Muhammad Ashar Ali on the 22nd September, 1942.

PARTIAL RE-IMBURSEMENT OF COUNSEL'S FEE PAID BY CERTAIN TRAVELLING TICKET EXAMINERS OF MORADABAD DIVISION FOR THEIR DEFENCE IN A CRIMINAL CASE.

- (a) It is a fact.

(b) & (d) The Travelling Ticket Examiners were advised to engage the Railway Pleader, Moradabad, whose total charges are Rs. 18 per day. The Travelling Ticket Examiners, however, requested that they should be allowed to engage Rai Bahadur Basant Lal, and should be reimbursed to the extent of the fees normally charged by the Railway Pleader, the difference being paid by them. This was agreed to and they were reimbursed accordingly. The Government see no reason to reconsider the arrangement originally agreed upon.

(c) It is not known what fees Rai Bahadur Basant Lal, actually charged the Travelling Ticket Examiners. Mr. Kidar Nath is employed occasionally in important cases and the fees are settled beforehand according to the nature of the case. In a recent case, he was paid Rs. 100 per day. The fees charged by different counsels must vary according to their standing and practice and the nature of the case.

DEATHS OF SIR MUHAMMAD YAKUB AND MR. J. RAMSAY SCOTT.

The Honourable Mr. M. S. Aney (Leader of the House): Sir, I have to perform a painful duty before the House proceeds with the regular work on the agenda. We have lost two of our esteemed colleagues, Sir Muhammad Yakub and Mr. Ramsay Scott, since the House was adjourned last time in September.

Sir Muhammad Yakub was returned by the Moradabad Muslim constituency as its representative to the Legislative Assembly in the general election of 1923. In 1927 he was elected Deputy President of the Assembly and he continued to hold that office till he was elected President of the Assembly after Mr. Vithalbhai Patel tendered his resignation of that office in 1929. He acted as a Member of the Viceroy's Executive Council. He was one of the Muslim representatives at the Round Table Conference held in London to settle the Constitution of India. Honourable Members of the House are aware that the Government of India Act of 1935 is the result of the deliberations of that Conference.

Latterly, he was a Member of the Council of State, and he occupied that seat till the day of his death. His Exalted Highness the Nizam appointed him as the President of the Legislative Council in Nizam's Dominions. His wide experience as a Parliamentarian and President of the Legislative Assembly and his long acquaintance with the working of the constitutional reforms in British India were of great use to the Nizam's Government in preparing their scheme of reforms which they some time ago proposed to introduce in that State. And had he been spared for some years more, I feel sure the subjects of Nizam's Dominions would have greatly benefited by his prudent and wise guidance.

I was his colleague in this House since he entered it. I am sure the House will wish to record its sense of profound sorrow at the untimely death of the late Sir Muhammad Yakub.

Mr. Ramsay Scott was a representative of the United Provinces European Constituency and an active member of the European Group in the Legislative Assembly for a number of years. He was a European with a broad and liberal outlook. Besides the legislative work he interested himself in many useful activities outside. He was ever ready to give a helping hand to anyone who had

some useful work to do. He was one of the prominent Members of this House who actively co-operated with the late Krishna Kanta Malaviya in starting the All-India Gliders' Association. He sat on several important Committees and did very useful work. This Assembly in general and the European Group in particular have lost in him a member who had long experience of public life and parliamentary activities and a sound and thorough knowledge of business problems. His views were always clearly expressed and respectfully heard in this House.

Sir, I request you, on behalf of the Members of this House, to convey to the surviving Members of the families of these two distinguished persons our sincere sympathies in their bereavement.

Syed Ghulam Bhik Nairang (East Punjab: Muhammadan): Sir, on behalf of my Party I associate myself with every word that has fallen from the Honourable the Leader of the House about the loss that this House and the country have suffered in the deaths of the late Sir Muhammad Yakub and Mr. Ramsay Scott. Sir Muhammad Yakub was an old personal friend of mine and a gentleman who had long been associated with the activities of the Muslim League, having acted for a long time as Secretary of the All-India Muslim League. He was an ex-member of the Independent Party of which I also became a member on my being elected to this House. He was a very prominent figure in politics and his views were always characterised by sincerity, consistency and enthusiasm for the causes for which he worked. There is no doubt that a man of his vast and varied experience in politics would have rendered further services and added to the long record of services which he had already rendered had he been spared to live longer. His death at the time when it took place certainly has left the country much poorer on that account.

Mr. Ramsay Scott was certainly a very prominent figure in this House and he was a very much esteemed member of the European Group. I had the honour of being associated with him on certain Committees and know how valuable his contributions to the debates in this House and the work on the Committees were. By his death this House has suffered a great loss and the European Group has lost a very estimable member. I join the Honourable the Leader of the House in requesting you to convey the sense of loss of this House to the bereaved families.

Sir Henry Richardson (Nominated Non-Official): Sir, for the second time within a year it is again my sad duty to join the sentiments of the European Group with those of the other Leaders on the loss of another colleague. It was on the last day of the Autumn Session of 1941 that Mr. Buss unexpectedly passed away and now by an unhappy coincidence on the last day of the Autumn Session of 1942 Mr. Ramsay Scott, who was the oldest member of this Group, died with equal suddenness. He joined this Assembly on the 25th February, 1930, and continued to represent his constituency uninterruptedly until the day of his death. During that period he made valuable contributions to the deliberations in this House and it is obvious from what has been said today that the affection and esteem which he had earned from his colleagues in this Group was also shared by all other sections of the House. Sir, these unexpected tragedies render our losses all the more severe. We are deeply grateful for the sympathy which has been so sincerely expressed and we add our own tribute of affectionate memory to our late colleague.

We also join our sentiments with those already expressed on the death of Sir Muhammad Yakub who was greatly respected by this Group and with whom our relations were most cordial. Sir, we request you to inform the bereaved families of these condolences.

Mr. President (The Honourable Sir Abdur Rahim): I associate myself entirely with what has fallen from the Honourable the Leader of the House and other Honourable Members who have spoken on this occasion. I knew both the deceased for some time and I could claim their friendship and I fully share the

grief which has been given expression to by the Honourable the Leader of the House and other Honourable Members, and it will be my duty to communicate to the bereaved families our sincere sympathies in their bereavement.

MOTIONS FOR ADJOURNMENT.

FAILURE TO DEVISE SUITABLE SYSTEM OF FOOD CONTROL.

Mr. President (The Honourable Sir Abdur Rahim): I have received several notices of Motions for Adjournment from several Honourable Members of the House. The first one is in the name of Sardar Sant Singh. He wishes to move for adjournment of the business of the Assembly for the purpose of discussing a definite matter of urgent public importance, namely, the failure of the Government in devising a suitable system of food control in the country resulting in the acute suffering of the people, particularly poorer classes; in obtaining supply of foodstuffs and leading to the establishment of black markets in all parts of the country.

The Honourable Mr. N. R. Sarker (Member for Commerce and Food): I have no objection to the acceptance of this motion, but I would request the Honourable the Mover to withdraw his motion. I am prepared to allot a separate day early next week for a full-dress debate on this question of national importance.

Sardar Sant Singh (West Punjab: Sikh): In view of the statement of the Honourable Member, I do not wish to proceed with my motion.

Mr. K. C. Neogy (Dacca Division: Non-Muhammadian Rural): As I have also given notice of a similar motion, may I be permitted to express the hope that as Government have now agreed to allot a separate day for the discussion of this question, the subject should not be confined only to food, because the House is very much interested in the question of standard cloth as well as the proper supply of fuel. My submission is that the discussion should be comprehensive enough to comprise the position with regard to necessities of life generally.

The Honourable Mr. N. R. Sarker: I am prepared to do that.

Mr. President (The Honourable Sir Abdur Rahim): A day will be allotted for discussing this question of food supply, distribution of fuel and also standard cloth—that is, the necessities of life generally—I think the particular day can be arranged by discussion with Party Leaders.

Mr. Govind V. Deshmukh (Nagpur Division: Non-Muhammadian): I have given notice of a motion for adjournment to discuss the question of standard cloth. I think it will be better if two days are fixed for discussion of these two important subjects, food and standard cloth. The two subjects are so important that each would require two days. If the Honourable Member is not agreeable to allot two days, then I should press my motion if it comes to that.

Mr. President (The Honourable Sir Abdur Rahim): What have the Government got to say with regard to the suggestion of Mr. Deshmukh? He wants a separate day for standard cloth.

The Honourable Mr. N. R. Sarker: I cannot accept the position that standard cloth requires a separate day for discussion.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member does not accept that.

Mr. Govind V. Deshmukh: Then I will proceed with my adjournment motion.

Mr. Jamnadas M. Mehta (Bombay Central Division: Non-Muhammadian Rural): It would be well if two days are allotted for the whole debate.

Sir Syed Raza Ali (Cities of the United Provinces: Muhammadian Urban): That is not an unreasonable request.

Mr. Muhammad Azhar Ali (Lucknow and Fyzabad Divisions: Muhammadian Rural): There should be a discussion on the question of control of all necessities of life.

Mr. President (The Honourable Sir Abdur Rahim): That will also be included in that discussion.

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): No, Sir. The control system is quite different from the control of food supply. The control system of the Government of India includes many other things.

Mr. President (The Honourable Sir Abdur Rahim): That will be dealt with when we come to that motion.

SALE OF GOVERNMENT OF INDIA SILVER IN ENGLAND TO THE BRITISH GOVERNMENT.

Mr. President (The Honourable Sir Abdur Rahim): The next motion for adjournment is in the name of Sardar Sant Singh. He wishes to move for the adjournment of the business of the Assembly for the purpose of discussing a definite matter of urgent public importance, namely, sale of silver belonging to the Government of India and lying in England with the Secretary of State for India to the British Government at a price much lower than that prevailing in Indian markets and thus causing very heavy loss to the Indian tax payer.

The Honourable Sir Jeremy Raisman (Finance Member): If I may deal with this and the next motion for adjournment which also relates to sale of silver. . . .

Mr. President (The Honourable Sir Abdur Rahim): The two cannot be dealt with like that. If I find this in order, then the question will be whether the House will give leave for this motion and if objection is taken, I will have to see that there is sufficient support for this motion.

The Honourable Sir Jeremy Raisman: What I was submitting was that there are two adjournment motions down on almost an identical subject and I wish to submit the facts relating to both these and urge that the matter is not urgent. The facts which I wish to bring to your notice are these: In the first place, contrary to the general impression, there have been no sales of silver by the Government of India to His Majesty's Government since the House was last in session. In the second place, at no time since the war began have the Government of India sold silver to His Majesty's Government at a price lower than the American acquisition rate for imported silver. Since the American rate for silver was last raised, His Majesty's Government have not even approached the Government of India for further sales of silver. The other aspect of the matter, namely, as regards the sale by the Government of India at prices lower than those prevailing in Bombay, I submit, is not an urgent matter for the reason that that has been the case for some time. It was the case during the last Session. A detailed question on the subject was put by Mr. Neogy, in reply to which I gave a detailed answer, so that the sale at prices below Indian prices, below the prices prevailing in Bombay is not an urgent matter and Government's attitude in regard to that has already been explained. The alleged sale at prices below those prevailing in New York is not a fact.

Dr. Sir Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): It is urgent but not of recent occurrence.

Mr. President (The Honourable Sir Abdur Rahim): In view of the statement made by the Honourable the Finance Member, I must hold that the motion not being urgent is out of order.

Mr. Govind V. Deshmukh: May I say a word?

Mr. President (The Honourable Sir Abdur Rahim): No. The Honourable Member cannot enter into discussion. I will go on to the next motion.

Mr. Govind V. Deshmukh: But it is urgent.

Mr. President (The Honourable Sir Abdur Rahim): I have held that it is not urgent. I waited for any Member to challenge the facts stated by the

[Mr. President.]

Honourable the Finance Member but no one came forward. I hold that having regard to the facts mentioned, this motion cannot be held to be urgent.

The next one is in the name of Mr. Deshmukh. That is covered.

Mr. Govind V. Deshmukh: I read this in the December issue of the Capital, and after that we are meeting only today. The matter is urgent and it is a matter of recent occurrence. It is urgent of course, because we have been put to a loss. We do not know what further transactions of sale are going to take place, and there may be further agreements. . .

Mr. President (The Honourable Sir Abdur Rahim): It is a question of order, and the Finance Member has already pointed out in respect of the previous motion that it was not an urgent matter because the matter was discussed during the last Assembly Session and questions were asked and answered.

Mr. Govind V. Deshmukh: Would further sales take place? If they are going to continue sales, then certainly it is an important matter and there will be further loss in this transaction.

Mr. President (The Honourable Sir Abdur Rahim): I hold that this motion also is out of order.

FOOD AND STANDARD CLOTH POSITION AND LACK OF ATEBRIN AND SULPHATHIAZOLE.

Mr. President (The Honourable Sir Abdur Rahim): The next one is in the name of Mr. Neogy and is with regard to the food position. A day will be allotted for that purpose.

The next motion is also with regard to wheat and other food grains. That will be discussed on the day which will be allotted for this purpose.

The next one is regarding standard cloth. I think this question will also be dealt with on the same day.

Mr. Govind V. Deshmukh: I am not agreeable to the proposal. I want to know what the Government's attitude is.

The Honourable Mr. N. R. Sarker: We are prepared to give two days for discussing all measures relating to food, standard cloth and other necessities of life.

Mr. President (The Honourable Sir Abdur Rahim): That will, I believe, satisfy all Honourable Members including, I hope, Mr. Deshmukh.

The next one is also in the name of Mr. Deshmukh regarding lack of Atebrin and Sulphathiazole. Do I take it that it will also be included in these two days?

Mr. Govind V. Deshmukh: No, Sir. This is quite a separate subject. This is on the subject of removing obstacles in the manufacture of the most essential and useful drugs such as 'Atebrin' and 'Sulphathiazole'. Atebrin is used as a substitute for quinine which we are not getting. And yet we are not allowed to manufacture Atebrin. I have seen malaria cases being rejected by doctor because of the shortage of quinine and Atebrin.

Mr. President (The Honourable Sir Abdur Rahim): Is the Honourable Member agreeable to this matter being discussed during the two days that will be allotted.

Mr. Govind V. Deshmukh: I am afraid there are so many things which cannot be discussed on those days. . .

Mr. President (The Honourable Sir Abdur Rahim): Does the Honourable Member object to this being discussed during the two days that will be allotted?

Mr. Govind V. Deshmukh: No.

SHORTAGE OF SMALL COINS.

Mr. President (The Honourable Sir Abdur Rahim): The next one is in the name of Mr. Baijnath Bajoria. He wants to discuss the shortage of small coins in India. Will that be covered. . .

Babu Baijnath Bajoria (Marwari Association: Indian Commerce): That is a subject with which the Finance Member is concerned. It falls under a different category.

The Honourable Sir Jeremy Raisman: I have no objection.

Mr. President (The Honourable Sir Abdur Rahim): This motion will be taken up at 4 O'Clock unless the business on the agenda is finished before that time. In that case, if the House so desires, it will be taken up when the business of the agenda has been completed. Is that the desire of the House?

Honourable Members: Yes, Yes.

NOMINATION OF THE PANEL OF CHAIRMEN.

Mr. President (The Honourable Sir Abdur Rahim): I have to inform the House that under sub-rule (1) of rule 3 of the Indian Legislative Rules, I nominate Syed Ghulam Bhik Nairang, Mr. Jamnadas M. Mehta, Sir Henry Richardson and Sir Cowasjee Jehangir on the Panel of Chairmen for the current Session.

COMMITTEE ON PETITIONS.

Mr. President (The Honourable Sir Abdur Rahim): I have to announce that under sub-order (1) of Standing Order 80 of the Legislative Assembly Standing Orders the following Honourable Members will form the Committee on Petitions, namely:

Syed Ghulam Bhik Nairang;
Mr. Govind V. Deshmukh;
Sir Abdul Halim Ghuznavi; and
Mr. N. M. Joshi.

According to the provision of the same Standing Order the Deputy President will be the Chairman of the Committee.

PUBLICITY OF THE PROCEEDINGS OF THE MEETINGS OF THE SELECT COMMITTEE.

Mr. President (The Honourable Sir Abdur Rahim): I would like to draw the attention of Honourable Members to my ruling which I gave on the 12th March, 1940, and in which I made it quite clear that it is not permissible to the members of the Select Committee or to any one who has access to its proceedings to communicate directly or indirectly to the press any information regarding its proceedings including its report or any conclusions supposed to have been arrived at finally or tentatively before the report has been presented to the House. Recently a breach of this well-established convention has come to my notice, but as the Editor of the Newspaper and the Honourable Member concerned have expressed their regret for departing from this practice and have assured me that care would be taken to avoid any recurrence of such a case in future, I do not consider it necessary to pursue this matter any further. I would, however, again emphasize that it is expected of the press to co-operate with the House in this matter and to abstain from publishing such information from whatever source it may have been received.

H. E. THE GOVERNOR GENERAL'S ASSENT TO BILLS.

Secretary of the Legislative Assembly: Sir, information has been received that the following Bills which were passed by both Chambers of the Indian Legislature during the Autumn Session, 1942, have been assented to by His

Excellency the Governor General under the provision of sub-section (1) of section 68 of the Government of India Act, as continued by section 317 of the Government of India Act, 1935:

1. The Indian Companies (Second Amendment) Act, 1942.
2. The Indian Rubber Control (Temporary Amendment) Act, 1942.
3. The Code of Civil Procedure (Amendment) Act, 1942.
4. The Code of Civil Procedure (Second Amendment) Act, 1942.
5. The Repealing and Amending Act, 1942.
6. The Federal Court (Supplemental Powers) Acts, 1942.

AMENDMENTS TO THE INSURANCE RULES.

The Honourable Mr. N. R. Sarker (Member for Commerce and Food): I lay on the table a copy of certain further amendments to the Insurance Rules, 1939, published under the Department of Commerce Notification No. 597-I(1)/42, dated the 26th September, 1942.

Department of Commerce Notification, dated New Delhi, the 26th September, 1942.

No. 597-I, (1)/42.—In exercise of the powers conferred by sub-sections (1) and (2) of section 114 of the Insurance Act, 1938 (IV of 1938), the Central Government is pleased to direct that the following further amendments shall be made in the Insurance Rules, 1939, the same having been previously published as required by sub-section (1) of the said section, namely:—

I. In the said Rules—

(a) In rule 5—

- (i) for sub-rules (1) to (3), the following sub-rules shall be substituted, namely:—

“(1) Deposits made in pursuance of the Act shall be held by that office of the Bank (hereinafter referred to as the appropriate Indian office) in whose area of administration the principal office in British India of the depositor is situated: Provided that deposits in sterling securities shall be held by the London office of the Bank on behalf of the appropriate Indian office.

(2) Deposits in sterling securities shall be sent by the depositor with a covering letter to the Manager of the London office of the Bank, and shall not be brought on the books of the appropriate Indian office until the receipt of an intimation in Form I from the London office.

(3) Deposits, other than deposits in sterling securities, shall be sent by the depositor with a covering letter to the Manager of the appropriate Indian office of the Bank.”

(ii) in sub-rule (5), for the words “Calcutta office” the words “appropriate Indian office” shall be substituted;

(b) in sub-rules (2) and (3) of rule 8, for the words “Calcutta office” the words “appropriate Indian office” shall be substituted.

II. In the Forms appended to the said Rules—

(a) in Forms I, II and III, for the word “Calcutta” dots “.....” shall be substituted;

(b) in Form II, columns 3 and 6 shall be omitted and the columns, 4, 5 and 7 shall be renumbered as 3, 4 and 5 respectively;

(c) in Form IV, for the sub-heading “Name of the insurer” the sub-heading “Name of the depositor” shall be substituted.

S. N. RAY,

Addl. Joint Secy. to the Govt. of India.

AMENDMENTS TO CERTAIN MOTOR VEHICLES RULES.

Sir Gurunath Bewoor (Secretary, Posts and Air Department): Sir, I re-lay on the table a copy each of:

- (i) Notification, No. A-1-3594/41, dated the 21st March, 1942, issued by the Chief Commissioner of Coorg amending the Coorg Motor Vehicles Rules, 1940;
- (ii) Notification No. A-3-4024/41, dated the 11th March, 1942, issued by the Chief Commissioner of Coorg amending the Coorg Motor Vehicles Rules, 1940;

- (iii) Notification, No. F. 12(3)/42-General, dated the 11th March, 1942, issued by the Chief Commissioner, Delhi, amending the Delhi Motor Vehicles Rules, 1940;
- (iv) Notification, No. F. 12(31)/42-General, dated the 2nd April, 1942, issued by the Chief Commissioner, Delhi, amending the Delhi Motor Vehicles Rules, 1941;
- (v) Notification, No. F. 12(40)/42-General, dated the 21st May, 1942, issued by the Chief Commissioner, Delhi, under section 70 of the Motor Vehicles Act, 1939;
- (vi) Notification, No. F. 12(36)/42-General, dated the 8th June, 1942, issued by the Chief Commissioner, Delhi, under sections 21 and 41 of the Motor Vehicles Act, 1939;
- (vii) Notification, No. F. 14-6-III, dated the 25th May, 1942, issued by the Chief Commissioner, Ajmer-Merwara, amending the Ajmer-Merwara Motor Vehicles Rules, 1940; and
- (viii) Notification, No. F. 14-6-III, dated the 18th July, 1942, issued by the Chief Commissioner, Ajmer-Merwara, amending the Ajmer-Merwara Motor Vehicles Rules, 1940.

The Chief Commissioner of Coorg, Notification No. A-1-3594/41, dated Mercara, the 21st March, 1942.

In exercise of the powers conferred by section 70 of the Motor Vehicles Act, 1939 (IV of 1939), and Notification of the Government of India, Department of Communications, No. R. 60, dated the 28th June, 1939, the Chief Commissioner is pleased to make the following amendment in the Coorg Motor Vehicles, Rules, 1940, issued with his notification No. R. F. 43/121-39, dated the 26th March, 1940.

Amendment.

At the end of Chapter V, after rule 148 of the said rules, the following heading and rules shall be inserted, namely:—

Special rules applicable to motor vehicles using producer gas as a motor vehicle fuel.

148-A. In these rules, unless otherwise expressly stated, "producer" means the whole of the generator, pipes, coolers, filters and accessories necessary for the generation of gas and its supply to the engine.

148-B. On or after the 15th October, 1941, no producer shall be fitted to a motor vehicle unless the producer—

- (a) has been made by a manufacturer approved in this behalf by the Madras or Mysore Government and further approved by the Coorg Provincial Transport Authority as to its fitting on the vehicle and other details;
- (b) is of a type or model approved by, and in accordance with specifications approved by, that authority for use on the type of vehicle concerned;
- (c) has affixed to the generator in such a manner as to be clearly visible, a metal plate having legibly displayed upon it the name of the manufacturer and the manufacturer's serial number:

Provided that in the case of stage carriages or goods vehicles plying inter-provincially between Coorg and Mysore or Coorg and Madras, when it is proved to the satisfaction of the Coorg Provincial Transport Authority that the producer gas fitted to such vehicles has been approved in all respects by competent authorities of those provinces, no further approval by the Coorg Provincial Transport Authority shall be necessary.

148-C. (1) Any person seeking the approval of the Provincial Transport Authority under rule 148-B. shall make application in writing to the said authority accompanied by duplicate copies of the specifications, of clear drawings or prints of the producer and of the instructions for working it, and shall state the type or model of motor vehicle and the size and horse-power of the engine for which the producer is intended.

(2) If so required by the said authority, a person who has made an application under sub-rule (1) shall furnish at his own expense a vehicle fitted with the producer for such test on the road, (including a road journey of not less than 50 miles continuous) as the authority may specify.

148-D. (1) Before according approval to any type or design of producer the Provincial Transport Authority shall satisfy itself that the design and construction proposed are in accordance with the provision of these rules and in particular that—

- (a) the design is reasonably simple and suitable to the type of vehicle for which it is intended and is such that it can be fitted to the vehicle in such a way that the driver's vision and control of the vehicle are not impeded, the convenience and safety of passengers is not endangered, the weight of the producer can be

reasonably distributed over the chassis, and the filters, coolers, pipes and other parts requiring frequent cleaning and attention can be fitted in readily accessible places;

- (b) the effective capacity of the generator, hopper and filters is sufficient to provide fuel to propel the vehicle for a distance of not less than 50 miles without recharging the hopper or cleaning the filters;
- (c) the producer is capable of providing gas to propel the vehicle by the gas alone along a level road with its full lawful load at a sustained rate of speed of not less than—
 - (i) in the case of a goods vehicle not being a heavy transport vehicle, 20 m.p.h.,
 - (ii) in the case of a goods vehicle being a heavy transport vehicle, 15 m.p.h.,
 - (iii) in any other case, 25 m.p.h.
- (d) the materials and methods of construction specified by the applicant are, save as otherwise declared by the applicant, calculated to withstand fair wear and tear for a period of not less than two years under the normal conditions of working of the type of vehicle for which the producer is intended.

(2) The instructions for the working of the producer shall be subject to the approval of the Provincial Transport Authority which shall cause to be endorsed thereon a statement of the materials and parts declared by the applicant not to be calculated to withstand two years' fair wear and tear.

148-E. Every producer shall be designed, manufactured, fitted and maintained with all reasonable care necessary to prevent danger from fire, gas poisoning, and burns, and in particular—

- (a) all pipes, joints, valves and all covers to the hoppers, generators, cooling chambers, filters and other accessories shall be free from gas or air leaks; and
- (b) if an escape funnel is fitted to the generator for use during the blowing of air through the generator, the mouth of the funnel shall be placed above the level of the roof of the vehicle.

148-F (1) No part of any producer shall be placed so as to reduce the field of vision of the driver by means of the mirror prescribed in rule 96 or otherwise, or so as to impede the driver in his control of the vehicle.

(2) In a public service vehicle—

- (a) no part of the producer shall be placed within the passengers' compartment; and
- (b) the generator shall be centrally placed in rear of the passengers' compartment, either completely outside it or recessed into the rear panel, and shall be insulated and have the clearance prescribed in rule 148-G:

Provided that notwithstanding the provisions of rule 88 (a) the generator and a reserve of fuel not exceeding one hundred and fifty pounds in weight may be carried on a trailer attached to a public service vehicle.

(3) No public service vehicle fitted with a producer shall have any opening or door in the rear end of the vehicle.

(4) In a transport vehicle other than a public service vehicle the generator shall not be placed forward of the rear of the driver's cab and shall be insulated and have the clearance prescribed in rule 148-G.

148-G. (1) On any motor vehicle, if any part of the generator is so placed as to be within a distance of six inches in a horizontal plane from any part of the vehicle, the vehicle shall be insulated from the generator by a sheet of asbestos one-eighth of an inch thick, or by such other insulating material as the Provincial Transport Authority may by general or special order in writing specify in this behalf, not less in height than the height of the generator (including the hopper) and of such a width as—

- (a) where the generator is recessed; to completely line the recess; and
- (b) where the generator is not recessed, to project for a distance of not less than six inches on either side of the generator.

(2) No part of a generator shall have a clearance between it and the insulating material prescribed in sub-rule (1) of less than two inches.

148-H. (1) In the case of a goods vehicle the generator may be placed centrally at the rear of the vehicle as prescribed for a public service vehicle or, behind the driver's cab.

(2) When the generator is placed behind the driver's cab it shall be adequately enclosed in a separate compartment, and no goods shall be carried in that compartment.

148-I. No generator, and no pipe connecting the generator to the gas filters shall be so placed that any part of the generator or pipe is within a distance of less than—

- (a) two feet from any part of the petrol tank; or
- (b) four feet from the filling point or orifice of the petrol tank:

Provided that if the filling point or orifice is screened off from the generator by an adequate partition, clause (b) shall not apply in relation to the generator.

148-J. On any transport vehicle the filters and gas coolers shall be so placed as to be readily accessible for cleaning at any time.

148-K. Every part of the producer shall be firmly and securely fixed in place, and all pipes, valves, joints and hopper lids or covers shall at all times be maintained in a gas-tight condition.

148 L. No driver or other person in charge of a motor vehicle to which a producer is fitted shall—

- (a) at any time when there is fire in the generator cause or allow the vehicle to stop or remain stationary at a distance of less than ten yards from any other motor vehicle or of less than 20 yards from any petrol pump or place where petrol is supplied in tins;
- (b) at any time when there is fire in the generator, pour petrol or cause or allow petrol to be poured into the petrol tank;
- (c) carry, or cause or allow to be carried, in the vehicle (save in the regular petrol tank thereof) any petrol or other inflammable or explosive substance;
- (d) clean or rake out the generator at any appointed bus stand or stopping place or within a distance of less than 20 yards from any other motor vehicle, or cause or allow the same to be done by any person;
- (e) where a park, bus stand, or halting place or a part of a park, bus stand or halting place is set apart for vehicles fitted with producers, allow the vehicle to stop or remain stationary in any other park, bus stand or halting place or other part thereof, as the case may be;
- (f) place the vehicle, or cause or allow it to be placed, in any garage or shed unless the garage or shed is provided with a permanent opening or openings for sufficient ventilation other than doors and windows that may be closed.

148-M. (1) The projection of any part of a producer beyond the rear of the vehicle shall be deemed not to be a part of the vehicle for the purposes of rules 108 and 110 of the Coorg Motor Vehicle Rules, 1940.

(2) No producer shall be fitted to any motor vehicle in such a way that the vehicle thereby contravenes the provisions of rule 107 or rule 109 of the Coorg Motor Vehicle Rules, 1940.

Note.—Every driver or other person in charge of a motor vehicle to which a producer is fitted is informed that the fitting of a producer gas plant is in effect an alteration for purposes of section 32 of the Act, and is advised in his own interest to have the vehicle inspected and the fact noted on the certificate of fitness before putting it into use.

J. W. PRITCHARD,

Chief Commissioner, Delhi.

*The Chief Commissioner of Coorg, Notification, No. A-3-4024/41, dated
Meroara, the 11th March, 1942.*

In exercise of the powers conferred by section 48 (d) of the Motor Vehicles Act, 1939, read with section 68 (z) and (za) and the notification of the Government of India, Department of Communications, No. R. 60, dated the 28th June, 1939, the Chief Commissioner is pleased to make the following amendment to the Coorg Motor Vehicles Rules, 1940, issued with his notification No. R.F. 43/121-39, dated the 26th March, 1940.

Amendment.

After Rule 56(b), add the following:—

"56(c). The Provincial Transport Authority may stipulate, if necessary, specific conditions for the carriage of mails in any stage carriage on any route."

2. In Part A of Form P.St.S.

Add the following, as item 15:—

"15.—The permit-holder shall, if required carry mails, at such rates, as may be fixed by the Provincial Transport Authority, in consultation with the Postal Authorities concerned."

J. W. PRITCHARD,

Chief Commissioner.

*Office of the Chief Commissioner, Delhi, Notification, dated Delhi, the 11th
March, 1942.*

No. F.12(3)/42-General.—In exercise of the powers conferred by clause (d) of sub-section (2) of section 70, of the Motor Vehicles Act, 1939, read with the notification of the Government of India in the Department of Communications No. R. 60, dated the 28th June, 1939, the Chief Commissioner is pleased to make the following amendment in the Delhi Motor Vehicles Rules, 1940, the same having been previously published with his notification No. F. 12(3)/41-General, dated the 5th January, 1942.

Amendment.

In sub-rule (1) of rule 5-59 for the figures and words "225 pounds in weight unladen" the figures and words "1,100 pounds in weight laden" shall be substituted.

A. V. ASKWITH,

Chief Commissioner, Delhi.

Office of the Chief Commissioner, Delhi, Notification, dated Delhi, the 2nd April, 1942.

No. F. 12(31)/42-General.—In exercise of the powers conferred by clause (za) in sub-section (2) of section 68 and clause (d) in section 48 of the Motor Vehicles Act, 1939, read with the Notification of the Government of India in the Department of Communications No. R. 60, dated the 28th June, 1939, the Chief Commissioner is pleased to make the following amendment in the Delhi Motor Vehicles Rules, 1941, the same having been previously published with his Notification No. F. 12(5)/42-General, dated the 5th February 1942.

Amendment.

After rule 4-18 the following shall be added, namely :—

"4-18-A. The Provincial Transport Authority may attach to any stage carriage permit Carriage of mails in stage a condition that the holder shall, if required carry mails at carriages. such rates as may be fixed by the Provincial Transport Authority in consultation with the postal authorities."

A. V. ASKWITH,
Chief Commissioner, Delhi.

Office of the Chief Commissioner, Delhi, Notification, dated Delhi, the 21st May, 1942.

No. F. 12 (40)/42-General.—In exercise of the powers conferred by section 70 of the Motor Vehicles Act, 1939, read with the notification of the Government of India in the Department of Communications, No. R. 60, dated the 28th June, 1939, the Chief Commissioner is pleased to make the following rules the same having been previously published with his notification No. F. 12 (40)/42-General, dated the 4th May, 1942.

2. The Chief Commissioner takes this opportunity of drawing attention to the provisions of section 32 of the Motor Vehicles Act, 1939, under which the owner of any motor vehicle who affixes a charcoal gas plant to it is required to report the fact to the Registering Authority within whose jurisdiction he resides.

RULES.

1. These rules may be cited as the Delhi Motor Vehicles (Use of Charcoal Gas) Rules, 1942.
Title.

2. In these rules, unless there is something repugnant in the subject or context,—

Definition.

(a) "Board" means the Board constituted by the Chief Commissioner under rule 3 of these rules;

(b) "charcoal gas plant" means an apparatus for generating gas by the combustion of charcoal with a view to the use of the gas for the propulsion of a motor vehicle, and includes the whole of the generator, pipes, coolers, filters and accessories necessary for that purpose and for the supply of the gas to the engine of the motor vehicle.

3. (1) For the purpose of approving persons to serve as manufacturers of charcoal gas plants, and to perform the other functions which are to be discharged by the Board under these rules, the Chief Commissioner may appoint a Board, consisting of the Chairman of the Delhi Provincial Transport Authority and not less than two and not more than four other persons.

(2) In the event of a disagreement between the members of the Board the opinion of the majority shall prevail.

4. (1) Any person desiring to be approved as a manufacturer of charcoal gas plants shall make an application to the Board accompanied by specifications and drawings in duplicate of the plant or plants which he proposes to manufacture, an explanation of the type or model of motor vehicle to which each plant is designed to be fitted and a copy of the instructions which he proposes to issue for the guidance of the person using the plant.

(2) If so required by the Board, a person who has made an application under sub-rule (1) of this rule shall—

(a) submit a model of the charcoal gas plant to such tests in such laboratory or workshop and by such person as the Board may specify, and

(b) provide at his own expense a vehicle fitted with the charcoal gas plant for such tests on the road as the Board may specify.

(3) After considering the papers submitted and subjecting the model charcoal gas plant to such tests as the Board deems suitable, the Board may at its discretion grant or refuse the application, and if it decides to grant the application shall issue a certificate to the applicant shewing that he has been approved as a manufacturer of charcoal gas plants of a type or types to be specified in the certificate.

(4) Before according approval to any type or design of charcoal gas plant the Board shall satisfy itself that the design and construction proposed are in accordance with the provision of these rules and in particular that—

- (a) the design is reasonably simple and suitable to the type of vehicle for which it is intended and is such that it can be fitted to the vehicle in such a way that the driver's vision and control of the vehicle are not impeded, the convenience and safety of passengers is not endangered, the weight of the charcoal gas plant can be reasonably distributed over the chassis, and the filters, coolers, pipes and other parts requiring frequent cleaning and attention can be fitted in readily accessible places;
- (b) the effective capacity of the generator, hopper and filters is sufficient to provide fuel to propel the vehicle for a distance of not less than fifty miles without recharging the hopper or cleaning the filters;
- (c) the charcoal gas plant is capable of providing gas to propel the vehicle by the gas alone along a level road with its full lawful load at a sustained rate of speed not less than—
 - (i) in the case of goods vehicle not being a heavy transport vehicle, twenty miles an hour;
 - (ii) in the case of goods vehicle being a heavy transport vehicle, fifteen miles an hour;
 - (iii) in any other case, twenty-five miles an hour;
- (d) the materials and methods of construction specified by the applicant are save as otherwise declared by the applicant, calculated to withstand fair wear and tear for a period of not less than two years under the normal conditions of working;
- (e) the plant is so designed as to cause no undue wear to the engine.

(5) It shall be a condition of every certificate issued under sub-rule (3) of this rule that the holder of the certificate shall in respect of every charcoal gas plant issued from his factory supply to the prospective user a set of instructions in terms approved by the Board for the working of the charcoal gas plant.

(6) Notwithstanding anything in this rule the Board may direct that any person who has been approved as a manufacturer of charcoal gas plants in any other Province or State in India shall be deemed to be an approved manufacturer for the Delhi Province subject to the conditions in force in the Province or State in which the person was first approved as a manufacturer and to such further conditions as the Board may think fit to impose.

5. On or after the first day of June 1942 no person shall drive a motor vehicle, and no prohibition on the holder of a permit shall allow the vehicle to which the permit use of charcoal gas relates to be driven, with a charcoal gas plant affixed thereto plants not made by an unless the charcoal gas plant has been made by a manufacturer approved manufacturer, approved by the Board under rule 4 of these rules: and has been specified by the manufacturer as being of a type suitable for use on the motor vehicle to which it is fitted:

Provided that the Board may by general or special order give premission for any charcoal gas plant which was in use on a motor vehicle before the first day of June, 1942, to continue to be used on that vehicle even though it was not manufactured by a person approved by the Board under rule 4 of these rules.

6. (1) No person shall drive any motor vehicle, and no holder of a permit shall allow the motor vehicle to which the permit relates to be driven with a charcoal gas plant affixed thereto unless the requirements set forth in the Schedule to these rules are fulfilled in respect of the said plant and the vehicle to which it is fitted.

Conditions under which charcoal gas plants may be used.

(2) The driver or other person in charge of a motor vehicle to which a charcoal gas plant is fitted shall not—

- (a) at any time when there is fire in the generator, cause or allow the vehicle to stop or remain stationary at a distance of less than ten yards from any other motor vehicle or less than twenty yards from any petrol pump or place where petrol is supplied in tins;
- (b) at any time when there is fire in the generator, pour petrol or cause or allow petrol to be poured into the petrol tank;
- (c) carry or cause or allow to be carried in the vehicle (save in the regular petrol tank thereof) any petrol or other inflammable or explosive substance;
- (d) clean or rake out the generator at any appointed bus stand or stopping place or within a distance of less than twenty yards from any other motor vehicle or cause or allow the same to be done by any person;
- (e) where a park, bus stand, or halting place or a part of a park, bus stand or halting place is set apart for vehicles fitted with charcoal gas plants, allow the vehicle to stop or remain stationary in any other park, bus stand or halting place or other part thereof, as the case may be;
- (f) place the vehicle or cause or allow it to be placed in any garage or shed unless the garage or shed is provided with a permanent opening or openings for sufficient ventilation other than doors and windows that may be closed.

7. Nothing in these rules shall prohibit the use in the Delhi Province of a charcoal gas Reciprocity with plant on a motor vehicle which is registered in the Punjab or the other Provinces or United Provinces or any other Province or State to which the States. Chief Commissioner may extend the applicability of this rule, provided that the requirements of the rules in force in the Province or State where the motor vehicle is registered in respect of the use of charcoal gas plants are fulfilled.

SCHEDULE

I. Every charcoal gas plant must conform to the following general specifications :—

- (a) All pipes, joints, valves, and all covers to the hoppers, generators, cooling chambers, filters and other accessories shall be free from gas or airleaks.
- (b) If an escape funnel is fitted to the generator for use during the blowing of air through the generator, the mouth of the funnel shall be placed above the level of the roof of the vehicle.
- (c) The materials for the construction of generators including hoppers and outer shells if any, shall be of mild steel sheet and shall not be less than No. 16 B. W. G. (0.065 in. thick) with the exception that in the case of any updraft generators in which no refractory lining is used, the fire-box shall be constructed of mild steel sheet not less than 11 B. W. G. (0.120 in. thick) for a distance of twelve inches above the grate or to the top of the gas offtake, whichever is less. In the case of crossdraft generators, where no refractory lining is used, the distance from the mouth of the tuyere to any part of the shell shall not be less than five inches. All generator cover and generator flange joints shall be made of heat-resisting material.
- (d) The material from which coolers are made shall be mild steel, copper or brass sheet not less than 18-B. W. G. (0.049 in. thick). All coolers must be made so that they can be readily cleaned.
- (e) The gas filtering system shall be in not less than three stages, of which the last stage shall be felt or other approved fabric, provided that the Chief Commissioner may by notification approve any filtering system. The materials from which filter casings and all gas piping up to the mixing chamber or carburettor are made shall not be less than No. 18-B. W.G. (0.049 in. thick). All filters shall be so placed as to be accessible to cleaning at all times.
- (f) Flanges fitted to piping shall be made of material not less than No. 11-B. W. G. (0.120 in. thick). Each flange shall be secured by not less than four bolts.

II. (1) No part of any charcoal gas plant shall be so placed as to reduce the field of vision of the driver by means of the mirror prescribed in rule 5-7 of the Delhi Motor Vehicles Rules, 1940, or otherwise, or so as to impede the driver in his control of the vehicle.

(2) In a public service, vehicle—

- (a) no part of the charcoal gas plant shall be placed within the passengers compartment, and
- (b) the generator shall be centrally placed in rear of the passengers compartment, either completely outside it or recessed into the rear panel, and shall be insulated and have the clearance prescribed in paragraph III of this Schedule :

Provided that the generator and a reserve of fuel not exceeding one hundred and fifty pounds in weight may be carried on a trailer attached to a public service vehicle.

(3) No public service vehicle fitted with a charcoal gas plant shall have any opening or door at the rear of the vehicle.

(4) In a transport vehicle other than a public service vehicle the generator shall not be placed forward of the rear of the driver's cab and shall be insulated and have the clearance prescribed in paragraph III.

III. (1) On any motor vehicle, if any part of the generator is so placed as to be within a distance of six inches in a horizontal plane from any part of the vehicle, the vehicle shall be insulated from the generator by a sheet of asbestos one-eighth of an inch thick, or by such other insulating material as the Board may by general or special order in writing specify in this behalf, not being less in height than the height of the generator (including the hopper) and of such a width as—

- (a) where the generator is recessed, to line completely the recess; and
- (b) where the generator is not recessed, to project for a distance of not less than six inches on either side of the generator.

(2) No part of a generator shall have a clearance between it and the insulating material prescribed in sub-paragraph (1) of this paragraph of less than two inches.

IV. (1) In the case of a goods vehicle the generator may be placed centrally at the rear of the vehicle as prescribed for a public service vehicle or behind the driver's cab.

(2) When the generator is placed behind the driver's cab it shall be adequately enclosed in a separate compartment, and no goods shall be carried in that compartment.

V. No generator and no pipe connecting the generator to the gas filters shall be so placed that any part of the generator or pipe is within a distance of less than—

- (a) two feet from any part of the petrol tank, or
- (b) four feet from the filling point or orifice of the petrol tank :

Provided that if the filling point or orifice is screened from the generator by an adequate partition, clause (b) shall not apply in relation to the generator.

VI. Every part of the charcoal gas plant shall be firmly and securely fixed in place, and all pipes valves, joints, hopper lids or covers shall at all times be maintained in a gas-tight condition.

VII. Where water is used, either for injection, or for cooling tuyeres, it shall be provided from a source other than the engine cooling system, and shall not be in circuit therewith.

A. V. ASKWITH,
Chief Commissioner, Delhi.

Office of the Chief Commissioner, Delhi, Notification, dated Delhi, the 8th June, 1942.

No. F.-12 (36)/42-General.—In exercise of the power conferred by sections 21 and 41 of the Motor Vehicles Act, 1939, read with the Notification of the Government of India, in the Department of Communications, No. R.-60, dated the 28th June, 1939, the Chief Commissioner is pleased to make the following rules, the same having been previously published with his Notification No. F. 12 (36)/42-General, dated the 10th April, 1942.

Rules.

1. Notwithstanding anything contained in the Delhi Motor Vehicles Rules, 1940, no fee shall be charged for the issue or alteration of certificates of registration relating to motor vehicles which are the property of the Personal Representative in India of the President of the United States of America and his staff.

2. If the Personal Representative in India of the President of the United States of America or any member of his staff has paid or shall hereafter pay a fee for the issue or renewal of a licence to drive a motor vehicle or for undergoing a test of competency to drive the fee shall on his application be refunded to him.

A. V. ASKWITH,
Chief Commissioner, Delhi.

Orders by the Chief Commissioner, Ajmer-Merwara, Notification, dated Abu, the 25th May, 1942.

No. F./14-6-III.—The Chief Commissioner is pleased to make the following amendment in the Ajmer-Merwara Motor Vehicles Rules, 1940, published with his Notification No. 1141/34-W./38-III, dated the 12th June, 1940, the amendment having been previously published in this Administration's Notification No. F./14-6-III, dated the 4th April 1942.

In rule 5-56 (a) of Chapter V—Construction, Equipment and Maintenance of Motor Vehicles—for the figure and words "225 pounds in weight unladen" substitute the figure and words "1100 pounds in weight laden".

By Order,
M. WORTH,
Secretary to the Chief Commissioner,
Ajmer-Merwara.

Orders by the Chief Commissioner, Ajmer-Merwara, Notification, dated Abu, the 13th July, 1942.

No. F./14-6-III.—The Chief Commissioner is pleased to make the following addendum in the Ajmer-Merwara Motor Vehicles Rules, 1940, published with his Notification No. 1141/34-W./38-III, dated the 12th June, 1940, the addendum having been previously published in this Administration's Notification No. F./14-6-III, dated the 4th April 1942.

Chapter IV—Control of Transport Vehicles. After clause (b) of rule 4-18 insert the following new clause—

"(c) that the holder of a permit of a stage carriage shall, if required, carry mails at such rates as may be fixed by the Provincial Transport Authority in consultation with the Postal Authorities concerned."

By Order,
M. WORTH,
Secretary to the Chief Commissioner,
Ajmer-Merwara.

AMENDMENTS TO CERTAIN MOTOR VEHICLES RULES.

Sir Gurunath Bewoor (Secretary, Posts and Air Department): Sir, I lay on the table a copy each of:

- (i) Notification, No. F. 12(39)/42-General, dated the 4th July, 1942, issued by the Chief Commissioner, Delhi, under Sections 21 and 41 of the Motor Vehicles Act, 1939;

(ii) Notification, No. A-3-2606/42, dated the 10th September, 1942, issued by the Chief Commissioner of Coorg, amending the Coorg Motor Vehicles Rules, 1940; and

(iii) Notification, No. A-3-3276/42, dated the 8th December, 1942, issued by the Chief Commissioner of Coorg, amending the Coorg Motor Vehicles Rules, 1940.

Office of the Chief Commissioner, Delhi, Notification, dated Delhi, the 4th July, 1942.

No. F. 12 (39)/42-General.—In exercise of the power conferred by sections 21 and 41 of the Motor Vehicles Act, 1939, read with the Notification of the Government of India, in the Department of Communications, No. R. 60, dated the 28th June, 1939, the Chief Commissioner is pleased to make the following rules, the same having been previously published with his Notification No. F. 12 (39)/42-General, dated the 29th April, 1942.

Rules.

1. Notwithstanding anything contained in the Delhi Motor Vehicles Rules, 1940, no fee shall be charged for the issue or alteration of certificate of registration relating to motor vehicles which are the property of the Commissioner of China to India and his staff.

2. If the Commissioner of China to India or any member of his staff has paid or shall hereafter pay a fee for the issue or renewal of a licence to drive a motor vehicle or for undergoing a test of competency to drive, the fee shall on his application be refunded to him.

A. V. ASKWITH,
Chief Commissioner, Delhi.

The Chief Commissioner of Coorg, Notification, No. A-3-2606/42, dated Mercara, the 10th September. 1942.

In exercise of the powers conferred by section 70 of the Motor Vehicles Act, 1939, (IV of 1939) and the notification of the Government of India, Department of Communications No. R. 60, dated the 28th June, 1939, the Chief Commissioner is pleased to make the following amendment to the Coorg Motor Vehicles Rules, 1940, issued with his notification No. R. F. 43/121-39, dated the 26th March, 1940.

Amendment.

After rule 157 (b) of the said rules, the following rule shall be inserted, namely :—

"157. (c) The driver of every motor vehicle which is fitted with a producer shall extinguish any live cinders removed from such producer in any public place."

Explanation :—In the rule the term "producer" shall have the meaning assigned to it in rule 148-A.

J. W. PRITCHARD,
Chief Commissioner.

The Chief Commissioner of Coorg, Notification, No. A-3-3276/42, dated Mercara, the 8th December, 1942.

In exercise of the powers conferred by sections 21, 48 (d), read with section 68 (z) and (za) and 70 of the Motor Vehicles Act, 1939 (IV of 1939), and the notification of the Government of India, Department of Communications, No. R. 60, dated the 28th June, 1939, the Chief Commissioner is pleased to make the following amendments to the Coorg Motor Vehicles Rules, 1940, issued with his notification No. R. F. 43/121-39, dated the 26th March, 1940 :—

Amendments.

I. For Rule 20 of the said rules, the following rule shall be substituted :—

"20. (a) The holder of a licence entitling him to drive as a paid employee or to drive a public service vehicle shall, except in the case of a temporary absence not involving a change of residence for a period exceeding three months, report any change of his temporary, or permanent address, as notified on the licence at any Police station and produce the licence at the Police Station in order that the new address may be entered therein."

"(b) The officer-in-charge of the Police Station at which the licence is produced shall enter therein the new address and communicate the new address to the licensing authority by which the licence was issued and to the licensing authority by which it was last renewed."

11. For Rule 56 (c) of the said rules, the following rule shall be substituted :—

"56. (c) The Provincial Transport Authority may attach to a stage carriage permit the condition that the carriage or service of carriages in respect of which the permit is granted shall carry mails at such rates as that authority may, in consultation with the Postal Authorities, fix in that behalf from time to time."

III. For Rule 119 (a) (v) of the said rules, the following rule shall be substituted :—

"119. (a), (v). Subject to the exceptions mentioned below every stage carriage shall have a body of the saloon type :—

Exceptions.—This rule shall not apply to any stage carriage registered in the Province of Coorg on or before the first day of October, 1942, or to any stage carriage registered on or before that date outside the said Province which has subsequently been acquired by a dealer in the said Province in part exchange for a new vehicle, or has been seized by a dealer in the said Province for default in payment of hire purchase dues."

IV. Rules 148A to 148M :

(1) In the heading to rules 148A, to 148M, of the said rules for the words "Motor Vehicles" the words "Motor vehicles other than motor cars" shall be substituted.

(2) In rule 148B, of the said rules for the words "motor vehicle" the words "motor vehicle other than motor car" shall be substituted.

J. W. PRITCHARD,
Chief Commissioner.

THE INDIAN RAILWAYS (AMENDMENT) BILL.

PRESENTATION OF THE REPORT OF THE SELECT COMMITTEE.

The Honourable Sir Edward Benthall (Member for Railways and War Transport): Sir, I present the Report of the Select Committee on the Bill further to amend the Indian Railways Act, 1890.

PAPERS CONNECTED WITH THE CEYLON GOVERNMENT'S REQUEST FOR ADDITIONAL INDIAN LABOUR FOR CEYLON.

The Honourable Mr. M. S. Aney (Member for Indians Overseas): With the permission of the Honourable the President I lay on the table of the House the following papers connected with the Ceylon Government's request for additional Indian labour for Ceylon:

1. Telegram from His Excellency the Governor of Ceylon, dated the 8th December, 1942.
2. Statement by the Government of India which will also be laid on the table of the Ceylon State Council.

I. Copy of telegram No. 00016, dated the 8th December, 1942, from Governor of Ceylon, Colombo, to Governor General, New Delhi.

Adequate supply of estate labour is under urgent consideration by Board of Minister(s) with special reference to production of rubber and Ceylon's basic quota represents 85 per cent, of production left in the control of the allied nations. In these circumstances Ceylon must resort to most intensive tapping possible including slaughter tapping in order to increase production to at least 30 per cent, above basic quota. This will entail the employment of additional labour during the war and less than normal amount of labour after the war when areas have been exhausted. Estates are also required by law for period of war to produce food stuffs in addition to plantation commodity and this also requires abnormal *ad hoc* increase in labour force. Demands on local labour for military units, defence works essential services and rural food production have been and are very heavy and consequently there is no surplus available for diversion to estates. Production of tea must not be allowed to decrease below present necessary level. It will be realised that now that Indian ban on emigration has been relaxed in respect of labourers now in this Island there is likely to be usual exodus on holidays to India during early months of next year. In these circumstances Board of Ministers has asked me to ascertain whether Government of India notwithstanding their ban on emigration to Ceylon of un-skilled labour other than labourers already in the Island would consider special recruitment of labour to meet present war emergency on the following points: (a) Pay and conditions of employment identical with those of other Indian labour; (b) repatriation to India at the end of the war or other period stipulated by agreement. Board of Ministers consider arrangement on these lines to be right one to meet position with which they are confronted which is that (a) demand for extra estate labour is abnormal and only temporary although essential to

prosecution of the war and (b) status of Indians in Ceylon is one of the questions which at the request of the Indian Government has been postponed for consideration at a future undetermined date. Grateful for earliest possible reply to this telegram in order that if your Government approves principle of recruitment on the lines proposed, details of method and machinery may be immediately worked out in consultation between our two administrations through Ceylon's newly appointed representative in India. Paramount essentiality of maximum production of our plantation crops especially rubber to supply position of Allied Nations has caused me to head this telegram "Most Immediate".

II. Statement.

The Government of India have communicated to the representative of the Ceylon Government certain proposals which are still under consideration.

ELECTION OF A MEMBER TO THE COMMITTEE ON PUBLIC ACCOUNTS.

The Honourable Sir Jeremy Raisman (Finance Member): Sir, I move:

"That the non-official Members of the Assembly do proceed to elect in the manner required by rule 51 of the Indian Legislative Rules a member to be member of the Committee on Public Accounts in place of the late Mr. J. Ramsay Scott."

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

"That the non-official Members of the Assembly do proceed to elect in the manner required by rule 51 of the Indian Legislative Rules a member to be member of the Committee on Public Accounts in place of the late Mr. J. Ramsay Scott."

The motion was adopted.

ELECTION OF A MEMBER TO THE STANDING COMMITTEE FOR THE POSTS AND AIR DEPARTMENT.

Sir Gurunath Bewoor (Secretary, Posts and Air Department): Sir I move:

"That this Assembly do proceed to elect in such manner as the Honourable the President may direct, a non-official Member to serve on the Standing Committee to advise on Subjects other than 'Roads' dealt with in the Department of Posts and Air, during the financial year 1942-43, in the vacancy caused by the death of Mr. J. Ramsay Scott."

Mr. President (The Honourable Sir Abdur Rahim): Motion moved:

"That this Assembly do proceed to elect in such manner as the Honourable the President may direct, a non-official Member to serve on the Standing Committee to advise on Subjects other than 'Roads' dealt with in the Department of Posts and Air, during the financial year 1942-43, in the vacancy caused by the death of Mr. J. Ramsay Scott."

Maulvi Muhammad Abdul Ghani (Tirhut Division: Muhammadan): Sir, I want to make some observations. I am a member of this Advisory Committee, but it hardly meets during the year or during the Session. The only important thing which should have been put before it is the piece of legislation which is just going to be introduced.

Mr. President (The Honourable Sir Abdur Rahim): The only question is whether somebody is to be appointed in place of Mr. J. Ramsay Scott or not.

Maulvi Muhammad Abdul Ghani: I am placing before you my legitimate grievance. The Committee never meets and never transacts any business. The only business it has to be consulted on is a Bill which is going to be introduced by the Government regarding the Government Savings Banks Act, 1873, and the Post Office Cash Certificates Act, 1917 and on that too the Committee could not be consulted before its introduction.

An Honourable Member: It is not before the House.

Maulvi Muhammad Abdul Ghani: But it is just going to be introduced and is on our table. This Committee should have been consulted before. What is the use of having such a Committee or electing members to it, if the Committee never meets. I am, therefore, opposed to the election of members to this Committee, which never functions.

Sir Gurunath Bewoor: Sir this House elected a Standing Advisory Committee for the Posts and Air Department during the last Session. Prior to that the Standing Advisory Committee has always met at least once a year and sometimes twice a year. In the current year there has been no occasion to meet because this Committee was only elected in the last Session. There was no Committee before for this particular Department, and the Advisory Committee will meet as soon as there are any subjects on which its advice is desired

by the Department. The Honourable Member is wrong in thinking that there is only one item in which the Committee is to be consulted. Actually, there are five items, of which notice has been sent to the Members. The motion is only to replace a Member who unfortunately died during the course of the year.

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

"That this Assembly do proceed to elect in such manner as the Honourable the President may direct, a non-official Member to serve on the Standing Committee to advise on Subjects other than 'Roads' dealt with in the Department of Posts and Air, during the financial year 1942-43, in the vacancy caused by the death of Mr. J. Ramsay Scott."

The motion was adopted.

Mr. President (The Honourable Sir Abdur Rahim): I may inform Honourable Members that for the purpose of election of a Member each for the Committee on Public Accounts and the Standing Committee for the Department of Posts and Air, the Notice Office will be open to receive nominations up to 12 O'clock on Thursday, the 11th February, and that the elections, if necessary, will be held on Monday, the 15th February, 1943. The elections, which will be conducted in accordance with the principle of proportional representation by means of the single transferable vote will be held in the Assistant Secretary's Room in the Council House, New Delhi, between the hours of 10-30 A.M. and 1 P.M.

THE CRIMINAL PROCEDURE AMENDMENT BILL.

The Honourable Sir Sultan Ahmed (Law Member): Sir, I move for leave to introduce a Bill to make certain provision for appeals in criminal cases tried by a High Court exercising original criminal jurisdiction.

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

"That leave be granted to introduce a Bill to make certain provision for appeals in criminal cases tried by a High Court exercising original criminal jurisdiction."

The motion was adopted.

The Honourable Sir Sultan Ahmed: Sir, I introduce the Bill.

THE MOTOR VEHICLES (AMENDMENT) BILL.

Sir Gurunath Bewoor (Secretary, Posts and Air Department): Sir, I move for leave to introduce a Bill further to amend the Motor Vehicles Act, 1939.

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

"That leave be granted to introduce a Bill further to amend the Motor Vehicles Act, 1939."

The motion was adopted.

Sir Gurunath Bewoor: Sir I introduce the Bill.

THE GOVERNMENT SAVINGS BANKS (AMENDMENT) BILL.

Sir Gurunath Bewoor (Secretary Posts and Air Department): Sir, I move for leave to introduce a Bill further to amend the Government Savings Banks Act, 1873 and the Post Office Cash Certificates Act, 1917.

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

"That leave be granted to introduce a Bill further to amend the Government Savings Banks Act, 1873, and the Post Office Cash Certificates Act, 1917."

The motion was adopted.

Sir Gurunath Bewoor: Sir, I introduce the Bill.

REPORT OF THE PUBLIC ACCOUNTS COMMITTEE.

The Honourable Sir Jeremy Raisman (Finance Member): Sir, I move:

"That the Report of the Public Accounts Committee on the Accounts of 1940-41 be taken into consideration."

Mr. President (The Honourable Sir Abdur Rahim): Motion moved:

"That the Report of the Public Accounts Committee on the Accounts of 1940-41 be taken into consideration."

Mr. Muhammad Azhar Ali (Lucknow and Fyzabad Divisions: Muhammadan Rural): We were promised on the termination of the Committee that evidence would be shown to the Members of the Public Accounts Committee. But I am sorry to inform the House through you and through the Honourable Member that the evidence and the papers were not even placed yesterday on the floor of the Library. It was absolutely impossible for any member of the Public Accounts Committee or any Member of this Honourable House, so far as I know, to therefore see the papers. Though we have had to come here early in the morning, we have not been able yet to know what those papers are and what they contain. In that case, I would request the Honourable Member to postpone it to some other day so that we can discuss the report fully.

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): Only the evidence is submitted.

The Honourable Sir Jeremy Raisman: The publication of the evidence is a matter which, in my opinion, is not absolutely essential to the discussion of this report. The report contains all the material necessary for the Members of this House to discuss. Owing to the shortage of paper it was decided, I think, by the Committee that no attempt would be made this year to publish a volume of evidence. It has been recognised that the evidence volume could not be a verbatim record of what actually takes place in the Committee owing to the difficulties of reporting those proceedings. But in any case, I think, it was intended that a typewritten copy of the evidence would be placed in the Library of the House and would be available to Honourable Members. I am not aware myself whether, and if so, why, that was not done in due time.

Mr. President (The Honourable Sir Abdur Rahim): Is a copy of the evidence before the House?

The Honourable Sir Jeremy Raisman: It has been placed in the Library.

Mr. President (The Honourable Sir Abdur Rahim): When was it placed in the Library?

Mr. Muhammad Azhar Ali: To-day at 11 A.M.

The Honourable Sir Jeremy Raisman: This particular report has not, since the war began, excited the attention of Members. It has always been an extremely difficult matter to find any place for it in the programme. I am quite prepared to withdraw it if Honourable Members do not feel that they are ready to discuss it today. But I must make it clear that the responsibility for giving the House an opportunity to discuss this report will not rest with me.

Sir Muhammad Yamin Khan: The Honourable the Finance Member in his speech just now mentioned that an understanding was arrived at that the evidence would be placed in the Library. I presume that he meant that the debate would take place after the evidence was available to the Members of this House, and as it was not placed in the Library till 11 O'clock, I am sure the Honourable the Finance Member will realise that the responsibility is not on anybody else but on his Department which did not supply this evidence, in spite of his undertaking given to the Public Accounts Committee. In the circumstances, I hope he will revise his decision about the ultimate responsibility for getting a debate on this report, as Members only want to assert their right on the undertaking given by him.

The Honourable Sir Jeremy Raisman: If this were the first occasion on which this particular discussion was being postponed, I should have recognised some force in the fact that the actual evidence was not placed in the Library any earlier than it was. If Honourable Members desire it to be postponed, I am quite prepared.

Mr. President (The Honourable Sir Abdur Rahim): I take it that that will meet the desire of the Members.

(The House concurred.)

The Honourable Sir Jeremy Raisman: Sir, I submit that there is one matter which requires formal regularisation in connection with the Public Accounts Committee Report

Mr. President (The Honourable Sir Abdur Rahim): Excess Grants.

DEMAND FOR EXCESS GRANTS FOR 1940-41.

The Honourable Sir Jeremy Raisman (Finance Member): Sir, I move:

"That an excess grant of Rs. 17,432 be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1940-41, in respect of 'Salt'."

Dr. P. N. Banerjee (Calcutta Suburbs : Non-Muhammadan Urban): What should we discuss? We have not got any papers.

Mr. President (The Honourable Sir Abdur Rahim): I understand the papers were supplied to Honourable Members at their residences.

Sir Muhammad Yamin Khan (Agra Division : Muhammadan Rural): I don't think. The practice has been, whatever the agenda of the House, all papers are laid on the table in the House.

Mr. President (The Honourable Sir Abdur Rahim): That is in accordance with the circular that has been sent to Honourable Members.

Dr. P. N. Banerjee: This is connected with the report of the Public Accounts Committee.

Mr. President (The Honourable Sir Abdur Rahim): Yes, I know. This circular that has been addressed to all Honourable Members is:

"I am directed to state that according to the existing practice one copy of the booklet relating to Demands for Supplementary Grants is circulated to the Honourable Members along with the List of Business in which the Supplementary Demands find a place, while another copy is supplied to each Honourable Member in the House on the day the Demands come up for discussion. In view, however, of the imperative need for economy in paper and printing, the Honourable the President has, on the request of the Finance Department, reconsidered the practice and decided that in future only one copy of the booklet should be supplied to Honourable Members along with the List of Business in which the Demands for Supplementary Grants appear and that copies should not be placed again on their desks in the House on the day the Supplementary Demands are taken up. The Honourable Members will, therefore, be supplied in future with only one copy of the booklet which they will be expected to bring with them to the House for reference, if necessary."

I don't know whether Honourable Members read it or not.

Sardar Sant Singh (West Punjab : Sikh): May I submit, Sir, so far as this particular copy is concerned, I speak for myself only; I do not know the feelings of other Honourable Members in this respect, a copy has been sent to our home addresses. But I have not been able to get a copy at all.

Dr. P. N. Banerjee: I, also have not got a copy.

Sardar Sant Singh: I now understand that copies have been sent to Honourable Members at their home addresses.

Mr. President (The Honourable Sir Abdur Rahim): To the addresses which were given by the Honourable Members themselves.

Sardar Sant Singh: Copies have been sent at home addresses, while we are coming here.

Dr. P. N. Banerjea: Does that circular relate to the last Session or this Session?

Sir Cowasjee Jehangir (Bombay City : Non-Muhammadan Urban) : May I ask when these copies were circulated—last Session or this Session?

Mr. President (The Honourable Sir Abdur Rahim) : They were sent to the addresses of Honourable Members on the 30th of January, I understand.

Babu Baijnath Bajoria (Marwari Association—Indian Commerce) : We have received only this sheet—no booklet has been supplied to us.

Mr. President (The Honourable Sir Abdur Rahim) : That is all that was to be circulated, I understand.

Babu Baijnath Bajoria: It does not give the particulars for which this amount has been spent.

The Honourable Mr. M. S. Aney (Member for Indians Overseas) : That is to be found in the Public Accounts Committee's Report.

Dr. P. N. Banerjea: That is what I was pointing out; when we take the Public Accounts Committee Report into consideration, that will be the proper time for discussing these grants.

The Honourable Sir Jeremy Raisman: In the past, the House, while postponing the debate on the Report of the Public Accounts Committee, used to get rid of the formal business of regularising the excess grants on the first day on which an attempt was made to discuss the Report itself; and I do suggest that in order that the accounts may be in order, this formal regularisation, which has been recommended in every case by the Public Accounts Committee, should now be given.

Dr. Sir Ziauddin Ahmad (United Provinces Southern Divisions : Muhammadan Rural) : May I point out our difficulty? If this thing is accepted the Government may or may not fix a date for the discussion of the Public Accounts Committee Report. But if this is held over, the Government will be forced to give a date for that.

The Honourable Sir Jeremy Raisman: The pressure always comes from this side, not from the other.

Mr. T. Chapman-Mortimer (Bengal : European) : Is this matter really connected with the discussion of the Public Accounts Committee's Report Proceedings for 1940-41? These matters can be taken up separately. I should like to support the Honourable the Finance Member in this matter, because he is going to have an extremely busy session; and the Honourable Member for War Transport is also going to face an extremely busy session, and when I say they are, we are. Very important subjects are coming up and if we are going to refuse to discuss this matter today, it is very difficult to say when we shall be able to discuss them at all, until perhaps the very end of the Session.

Mr. President (The Honourable Sir Abdur Rahim) : Does the Honourable the Finance Member want that the motion for the grants should be taken up now?

The Honourable Sir Jeremy Raisman: Yes, Sir. I submit that it will be reasonable to dispose of this matter today and merely postpone the debate on the report to a later date.

Sir Muhammad Yamin Khan: How can the Members proceed if they have got no copies before them?

Mr. President (The Honourable Sir Abdur Rahim) : I understand a copy of the evidence has been placed in the Library. The report has been sent before and is in the hands of all the Members.

Sir Muhammad Yamin Khan: Whatever might have happened, the fact remains that no Member seems to have got any copy of the proposals before us. This is a fact; and no copy has been laid on the table here. It will therefore be a one sided show only—the Honourable the Finance Member getting up and saying so much should be regularised and the House merely saying "All right"; if the Honourable the Finance Member merely wants that, we have got no objection. But if he wants us to give our intelligent opinion, then he should take this up some other day.

Sir Cowasjee Jehangir: On the facts placed before the House, I understand that along with the agenda there was a slip of paper—it was only a slip of paper with the figures on it that was circulated yesterday. I understand also that a booklet was circulated some time ago giving further details. Are these facts correct or are they not correct?

Mr. President (The Honourable Sir Abdur Rahim): Booklet means this report of the Public Accounts Committee or any other booklet? These are all the papers. That is what I understand from the office.

Sir Cowasjee Jehangir: Have we got all the papers circulated necessary for the discussion of this matter?

Mr. President (The Honourable Sir Abdur Rahim): I do not know. I understand that as a matter of fact the Finance Department only supplied this paper which was circulated by the office.

Sir Muhammad Yamin Khan: The difficulty we are feeling is this: what is the amount the Finance Member wants us to vote and on what grounds? That is not to be found either in the papers before us or in the circular. We do not know where to hunt this up. We should have the particulars, these details are generally given by the department and that is what we are lacking.

The Honourable Sir Jeremy Raisman: The position is that the explanation of these excesses and the recommendation of the Public Accounts Committee in regard to them is made in the report of the Committee, and the only thing that Members are furnished with, as far as I am aware, is a statement of the actual excesses which are due to be regularised. However, if the House prefers it, I am prepared to agree that these excesses also may be taken up at a later date.

Sir Muhammad Yamin Khan: I would request the Honourable Member that for the convenience of the House, it should not be left to the Members to search out the figures, but something should be placed before us, giving the figures and some details and it should not be left to us to search out the figures from the report.

The Honourable Sir Jeremy Raisman: A brief summary is given in the report itself.

Sir Muhammad Yamin Khan: If it is pointed out here—page so and so—it will be helpful.

The Honourable Sir Jeremy Raisman: These items are given in the list.

Mr. President (The Honourable Sir Abdur Rahim): Very well. The motions will stand over to a later date when the Public Accounts Committee's Report will be discussed?

The Honourable Sir Jeremy Raisman: Yes.

Mr. President (The Honourable Sir Abdur Rahim): That finishes the agenda. Adjournment Motion. Is it the desire of the House that the Adjournment Motion should be taken up after the Lunch adjournment?

Some Honourable Members: Now, now.

Mr. President (The Honourable Sir Abdur Rahim): Very well. It is understood that the discussion will last only two hours, as usual.

Dr. P. N. Banerjee: I hope the Lunch interval will not be included in the two hours.

Mr. President (The Honourable Sir Abdur Rahim): Certainly not. The Honourable Member need not be afraid of that.

MOTION FOR ADJOURNMENT.

SHORTAGE OF SMALL COINS.

Babu Baijnath Bajoria: Sir, I move:

"That the Assembly do now adjourn."

I take this early opportunity of drawing the attention of the Honourable the Finance Member to the serious situation which has been created in this country by the shortage of small coins. It is an every day occurrence, in fact, an hourly occurrence, with every one of us—the difficulties we are feeling in respect of small coins. We do not know whether the minting capacity has increased or decreased. We do not know, if the minting capacity has increased, where these minted small coins go. But the fact remains that we in our ordinary daily life do not get any small coins. As regards pice, the old pice has almost evaporated. The Honourable the Finance Member will say that it has been melted or hoarded. I have not much proof of it but I should like to hear from the Honourable the Finance Member what he has to give in proof. As regards pice, all I can say is that we cannot see the old pice at all.

Dr. P. N. Banerjee (Calcutta Suburbs: Non-Muhammadan Urban): Gone out of circulation.

Babu Baijnath Bajoria: I have got this idea that it is the Honourable the Finance Member or his department that has hoarded all those old pice. They have melted the old pice for the purpose of bringing out small washers.

The Honourable Sir Jeremy Raisman: No.

Babu Baijnath Bajoria: These new pice resemble small copper washers.

An Honourable Member: Where are they?

Babu Baijnath Bajoria: I have seen one or two of them, but that also is not available. I am now telling you about hoarding by the Government and the Government departments. I do not know what happens to the large amount of coins that are being given at each railway station and in the posts and telegraphs offices. I happened to go to a station to give a telegram, the cost of which was thirteen annas. The man said, "I have got no change. Either give me a rupee or you can go without sending a telegram." I had to give that rupee, because I did not have the change.

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): Where did the three annas go?

Babu Baijnath Bajoria: You must have read in the newspapers about the experience of a Councillor of the Calcutta Corporation in the Tramway case where he was taken from place to place to be given two or three pice which was due to him out of a two anna coin which he gave. He was taken first to the High Court, then from place to place, and at last he was not given the pice. The Councillor had to file a case. I say that the railway people, the posts and telegraphs people and the Government departments, whenever they get small coins, do not part with them. I hope the Honourable the Railway Member and the Honourable the Finance Member will make searching enquiries about these things. Once in the *Amrita Bazar Patrika* a sensational news was published that the Government of India was minting copper coins for Australia. It created a great sensation amongst everybody in the whole country. A few days later, the Government of India contradicted that statement, but I should like to have a more authoritative answer to this allegation. If it be so, it is a very serious thing. When we are so short of pice or copper coins and small

coins, the Government should not mint small coins for another country, be it a Dominion or the Middle East.

There is another serious consequence of the shortage of small coins. We find it very difficult to pay our workers in factories and our labourers. They generally get below a rupee a day and they have to be paid in small coins, and because small coins are not available, it becomes very difficult to pay them. Coupon systems have been started by some factories, but those coupons are not legal tender outside the particular factories. That is a very crude manner of making payment. I do not think there is much for me to say because inconvenience is being felt by everybody and it is only when we get small coins that we shall be satisfied. Promises we have had enough. What we want is that small coins should be minted in sufficient quantities

Dr. P. N. Banerjee: . . . and put in circulation.

Babu Baijnath Bajoria: . . . and put in circulation, and if there is any case of hoarding it should be punished.

Dr. P. N. Banerjee: With rigorous imprisonment.

Babu Baijnath Bajoria: But, Sir, there should not be punishment merely for the sake of creating an impression. There are one or two cases which have been brought to my notice where for only a few rupees worth of coins persons were sent up for trial. That is not fair. You must judge each case on its own merits, and if there is any real hoarding, if a person wants to keep small coins out of all proportion to his requirements, then and then only he should be punished. Only because you want to create an impression in certain ways and you want to put one or two persons in jail or convict them so that others may be terrorised, that is not the proper way of meting out punishment. With these words, I move my adjournment motion.

Mr. President (The Honourable Sir Abdur Rahim): Motion moved:

"That the Assembly do now adjourn."

Sir Muhammad Yamin Khan: I know that the Government will say that the public are not co-operating with the Government in this respect. It is true that when the fault lies with the Government, a similar fault lies with the public also. The first question that occurs to one is, are the small coins insufficient in this country, or were they insufficient before? If they were not insufficient before the war, where have they disappeared? One answer is that they have been hoarded by some people and they do not want to bring them out into the market and difficulty is felt by others who want to do their daily business. That is quite true, that greater fault lies on the public, on those who are trying to get money hoarded in their houses. But Government cannot be absolved of blame also. What steps have they taken to stop these people from hoarding these coins? I have read of two or three cases in Chandni Chowk, Delhi, where a Ghanawala Halwai or somebody else was caught. Some money-lender the other day was caught who had hoarded small coins to the value of Rs. 9,900 in his shop. If people collect small coins to this extent, they should certainly be punished. I think that nobody should be allowed to have small coins of value more than Rs. 5 or 6 at a time in his house.

Sir Cowasjee Jehangir (Bombay City: Non-Muhammadan Urban): How much change have you got in your pocket?

Sir Muhammad Yamin Khan: I think about less than one rupee worth. But Rs. 4 or 5 or even Rs. 10 change for your daily requirements I do not mind. I may keep Rs. 5 or 6 because when I go to the railway station and have to give less than a rupee I cannot get change. I cannot pay my cooly without change. I know one cooly who told me that one person had engaged one cooly for two or four annas but had to give him one rupee because there was no change and the cooly got one rupee for taking one load to the station platform. This condition has come in. I have heard complaints that people who go in the buses cannot get any change. Sometimes they have found that

[Sir Muhammad Yamin Khan.]

the bus conductor gets change from different people and if one man gives a rupee he never gives the change. He says, "I have got no change. I can take down your name and you can deposit the extra money with me". Why does he not want to give the change when he has been collecting it from some other people? Booking clerks do not give it. It is an open secret. If the Government did not take precaution in time, then it is their fault. The reason was that copper was selling before at the price of a rupee a seer. The price of copper had gone up to Rs. 6 a seer. (An Honourable Member: "No.") Now, it is about Rs. 4 a seer and in 100 pice, you get Rs. 2-8 worth and anybody who can sell it in the market makes money. The copper pices have been melted because the price of copper is higher than the copper in the pice and the Government is expected at least to watch the tendency. If the Government had been alive to the situation and appreciated the fact that the copper coins will be melted, then they should have withdrawn all the pices from the market and they ought to have given one month's notice before the prices went up. Then the pice would have come into the hands of Government but they absolutely failed and therefore the fault lies with the Government because they were slow in taking steps. There is red tapism in all their actions. The remedy is not taken until the disease has become very acute.

The Honourable Sir Jeremy Raisman: Does the Honourable Member suggest that we should have withdrawn all the copper pice in the country?

Sir Muhammad Yamin Khan: They should have withdrawn it. I do not say "now". It ought to have been done long ago.

The Honourable Sir Jeremy Raisman: Will the Honourable Member tell me how I should have withdrawn them?

Sir Muhammad Yamin Khan: You cannot do it now, because the price of copper has gone high. He should have withdrawn when the price was something like Rs. 2 per seer. Everybody would have given it back to him, if it was said that it would not be legal tender. He has withdrawn Queen Victoria coins and coins of Edward VII. They are no longer legal tender and if anybody has got those coins it is because they are worth one rupee in silver. Therefore, he does not want to part with it. You have made George V coins legal tender up to the 5th May. That is giving long latitude. It was a month ago that the price of silver had gone up to Rs. 110 and Rs. 117 to a 100 tolas and by that time every silver coin would have been melted because it would have given the man who melted it a few rupees more. It was known in Calcutta that if you melted 100 pice worth, you could have sold the copper for 135 pice. That was the rumour going abroad. Pices were brought even from Gwalior and other places. When this tendency came in, people began to think that your paper money will be of no worth and that your rupee will not be of any value. Enemy propaganda has been at work that your paper money will be of no value. The Government ought to have noticed this tendency and punished the people who hoarded the coins. They should have made it a cognisable offence and asked the public to co-operate. The policeman must be there too and if you give an inducement to people who give you information, thousands will come forward and you could have confiscated lot of this hoarded money. That would have helped you and the country would have been relieved.

Mr. President (The Honourable Sir Abdur Rahim): I would remind Honourable Members that the debate on this motion has to be concluded at Quarter Past Four.

The Assembly then adjourned for Lunch till Half Past Two of the Clock.

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

Mr. Muhammad Nauman (Patna and Chota Nagpur *cum* Orissa: Muhammadan): Sir, I have no desire to detain the House for a very long time on this issue because I think everybody in the House does realise the importance of the subject under discussion and the Government is also alive to the critical situation which has been created by the absence of small coins. The position which I want to envisage is whether the Government does realise why it has so happened? What has happened to the small coins? That is the issue which has got to be seriously considered. There is an impression in the minds of some people that it is the loss of the confidence in the paper currency which is to some extent responsible for this situation. Why people have taken to hoarding? This thing was not experienced during the many years of administration in this country and why should this development arise in this country within the course of the last three or four years? We had about the same feeling or difficulty with the rupee coins till at last we had one rupee paper token given to us to relieve that situation. Unless Government is prepared to come forward with a sufficient number of small coins to remove the impression which might have been wrongly created in the minds of the people, I think the situation will become more serious, particularly in the minds of the people in rural areas who have little or no education and who probably cannot know the real state of affairs. That is a matter, I think, which is more for the Government to consider than for the people.

I do not think it is necessary for me to give illustrations after illustrations to show how the shortage of small coins has affected the public but I can mention one or two instances which I saw myself in Calcutta. In small hotels, where labourers and students used to go, they have hung up advertisements or notices to the effect that unless small coins are given, they will not be served with food, and people had to go back without taking any meals in spite of the fact that they had money with them. This is a situation which has got to be considered seriously by the Government.

Then, there is another issue which the Mover of the motion has pointed out. What is happening to the small coins which are being tendered every day in the Government offices; such as, the post offices, the railway counters, Government treasuries and so on. It may be that the persons in these offices are also taking advantage of these small coins and are having a parallel black market for the use of these coins. Therefore, these things should be seriously gone into and seriously dealt with. This is all that I wanted to point out. The most important thing which I have tried to convey to the House is that Government should be ready to mint more small coins than they were ever in a position to mint because, unless they do that, the feeling which has been created or the temptation of hoarding which has been created in the minds of the smaller people, who cannot hoard thousands of rupees, cannot be removed and the situation will not improve.

Mr. C. P. Lawson (Bengal: European): Sir, I have only very few remarks to make about this motion and, particularly, I want to refer to the remark of my friend, Mr. Nauman, on the question of confidence. He mentioned that possibly lack of confidence in paper money was responsible for this situation to some extent. That, Sir, may be the case, but I contend only to a very small extent. The real cause is general lack of confidence; it is a general lack of confidence in their own safety and in their own general situation. The vicious circle is started when the small shop-keeper ceases to grant *udhar*. He gives no more credit to the small purchaser and the man who usually settled his bills once a week finds himself forced to settle his small bill once per day. You cannot blame the shop-keeper for this. He is not going to give credit to a man who may run away that night and be not there to settle the next day. So, he says, "You must settle on the nail and not once a week". He removes *udhar*. Now, Sir, if you settle your bills once per day instead of once per week, you use up

[Mr. C. P. Lawson.]

just about seven times as much small change in doing so. If you multiply all these cases by several millions, the vicious circle starts.

The next thing that happens is that somebody starts to charge discount in order to give change and that, I suggest, is something which should be jumped on very heavily. I have come across instances in which one anna and sometimes two annas in the rupee has been charged in order to change a rupee.

Now, Sir, beyond that there is the ordinary psychological reaction. When you find yourself unable to purchase what you want because you have not got the change or have found yourself faced with the necessity of having to give your change to the person who sells you the article, your first reaction is to hang on to all the change you can, and I daresay there is not a Member in this Honourable House who has not already been confronted by that situation. Once again multiply each of these cases by a few millions and the situation is well on its way.

Now, Sir, the first necessity is to come upon the cause and the cause is not lack of confidence in paper currency; it is the lack of general confidence. It is the lack of the confidence which enables the small shop-keeper to give the small purchaser some credit. In Calcutta I can say with experience that the situation is very much better. I myself, as a matter of test, proffered an eight-anna piece to a tram conductor the other day and was given my full change with the exception of one voucher for a pice. That, to me, shows a very much improved situation and it shows to me that the antidote for this poison has to some extent been provided. If you ask me who has provided that antidote, my answer is the R. A. F. The R. A. F. knocked down 100 per cent. of the planes that came one night, and probably another 100 per cent. that came the next night, and that is the thing that the public has noted and that has led to a return of confidence, that has led to the return of labour and that has led to a return of the pice.

An Honourable Member: That is only in Bengal. What about the whole of India?

Mr. C. P. Lawson: My Honourable friend asks what about the whole of India. I will say at once that the situation I find in Delhi is infinitely worse than the situation in Calcutta. I find less pice in Delhi than I find in Calcutta.

An Honourable Member: It is a poorer city.

Mr. C. P. Lawson: That may be so. I suggest that we get at the root of the matter; that is, by devising measures to get a return of confidence of the public by some substantial means; by getting at the people and making it clear to them that pice are available in abundance and if they hoard the pice, they will not only be punished, but they will lose money. If that can be put over, I think that we may rely upon the R. A. F. to do the rest.

Sir Abdul Halim Ghuznavi (Dacca cum Mymensingh: Muhammadan Rural): Mr. Chairman, the shortage of small coins is acute, that is admitted by every one, and even by Government. There is no doubt about that. Public opinion has been expressing itself strongly for a long time past, but no action has been taken. That is also admitted.

The Honourable Sir Jeremy Raisman: No.

Sir Abdul Halim Ghuznavi: The Honourable the Finance Member does not admit it. In other words, he says he has taken action. It boils down to that. I will soon prove that no action has been taken. What was taken was not action; it was inaction. I will prove it later on. This war has been going on since September, 1939, for more than three years. I am an old man. I have had experience of the last Great War. Take for instance what was done in 1940 when there was acute shortage of small coins in Malaya also. How did they solve the problem there? They issued paper currency for even small coins. That is inevitable during war time. That is the way in which to check the hoarding of small coins. Copper is a very valuable material so far as war is concerned. I have often heard it said that people are hoarding small coins. I say

they have not been hoarding, but they have been profiteering in pice. They melt the coin and by the sale of the copper contents, they get double the face value of the coin.

The Honourable Sir Jeremy Raisman: No.

Sir Abdul Halim Ghuznavi: Then what value does he get by melting a coin?

The Honourable Sir Jeremy Raisman: Slightly less than the face value.

Sir Abdul Halim Ghuznavi: If it is slightly less than the face value, it comes to this that they are merely hoarding and not melting. What did you do to prevent hoarding? Prosecution? I say prosecution is no remedy. The remedy is issue of paper currency. How do they face this shortage in Calcutta. As my Honourable friend just now said, in Calcutta, the tramway company, the bus companies, every other public utility service issue one pice coupons. That has eased this situation. That was done in Malaya also in 1940. You should have done the same long ago. Just imagine the position of the poor man in a village. I come from Mymensingh. Look at the plight of the people there. They cannot afford to buy more than one pice worth of foodstuffs at a time, and that pice is not available. They have got double pice, but they cannot get the return of a pice. That is the position to which the Government have reduced the people. The Government say, "No, we have done all we could". In this long war, with the Japanese menace threatening Bengal and its surroundings the Government have not taken a common sense view. The position has been worsening since last April. The Government should have issued paper currency for small coins and dealt with the hoarding earlier. If I can get a pice worth of goods for paper, I do not care whether the fellow hoards or not. He would not have hoarded it if he finds that it is not profitable to him. I have got a substitute for that pice in paper; I get my goods against that paper pice; I do not feel any necessity for copper pice. This course has not been taken. What do we see instead? We got a double pice. That too is no longer in circulation. When this question was being discussed this morning, my Honourable friend, Sir Muhammad Yamin Khan, suggested that the pice coin should have been withdrawn from circulation and when my Honourable friend, the Finance Member, asked him how, he did not reply. You cannot do it now. It is too late. The Government could have withdrawn the pice coin from circulation at the beginning. Now, it is too late. It is no more possible to withdraw it now. It has all gone to the black market or been hoarded. You should have withdrawn it long before and you should have followed the example of Malaya. Malaya was in your possession then. What they did there should have been followed here too. You have substituted a cheap metal coin for the double copper pice. No one feels strongly about that, because we have got something in circulation. But why did you not do that before? That is the grievance and that is what the Honourable Member wanted to bring to the notice of the Honourable the Finance Member.

Pandit Nilakantha Das (Orissa Division: Non-Muhammads): Has it been substituted?

Sir Abdul Halim Ghuznavi: Yes. It is in circulation already, and there will be no difficulty now in getting pice coin.

I think the intention of the Honourable Member who moved this motion was to learn from the Honourable the Finance Member what steps he has taken in this connection or what steps he intends to take to relieve the situation created by this shortage, and to bring the news, this coming relief to the masses. It is a poor man's trouble more than a big man's trouble. The poor man now cannot buy anything for a pice because he does not possess it and he cannot get it. It is not intended to treat it as a motion of censure because he only wanted to bring it to the notice of the Government, or, I may say, he wanted to draw the pointed attention of the Government to the problem and also know for himself what steps they have taken and what steps they intend to take.

Mr. Lalchand Navalrai: Sir, we are discussing a matter which has become a disease. (*An Honourable Member:* "Nuisance".) You may call it nuisance but it is really a disease, and a disease not only for the poor or the rich, but for both.

Dr. P. N. Banerjee: Disease of the body politic.

Mr. Lalchand Navalrai: Yes, it is. No one will deny that the disappearance of small coins has caused a very great inconvenience, and it is so much of inconvenience that the Government has connived at or acquiesced in the use of postal stamps as currency in these days. I think legally it is not a currency at all, but the Government has been driven to that necessity of acquiescing in, or not looking at that illegality, and allowing these stamps to be treated as currency. But the points which arise are: (i) Is it a disappearance of coin, or not? (ii) Who is responsible for it? and (iii) What steps are going to be taken to relieve the public of this very great necessity?

Sir, so far as the difficulties are concerned, one can appreciate that the small coins—copper ones—one pie, one pice and two pice coins—were doing a great service, especially to the poor. Now, what has happened? We cannot give to our children a pice which we used to give them, but we have, instead, to give them one anna. That has become the lowest unit. If you go to the railway station and ask for a ticket, the booking clerk says he has no change, and he persists in that. Now, if you want to go somewhere by a tonga, you have first to see whether you have some change in your pocket. If you have not, you have to give a rupee instead of two or four annas.

Sir Cowasjee Jehangir: Will the Honourable Member tell us where he gets a tonga for two annas or four annas?

Mr. Lalchand Navalrai: In smaller places, it is possible to get a *gari* at lower rate. I am not talking of millionaires' quarters, where they do not give less than two rupees to a *gariwala*.

Sir Cowasjee Jehangir: Can the Honourable Member go about anywhere in Delhi for four annas?

Mr. Lalchand Navalrai: Yes. From Western Court to Council House.

Sir Cowasjee Jehangir: You will not be taken now. (*Interruption.*) My Honourable friend says you have great influence over the tongawalas.

Mr. Lalchand Navalrai: It may be. In any case, if the tongawala charges anything less than one rupee, you cannot go in a tonga unless either you have a change in your pocket or you are prepared to give one rupee instead. The point is who is responsible for all this?

Dr. P. N. Banerjee: The Finance Member.

Mr. Lalchand Navalrai: There is a controversy over it. The Government would say that there is hoarding going on of the small coin. They would say that people are melting it and selling it as copper or copper materials. That is one part of the controversy. The other is that the Government is hoarding. The Government has coined a pice and in it we find there is lesser copper than the pice which was previously in circulation. Who has benefited?—The Government. Thus they have been hoarding. It is a clear proof.

The Honourable Sir Jeremy Raisman: Q. E. D.!

Mr. Lalchand Navalrai: That is the way they are hoarding. I submit that that way has been the policy of the Government, and it is not only with regard to copper pice. It is true of silver rupees also. A rupee formerly used to have silver in it worth fourteen annas. Gradually it was reduced to twelve annas. We do not know how much silver is now put in a rupee.

Dr. P. N. Banerjee: Less than eight annas.

Mr. Lalchand Navalrai: As they have done in the case of a rupee, so they do in the case of copper pice, namely, they devalue it. They should tell

us so. No one will prohibit them from doing that, but there should be an honest way of doing it. Now they throw the burden upon the people for hoarding.

So far as the hoarding by people is concerned, I heard my Honourable friend, Sir Yamin Khan, today giving us some evidence—I think he was feeling as if he was in a witness box, but he was not cross-examined. He said people are melting it and selling it at a higher price. I do not think there are very many cases of that nature. It may be that one or two cases may have been noticed. If it had been on a larger scale there would have been many cases of melting against them. There have been no such cases. Therefore, where is the proof of people melting the coins? On the other hand, Government has got the advantage of laying aside the amount of silver or copper which they diminish when new coins are minted. But what about the people? If I understood him aright, my Honourable friend said that the value of copper in a coin is only a little less than the face value of the coin. If it is so, why should they melt? What gain shall they have? What profit will it be to them to do that? Therefore, I am not inclined to

3 P.M. believe that people are melting and that that has been the cause of this disappearance of the small coins and the consequent extreme inconvenience to the people.

Then, Sir, if the Government had any intention of relieving the inconvenience—because they could see that the copper was disappearing—why did they not mint the new type of pice that they are making? Why was not that made long ago? They are always doing things too late. This is a belated step that they are taking.

I submit, Sir, that the responsibility and the remedy lie with the Government. My Honourable friend has said that it is the small shopkeeper who does not give credit to the people and wants cash in coins. I do not know if he found that in Calcutta. But in the mofussil, people cannot live without giving credit. They are not dealing with cash always. Even the small shopkeeper will die. He will starve because his profession is that—giving on credit. He lives on that. Therefore, why will he insist on cash being given at once? So, that also is not a reason for the present shortage. There is no need to cry over what has happened up to now. We want the situation to be improved, and it is up to the Honourable the Finance Member to say how it is to be done. The question has been put to him, and I repeat it: How is this trouble going to be removed by the Government? The sooner it is done the better.

Mr. Muhammad Azhar Ali: Sir, this question of the shortage of coins is considered very serious by the whole country though not by the European community but by the other communities at least.

Dr. P. N. Banerjee: The European community does not use small coins?

Mr. Muhammad Azhar Ali: True it is. My European friends can afford to pay any amount they like to the tongawallah. They can even travel free from one place to another. I am sure that Sir Edward Benthall and his railway officials will not perhaps dare catch such travellers, but they will catch hold of an Indian and send him to jail.

Dr. P. N. Banerjee: So, they travel without tickets?

Mr. Muhammad Azhar Ali: This is the way we Indians are feeling about the shortage of coins in the country. I tell the Government that shortage of coin is creating great dissatisfaction in the country, and I warn them that this, with other things, would go very much against the present British rule in India. Sir, whenever there is any question in this House or outside it about hoarding, the plea of the Government is that it is the Indian merchant, the Indian trader, the Indian *bania*, or those people who are melting coin who are to blame. I submit that this is an absurd proposition. We know what it is and I will tell you. I ask my friend, Sir Edward Benthall, if he has been

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to any railway station, or if he comes with me I will show him just as I can see with my eyes, and so can he

Pandit Lakshmi Kanta Maitra (Presidency Division: Non-Muhammadan Rural): He cannot see.

Mr. Muhammad Azhar Ali: He has eyes, I know. I ask my friends, the Honourable the Finance Member and also the Railway Member, what happens to the coin which passes into the hands of the Booking officers? Where does that coin go? It is crores and crores. Now, if my friend can give an explanation to that I will be highly obliged and satisfied. If the Government say that this coin goes to the public, I submit that it does not. It cannot. If I want a ticket for a second class fare from my city to my town, for which I have to pay nine annas, I am asked to give exactly nine annas and then I will get a ticket. How is it possible for me to get those nine annas when there is no change obtainable anywhere. I have to pay my motor hire, or the tongawallah, or the Ekkawallah and the coolie. I am concerned not only about myself. But I say that everyone who goes to the railway station has to produce small coins for paying there. Now, where is he to get the small coin from while the railway offices are hoarding. This theory of melting coin falls to the ground on this argument of mine if considered reasonably. If you want to blame the public and not your own officials, what can this House do? We are absolutely helpless.

There was a notification that small coins were about to come. Some of my Bombay friends may be able to say that they have seen those coins, but we are now here on the 10th of February and where are those coins? If the Finance and Railway Members take my points into consideration they will know where all the small coins are going. I even approached the Imperial Bank of India, Lucknow. I also approached the Station Superintendent. He said: "What can I do? The Imperial Bank of India does not give us any coin". I ask: Where does the railway send all those small coins? It is not a question of rupees. It is a question of small coins with which the poor people have to deal. The small traders cannot carry on any trade. When the poor people go to the *melas* and markets, they buy things for two annas and four annas. How is the small trader to deal with the people when these people cannot get two annas and two *paisas* even. The small trader cannot even send a man with a basket on his head to sell, because the public has not got the small change to buy anything from him. Sir, I inform the Government of what is happening. Now, Sir, our present Secretary of State says that he has to copy Akbar the Great and his constitution. I submit that during the days of Akbar the Great there was no paucity of coins in India? How can you copy the Constitution of Akbar the Great whose coinage was of gold?

Again, I ask the Government where those *cowries* of the time of Akbar have gone to? Why don't you offer those *cowries* to poor Indians? You don't require them. You want silver, copper and every other metal to go out of India. The real situation in the country, which you do not see, will open your eyes if you submit yourself to those conditions in which the poor Indians are placed today. I ask the Government why don't they take effective steps to stop the mischief of hoarding or whatever it may be and the trouble which is thus being created for the poor people. I do not say that rich people are in any trouble. They of course have got money. It was said in Delhi, when Americans first came here, that they used to give ten rupees to a *Tongawala* for a small trip. The poor Indian cannot do it. Europeans too may be able to do it.

Sir, even now if the Government of India is not benevolent enough to look after the interests of the poor Indian then I am afraid they are creating a great trouble in this country for themselves. Sir, I warn the Government before the situation takes a very very serious turn. You say that while we

are ruling India we have given you railways and other blessings; but all those blessings are nothing as compared with the difficulty which a poor man experiences in the absence of small coins to purchase his daily meals. Sir, I submit the remedy lies in the hands of Government. If you today issue special orders to all the District officers in respect of hoarding, to instruct the police officers to be very particular in the matter of punishment to be awarded to those who are in the habit of hoarding, the mischief will of course come to an end. What I mean is this. Instead of only giving small punishment of fines to hoarders for hoarding small coins, you should instruct the police officers that they will be offered some reward if they detect the persons who are in the habit of hoarding small coins and getting them punished. I am sure in this way coin hoarding will be finished. I do not think that by cross-examining me on this point my friends on the other side will get anything. However, this is one remedy. Instead of sending people to jail, I say again, give reward to the police officer in such cases as you give in case of other criminal offences. I am also sure corruption and bribery too will not be practised if you offer such rewards. So, I submit that the Government, at this juncture, when we have been asked by our constituents to come and ventilate in the Central Legislature their difficulties, should be alive to what is happening in the country. We have put forward our difficulties. Now, it must not be considered that because Mr. Neogy says so therefore the matter should be brushed aside. But the Government ought to be alive to the danger which the Government themselves, I hope, feel, and the people will suffer for all these mistakes which the Government will make.

Mr. K. C. Neogy: Sir, my Honourable friend, Mr. Azhar Ali's pointed reference to the practice that obtains at the railway stations and my Honourable friend, Mr. Lawson's rather rosy picture of Calcutta tempt me to relate my recent experience in this matter which I had only the other day. I had to send for my ticket from the head office of the East Indian Railway a few days ahead of the journey that I had to undertake for attending this Session. Here is a voucher that my clerk, whom I sent to the railway station, got in support of the expenditure on that occasion. It reads thus: "Railway fare Rs. 90-8-0. Actual fare Rs. 90-7-9. Since the booking clerk had no change this amount was rounded off". Now, Sir, I did not get change for annas eight though the total came to Rs. 90-8-0 after this rounding off. The second item is—"reservation charge annas eight". So, that is how the whole thing was rounded off. That is, Sir, my recent experience of the head office of the East Indian Railway in Calcutta.

I had had a similar experience at Sealdah railway station on the Bengal and Assam Railway. I had to undertake a short journey to a neighbouring district, and it so happened that I arrived at the station just about five minutes before the train had to leave. When I was told at the ticket office that there was no change, I was led to use forceful language. I can assure the House I am not in the habit of swearing, but could not help using such language as comes readily to any one who may be placed in such circumstances when he has to catch a train leaving in the course of five minutes. Now, that had an instantaneous effect. Out came the change correct to the half anna piece and direct from the till. That shows what is actually going on at the present moment. I have no personal experiences to relate with reference to the practice that obtains at the post and telegraph offices, but I have been assured by people who had their own experiences in this matter, that the practice there is exactly the same. They would insist upon getting change if you have any on your person, and then if the next man comes and asks for change they would say "No change. You can have some postage stamps if you like." That is the practice which is followed in the post offices.

My Honourable friend, Mr. Lawson, and the other Britishers in Calcutta live in a world of their own, and they cannot imagine the trouble and the

[Mr. K. C. Neogy.]

difficulties which are being experienced by the poorer sections of the people all over the country. I had occasion comparatively recently to undertake a journey in certain parts of my constituency, and I can bear testimony to the enormous difficulties which the people at large are suffering from on account of the disappearing coins—particularly the pice coin. My Honourable friend, Mr. Lawson, perhaps had no occasion to purchase half a pice worth of vegetables for his daily ration—and the people who have to resort to their half-pice for their daily vegetable supply can be counted in millions in this country. Just imagine what is happening to them. It is a very serious matter, and I do not think that the half-hearted manner in which it has been sought to be dealt with so far is at all justified by the gravity of the situation, I hope that when the Honourable the Finance Member gets up to reply he will not try to make out that there is something very peculiar in the Indian mentality which is very distrustful of anything by way of extraordinary circumstances, and which induces him promptly to take to hoarding. I was only the other day, reading an official journal issued on behalf of Australia by an organisation from Simla, and there I found almost similar experiences being mentioned in Australia. It was mentioned in that news bulletin that in Australia they had to resort to penal laws for the purpose of getting coins into free circulation. I have not yet had the privilege of seeing the new pice coin. I understand it is pierced in the centre and that perhaps represents a very wise precaution taken by the Honourable the Finance Member for providing additional security for those who have occasion to use their change, for you can now wear your change in the form of a necklace round your neck with the help of a rather thick string—I understand the hole in the centre is pretty large in size and you can string it with a thick piece of rope and wear it as a necklace, which would be an additional precaution and security, particularly in black out nights and in black markets. I should like to have some information from the Honourable the Finance Member as regards one particular point.

He has expanded the currency, the paper currency, by—I do not know—how many crores. I understand the expansion of currency has contributed actually to the shortage of paper to a certain extent. That I understand is one way of increasing the national wealth. However, I would like him to tell us as to whether, when he goes in for a continued increase in the note circulation, he is expected at the same time to keep up the supply of the smaller coins in any proportion to the total note currency that may be in force at any particular time, or is it merely the paper currency that may be expanded *ad libitum* without any corresponding expansion in the currency of the lower denominations. If transactions increase as a result of this increase in the number of paper notes, the transactions also necessitate a larger use of the coins of the smaller variety. The whole matter of coinage is controlled by an Act of the Legislature. In the year 1906, the Legislature passed the Indian Coinage Act, laying down the specifications of the different kinds of coin. As usual, this legislation has been amended by an Ordinance in 1942; and although in the original Act even the specifications had to be laid down by the Legislature, that right has now been taken away by that Ordinance and vested in the Executive Government. It is now open to the Government of India to change the specifications in whatever way they like; and I hold in my hand the relevant notifications that were issued about a year ago as a result of that amendment under the Ordinance. There I read that the specifications mentioned in that notification comprise not merely the two-anna piece, the one-anna piece, the half-anna piece but also the quarter-anna, and the half-pice or 1/8th of an anna. I really wonder what has happened to this half-pice piece, and to the pie or 1/12th anna piece, which are mentioned in the notification as being expected to be issued. Even the pice has become scarce. My

point is this: if you have taken all the authority into your own hands, you do not need to consult the Legislature in these matters. But have you discharged your responsibility? Have you discharged your responsibility by issuing coins of the various denominations of the smaller coins mentioned in your own notification? You have issued certain new specifications comprising not merely the pice, but also the half-pice or 1/8th anna and the pie or the 1/12th anna. Are they really in circulation? Are they being minted? The next point is, is there any proportion fixed as a matter of practice, which the coins of the smaller denomination must bear to the total currency at any particular point of time? On that point I should very much like to hear the Honourable the Finance Member.

Sir Cowasjee Jehangir: Mr. Chairman, I do not think there is any necessity for trying to prove before this Honourable House the scarcity of small coins or the great inconvenience suffered by the poorer people; it is self-evident wherever one goes. As a matter of fact, in this Imperial city of Delhi, if you go to the post office with a telegram you are given change in the form of stamps. You are not given small change—you have got to accept stamps or take no change at all. When you have come to such straits in this Imperial city of Delhi, it really proves that there is a shortage of small coin and that poorer people must be very greatly inconvenienced. It is also the fact that due to this shortage of coin some people are compelled to pay more for the necessities of life than they need have done if they had the change in their pockets, just as paying the tongawalla more than is perhaps necessary. But on the other hand, it gives an opportunity to people like the tongawalla to demand exorbitant fares, because he knows very well that there is no change available. As a matter of fact, last night, when trying to get from New Delhi Railway Station to the Western Court, I had to hire two tongas for my luggage and I was told by my servants that the tongawallas refused to move or allow my luggage to be loaded unless they received Rs. 2 for each tonga, the distance being, I repeat, from New Delhi Station to Western Court.

Mr. Jamnadas M. Mehta: You were lucky. They were asking me to pay Rs. 4 for one tonga.

Sir Cowasjee Jehangir: I do not mean to say that the shortage of small coin made this tongawalla demand Rs. 2, but if they had demanded Rs. 1-8-0 and my servant had only Rs. 2 in his pocket, he would have had to pay Rs. 2 owing to lack of change. At any rate, there are these great difficulties in existence, there is no doubt about it and they require no proof from anybody. But the most important and material point of the discussion is, how did this shortage take place and why? There is no doubt that in India there is much greater employment of labour to-day than there was ever before. There are more people employed, more labour employed than ever before, and wages have to be paid and more small coin is required for payment of wages. That is one reason why a larger amount of small coin is required, but it cannot account for the shortage of coinage as we see it to-day. There must be other reasons. Hoarding has been pointed out as the other reason. I have no doubt that many enterprising men have taken advantage of the position of the higher price of copper and hoarded, but even that cannot account for it altogether. Therefore, it is on these points that I personally require enlightenment. We know that there has been an issue of a large amount of small coin, but how it gets absorbed one cannot tell. Perhaps the Honourable the Finance Member, whose duty it is to study this question, will enlighten not only us but the whole country as to the causes of this great inconvenience, how he intends to remedy it, and assure us that he will pursue with the greatest diligence and severity any cases of hoarding that he comes across. I believe that has been done, but it ought to be done more rigorously. I do not think he will catch many,

[Sir Cowasjee Jehangir.]

but those whom he can catch ought to be punished, properly punished. I await the Honourable Member's explanation as to the causes of this great shortage.

The Honourable Sir Jeremy Raisman: I have listened with very great interest to what a large number of speakers had to say on this very perplexing subject which has caused so much hardship to the country and, I may very honestly say, so much anxiety to the Government. The last speaker wanted to know what we diagnosed to be the cause of the shortage, because obviously in dealing with any disease the diagnosis or the aetiology is an important preliminary to any treatment of the malady. Of all the observations made on the subject in this House, my own view coincides most nearly with the causes as put forward by the Honourable Member from the European Group, Mr. Lawson. I think that the initial difficulty probably arose from a contraction of credit, so that, in the first place, there was in certain parts of the country—only a very limited part of the country where there was panic—a sudden demand for far more small coin than was normally used in that part, a sudden demand for more than had ever been necessary there. When you get people thinking that they may have to run away to-morrow and they do not want to keep even a day's dues outstanding, when they all insist on having in their pockets as much cash as possible so that they can shut up their shops and go away at a moment's notice, you get a very abnormal demand for small coin, but that could not possibly affect by itself the situation all over India.

Sir Cowasji Jehangir: In how many places could it be? Very few.

The Honourable Sir Jeremy Raisman: That happened in very very few places, particularly in Calcutta where there was actual panic. The moment this happened in Calcutta, the Calcutta people began to make such a noise about it and began to say so much about it that it began to spread to other parts of the country. The curious thing is that in war time this sort of panic is highly contagious; it spreads rapidly. If a shortage of any commodity or thing in one part of the country is highly publicised, then it is almost certain that you will get a sort of phobia beginning in other parts of the country quite soon. It may be a genuine panic, or, again, it may be that certain classes of the population who are always on the lookout for ways to exploit shortage get a new idea. They say, "Ha, Ha, there is going to be a shortage of small coin, there is already a shortage in Calcutta. If there is shortage, that is one way in which one can hold up the community and make some money out of people wanting small coin. So it is worth while collecting it." I do believe that there were, as a matter of fact anti-social elements who operate on the sore spots in the community in times of war in order to exploit them.

Pandit Lakshmi Kanta Maitra: That is all wrong hypothesis.

The Honourable Sir Jeremy Raisman: There is no hypothesis about it. That is the operation of ordinary psychology. It starts with a panicky fear of shortage and passes immediately to profiteering.

Pandit Lakshmi Kanta Maitra: That is the morbid psychology of those who have not faced the situation with all seriousness.

The Honourable Sir Jeremy Raisman: It may be morbid psychology. But you have to understand morbid psychology in order to deal with morbid souls. It has been said that in the case of copper pice there has been actual melting in order to make a profit because the value of the metal is greater than the face value of the coin. Well, that could have been the case, but actually my own view is that that is not so. As far as I have been able to find out, the actual price of copper in the pice coin was never actually greater than the face value of the coin, certainly not in Bombay or Calcutta, nor even as far as I can ascertain, in Lahore where the black-market price of copper was the highest.

Dr. P. N. Banerjee: The metal is an amalgam?

The Honourable Sir Jeremy Raisman: It is an alloy; it is largely copper. As the price of copper advanced, there is no doubt that certain people thought it was a good thing to hold in case the price of copper should go above the melting point and it might become lucrative.

Maulana Zafar Ali Khan (East Central Punjab: Muhammadan): Will you please tell us why small coins are hoarded?

The Honourable Sir Jeremy Raisman: I have been trying to explain. Unfortunately, I lack certain qualities of the omnipotent, but I have been trying to apply my ordinary human faculties to the diagnosis of this curious phenomenon.

There is no doubt that once this type of shortage began to be publicised and the fear of shortage spread to other parts, then hoarding began in a very remarkable degree. Now, for instance, I have some statistics relating to the absorption of small coin in Delhi. Absorption is a technical term. I might point out that we proceed normally on the assumption that the use of currency is a two way operation. Unlike notes which get torn and have to be withdrawn and replaced, metal coin should last a very long time and in normal circumstances there should be as much coming in as going out. When there is more going out, we call it absorption and when there is more coming in we call it return. We are familiar with the fact that for some years and, especially since the war, the process has been one of absorption and absorption on a considerable scale. Honourable Members will remember that I have drawn attention to this subject in my budget speeches and have had to evolve a special procedure for dealing in a suitable way with the abnormally large profits which accrue to us from the abnormal absorption of small coins since the war began. Incidentally since my friend, Mr. Azhar Ali, has cast such sinister suspicions on our motives and on our handling of this matter, I may tell him that it is quite one of the most lucrative activities of Government and there is not the slightest reason why we should wish not to distribute as much small coin as the country will take. It is a highly profitable operation.

However, I was talking about the statistics in Delhi. The normal local absorption of small coin in the whole of Delhi was averaging Rs. 3,000 a day—that is, small coin of all kinds. Since the scare started, the demand rose to Rs. 20,000 a day of small coin and we actually met it in full at this rate for six weeks without making the slightest impression upon the demand. The demand of the railway stations trebled and that of the post offices increased twenty fold during that time. That is an indication of how rapidly, once a scare starts, hoarding begins and the normal two way traffic process is interrupted,—how rapidly the situation deteriorates and how difficult it becomes to deal with.

Now, another proof that hoarding is mainly the cause of the trouble is that in police raids all over the country we have actually unearthed large hoards and in certain places we have found that as soon as action was taken and hoarders were punished, there started to be a return of small coin to the banks. In one place, Rs. 75,000 worth of small coins returned within a few days of the prosecution of a few notable hoarders. Well, that is the best I can do for my Honourable friend, Sir Cowasjee Jehangir, in explaining the cause of the trouble. It may be that in addition sinister influences have been at work, deliberately inciting people to hoard and to cause trouble to the country or to the Government, as they would put it. It is one of those curious suicidal activities on which people apparently embark in these troublous times. It may be that that is a factor but I think the factors which I have mentioned are more important.

Now, what have we done to meet the situation? In the first place, we have done the obvious thing. We have increased the output of small coins. Now, the only way in which we can increase the output of small coin is by setting the mints working as hard as they can. We can only make small coin

[Sir Jeremy Raisman.]

in our mints and at the present time we only have two mints—one in Calcutta and the other in Bombay and they are working absolutely to capacity. We are also erecting a third mint in Lahore and I hope that it will be in operation at any rate by June. Now, I will give the house an idea of the scale of operations which is involved in trying to deal with this. Up to the end of January, 1943, we have actually minted not less than 2,131 million pieces in addition to what was in circulation before and what, as far as could be observed, was then reasonably essential for the needs of the country. Since the beginning of the war, up to the end of January, we have minted 2,131 million pieces.

An Honourable Member: Does that include pice also.

The Honourable Sir Jeremy Raisman: It includes pice also.

Sir Cowasjee Jehangir: Starting from what denomination?

The Honourable Sir Jeremy Raisman: From 8 annas down to one pice. In 1940, the absorption of small coins was 4 crores of rupees; in 1941, it was 5 crores of rupees and in 1942, up to the end of November, it had already reached 9½ crores of rupees. Now, the output of the two mints in Calcutta and Bombay has been stepped up from 16 million pieces of small coin a month at the beginning of the war to 70 million pieces a month last summer and it has now reached the rate of 125 million pieces a month. We are pouring out small coin at the present moment at the rate of 125 million pieces a month. It is a colossal quantity. (*An Honourable Member:* "It is highly profitable to you.") Yes, I have said so. We are pouring out this colossal quantity and it hardly seems to make an impression on the situation, although there has been definitely some easing in various places. But that is the magnitude of the operations. Both our mints are working 24 hours a day. We have got ample stocks of metal and we hope to increase the output still further when the Lahore mint starts manufacture. From Lahore, we hope to put out another 30 million pieces a month.

Mr. Chairman (Syed Ghulam Bhik Nairang): The Honourable Member has two minutes more.

The Honourable Sir Jeremy Raisman: I shall try to finish soon. I do not know how long this country can go on absorbing small coin at this fantastic rate but we shall go on pouring it out, since the demand is there.

Babu Baijnath Bajoria: What about minting for Australia?

The Honourable Sir Jeremy Raisman: I will come to that in a moment. That is what we are doing by way of the output of coins. The only other class of measures we can go in for is to endeavour to put a stop to this hoarding and to secure the free circulation of the supplies already available. We have been concentrating on that aspect of the matter. The acquisition of coin in excess of personal or business requirements for the time being and the selling of coin at a price above its face value are offences under the Defence of India Rules and we have been making every effort to trace offenders and to secure their conviction. To facilitate detection, liberal rewards have been offered to those on whose information convictions are secured. That is one of the suggestions that was made in the House today and it is a suggestion which we are actually putting into practice; and in order to expedite the disposal of such cases, these offences have been made triable by summary procedure. We put out a press note on that subject a short time ago. Again, in order to protect further issues of pice against hoarding in the hope that a future rise in the black market of copper might make melting profitable, we have devised a new design of pice which weighs 80 grains against the former 75 grains and we have put this into circulation from the 1st of February. My Honourable friend Mr. Neogy, aroused some hilarity on the subject of our new pice. We do not mind causing a little innocent fun and so on, but I do hope he realises that in so far as the

hoarding of the old pice is stimulated by the high value of its metallic content the only way to deal with the matter is to try and put up a coin which has a lower and less attractive metal value. Unless you are to make a coin which is so small that it cannot be conveniently handled, the next best thing is to have a coin with a hole in the middle. That is not only our bright idea but it is an idea which has occurred to many countries before us. It is quite a commonplace in currency practice.

Babu Baijnath Bajoria: Is it not a fact that the old pice which comes into Government hands is not returned again for circulation but is melted for making new coins?

The Honourable Sir Jeremy Raisman: Now that we are making a smaller pice, naturally as the old pice comes in we should be able to make $2\frac{1}{2}$ pice from what was before one pice, but that would be in the public interest in order to make the supply of metal go as far as possible.

There is just one point I want to deal with before I sit down and that was the point about Australian coinage. The position in respect of orders for foreign coins is this. Our mints have always normally been prepared to accept foreign orders because they are quite lucrative transactions. As soon as the shortage in our small coins position became apparent we slowed down the execution of the foreign orders and the position at the moment is that the foreign orders absorb less than 1 per cent. of our total capacity and we are not accepting any more foreign orders. We have slowed down to the minimum. It should be remembered, after all, that the other countries too have their difficulties and at the time when we accepted these orders there was no reason to think that the conditions would be so acute in India. At any rate, we have slowed down the rate of execution of these orders to a speed which has a negligible effect on our total output. In the circumstances, I hope the House will realise that the Government has treated this matter with the utmost seriousness and is doing everything it can to remedy what it realises is a most terrible hardship to the population.

[At this stage, Mr. President (The Honourable Sir Abdur Rahim) resumed the Chair.]

Babu Baijnath Bajoria: Sir, all sections of the House, including even the Finance Member, have agreed that a serious situation has been created in this country on account of the shortage of small coins. The Finance Member has given us figures about the minting capacity of the Mints and he has also said that hoarding is going on in the country which started from Calcutta on account of the wild panic there. I do not know how far this statement is correct because in Calcutta the pice and other small coins are as much scarce, as they are in Delhi. I do not agree at all with my friend, Mr. Lawson, that pice is returning in Calcutta and can be had there. He is sitting in a very big palatial building of the Imperial Chemical Industries and they do not give any credit to anybody and always follow the policy of cash and carry.

Sir Cowasjee Jehangir: Don't they give you any credit?

Babu Baijnath Bajoria: I do not want any credit from them. We have to deal with all sorts of people, big and small, and we know how difficult it is to get pice even for ordinary transactions and for the poorer people to buy their daily necessities in the bazaar.

As regards psychology, these are high theories and I am not so educated and learned as to go into all those higher spheres. But what I want to say is that we must have sufficient small coins to meet the ordinary needs of the people. The diagnosis which the Honourable the Finance Member has related is not correct. If it were correct, the disease would have been cured. Because the disease is still there, the temperature has not gone down from 105 to even 104, I think his diagnosis is absolutely incorrect. So, I think he should go further into the matter and consult another expert doctor, not from abroad, but

[Babu Baijnath Bajoria.]

from within who knows the conditions in this country well, so that this question may be more seriously considered. I quite agree by the figures which he has given that the minting capacity of the two Mints has gone up and we are glad to learn that a third Mint is also going to be put into operation soon in Lahore. But as my friend, Sir Cowasjee Jehangir, has pointed out, the demand for small coins has also gone up considerably and he should try to meet this demand. This is a serious matter and it affects the poor much more than the rich. I have tabled this motion of adjournment to serve the needs of the poorer section of the community.

Dr. P. N. Banerjee: You have rendered a service.

Babu Baijnath Bajoria: I would render a service if as a result of this motion they get more pice and more coins. In that case, I shall surely consider having done some service but merely talking out the motion or making speeches will

4 P.M.

not do them any good. Sir, I do not want to withdraw my motion and I would like to press it to a division.

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

"That the Assembly do now adjourn."

The Assembly divided:

AYES—26.

Abdul Ghani, Maulvi Muhammad.
Abdullah, Mr. H. M.
Azhar Ali, Mr. Muhammad.
Bajoria, Babu Baijnath.
Banerjee, Dr. P. N.
Chattopadhyaya, Mr. Amarendra Nath.
Dam, Mr. Ananga Mohan.
Das, Pandit Nilakantha.
Deshmukh, Mr. Govind V.
Essak Sait, Mr. H. A. Sathar H.
Fazl-i-Haq Piracha. Khan Bahadur
Shaikh.
Joshi, Mr. N. M.
Kazmi, Qazi Muhammad Ahmad.

Krishnamachari, Mr. T. T.
Lalchand Navalrai, Mr.
Maitra, Pandit Lakshmi Kanta.
Mehr Shah, Nawab Sahibzada Sir Sayad
Muhammad.
Mehta, Mr. Jamnadas M.
Murtuza Sahib Bahadur, Maulvi Syed.
Nairang, Syed Ghulam Bhik.
Neogy, Mr. K. C.
Parma Nand, Bhai.
Raza Ali, Sir Syed.
Sant Singh, Sardar.
Siddique Ali Khan, Nawab.
Zafar, Ali Khan, Maulana.

NOES—32.

Abdul Hamid, Khan Bahadur Sir.
Aiyar, Mr. T. S. Sankara.
Aney, The Honourable Mr. M. S.
Benthall, The Honourable Sir Edward.
Bewoor, Sir Gurunath.
Caroe, Mr. O. K.
Chapman-Mortimer, Mr. T.
Dalal, Dr. Sir Ratanji Dinshaw.
Dalpat Singh, Sardar Bahadur Captain.
Ghuznavi, Sir Abdul Halim.
Gray, Mr. B. L.
Gwilt, Mr. E. L. C.
Haidar, Khan Bahadur Shamsuddin.
Ismaiel Alikhan, Kunwer Hajee.
Jawahar Singh, Sardar Bahadur Sardar
Sir.
Jehangir, Sir Cowasjee.

Lawson, Mr. C. P.
Maxwell, The Honourable Sir Reginald.
Miller, Mr. C. C.
Mody, The Honourable Sir Homi.
Pillay, Mr. T. S.
Raisman, The Honourable Sir Jeremy.
Richardson, Sir Henry.
Sarkar, The Honourable Mr. N. R.
Spear, Dr. T. G. P.
Spence, Sir George.
Stokes, Mr. H. G.
Sultan Ahmed, The Honourable Sir.
Thakur Singh, Major.
Trivedi, Mr. C. M.
Tyson, Mr. J. D.
Wakely, Mr. L. J. D.

The motion was negatived.

The Assembly then adjourned till Eleven of the Clock on Thursday, the 11th February, 1943.