

14th September 1942

THE LEGISLATIVE ASSEMBLY DEBATES

(Official Report)

Volume III, 1942

(14th September to 24th September, 1942)

SIXTEENTH SESSION OF THE FIFTH LEGISLATIVE ASSEMBLY 1942

Chamber Furnigated... 18/X/22



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

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

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THE
LEGISLATIVE ASSEMBLY DEBATES
(OFFICIAL REPORT OF THE SIXTEENTH SESSION OF THE
FIFTH LEGISLATIVE ASSEMBLY).

VOLUME III—1942

LEGISLATIVE ASSEMBLY

Monday, 14th September, 1942.

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 Sixteenth Session of the Fifth Legislative Assembly, pursuant to Section 68-D (2) of the Government of India Act, as set out in the Ninth Schedule to the Government of India Act, 1935. Mr. President (The Honourable Sir Abdur Rahim, K.C.S.I.) was in the Chair.

MEMBERS SWORN :

- The Honourable Malik Sir Firoz Khan Noon, K.C.S.I., K.C.I.E.
(Defence Member);
- The Honourable Sir Edward Charles Benthall (Member for War
Transport);
- The Honourable Dr. Bhimrao Ramji Ambedkar (Labour Member);
- Mr. Frank Reginald Anthony, M.L.A. (Nominated Non-Official);
- Sir Gurnath Venkatesh Bewoor, C.I.E., M.L.A. (Secretary,
Posts and Air Department);
- Mr. John Dawson Tyson, C.B.E., M.L.A. (Secretary, Department
of Education, Health and Lands);
- Mr. Chandulal Madhavlal Trivedi, C.S.I., C.I.E., O.B.E., M.L.A.
(Secretary, War Department);
- Sir John Hugh Francis Raper, M.L.A. (Government of India:
Nominated Official);
- Mr. Prem Nath Thapar, M.L.A. (Government of India: Nominated
Official); and
- Mr. Aga Hilaly, M.L.A. (Government of India: Nominated
Official)

STARRED QUESTIONS AND ANSWERS.

(a) ORAL ANSWERS.

ABOLITION OF THE TELEGRAPH OFFICE AT MANOOMUKH, ASSAM.

1. ***Mr. Ananga Mchan Dam:** (a) Will the Secretary of the Posts and Air Department be pleased to state why the telegraph office of more than fifty years' standing at Manoomukh (Assam) has been abolished?

(b) Is he aware that the Post Office at Manoomukh was a combined Post and Telegraph office?

(c) Is he aware that there is no other telegraph office within ten miles radius of Manoomukh?

(d) What is the criterion adopted by Government in deciding to reduce the Post and Telegraph facilities for the public?

Sir Gurunath Bewoor: (a) The telegraph branch of the combined Post and Telegraph office at Manoomukh has been closed down temporarily as the signalling establishment of that office was required for employment in a more important office where, owing to the emergency created by the war, it was essential to keep the latter open for 24 hours.

(b) and (c). Yes.

(d) Due to circumstances created by the War, it has become necessary to increase the working hours of certain telegraph offices for defence and administrative reasons and as the additional signalling hands required for the purpose are not readily available from outside, it has been decided to withdraw such staff from the less important telegraph offices, in consultation with the local authorities, closing down the telegraph branch of such offices temporarily until more trained hands become available.

Pandit Lakshmi Kanta Maitra: Do I understand the Honourable Member to say that it is because of the shortage of signallers that these telegraph offices have been closed down?

Sir Gurunath Bewoor: Yes, Sir. The shortage has been caused due to the increased working hours of certain offices which formerly worked shorter hours and did not want so many signallers. Now, in war these offices have to be kept open for 24 hours for urgent traffic and therefore as we could not find the additional signalling hands required for the purpose we have drawn them from the less important telegraph offices, but they will be replaced as soon as the men now under training are available.

Mr. Lalchand Navalrai: May I know from the Honourable Member how much was it costing the Government to maintain the telegraph portion of the combined Post and Telegraph Office at Manoomukh?

Sir Gurunath Bewoor: I have not got the information at the moment.

Mr. Lalchand Navalrai: May I know from the Honourable Member which is the convenient way for the people to send telegrams or to receive telegrams?

Sir Gurunath Bewoor: Is the Honourable Member referring to the Post Office at Manoomukh?

Mr. Lalchand Navalrai: Yes.

Sir Gurunath Bewoor: They will have to go to the nearest telegraph office or hand over the telegrams at Manoomukh Post Office to be sent to the nearest telegraph office by post.

Mr. Lalchand Navalrai: May I know from the Honourable Member how far is that telegraph office from this post office?

Sir Gurunath Bewoor: Ten miles.

Mr. Lalchand Navalrai: Will the Honourable Member give instructions that the telegrams handed over at this post office should be sent at a certain time of the day to the nearest telegraph office?

Sir Gurunath Bewoor: That is the arrangement, Sir. The telegram is booked and is sent with the next mail despatched to the nearest telegraph office.

Dr. Sir Ziauddin Ahmad: May I ask whether he is sure that petrol will be available for that?

Sir Gurunath Bewoor: It is sent through runners, or railway whichever is available.

Mr. Ananga Mohan Dam: Is the Honourable Member aware that the present Postmaster at Manoomukh knows telegraphy also and he would be there? What is the justification, therefore, of reducing this facility to the public when the present postmaster knows signalling?

Sir Gurunath Bewoor: I will make an enquiry as to whether what the Honourable Member states is correct.

Mr. Ananga Mohan Dam: Is the Honourable Member prepared to open the telegraph branch of this post office when the circumstances permit?

Sir Gurunath Bewoor: Certainly.

PROPAGANDA AND PUBLICITY ACTIVITIES OF THE AGENT GENERAL OF INDIA IN THE UNITED STATES OF AMERICA.

2. ***Mr. K. O. Neogy:** (a) Will the Foreign Secretary please state in what official relationship, if any, does the Agent General of India in U. S. A. stand with the British Embassy?

(b) Are propaganda and publicity among the recognised functions of Sir Girja Shankar Bajpai, Agent General of India in the United States?

(c) Are the activities of Sir Girja Shankar Bajpai and Mr. Henneay, his Publicity Officer, in this behalf, intended to bring about a good understanding between U. S. A. and India, and are they in constant touch with the U. S. A. Press?

(d) Does Sir Girja Shankar Bajpai regularly receive instructions from the Government of India as regards the line that he has to take in the matter of carrying on propaganda in U. S. A., and does he regularly inform the Government of India of his activities in this behalf and the results achieved thereby?

(e) Is the Honourable Member prepared to lay on the table the correspondence that has passed between any Department of the Government of India and Sir Girja Shankar Bajpai, or his Publicity Officer, regarding their propaganda and publicity work in the U. S. A., since April last?

Mr. O. K. Caroe: (a) The Agent General for India in the United States of America is attached to His Majesty's Embassy at Washington.

(b), (c) and (d). Yes.

(e) No.

Sardar Sant Singh: May I know from the Honourable Member if Sir Girja Shankar Bajpai was supplied with a copy of confidential circulars of Sir Frederick Puckle in this connection?

Mr. O. K. Caroe: I would like to have notice of that question. I have not heard of it.

Sardar Sant Singh: May I know whether the Foreign Department is aware of the fact that the instructions issued by Sir Frederick Puckle to the various leaders to publish statements condemning the Congress movement were communicated to him and he was getting his inspiration from those circulars?

Mr. O. K. Caroe: I think the Honourable Member should put that question to the Honourable Member in charge of Broadcasting.

Sardar Sant Singh: From how many Departments of the Government of India does he receive instructions?

Mr. O. K. Caroe: He may receive instructions from any Department, e.g., the Commerce Department. But he works in direct communication with the External Affairs Department on matters of policy and there are many other matters in which he may receive instructions from that Department.

Mr. K. C. Neogy: Although attached to the British Embassy, is he working directly under the instructions of the Government of India?

Mr. O. K. Caroe: Yes. If the Honourable Member will refer to a previous question which was asked on this very subject, he will find the answer to that question is in the affirmative.

Mr. K. C. Neogy: Is the Honourable Member forwarding the suggestions as regards his propaganda work in America, as received from the other Departments of the Government of India?

Mr. O. K. Caroe: On occasions, yes; on occasions, no. *

Mr. K. C. Neogy: With regard to the present political situation, has the Honourable Member forwarded the instructions of any Department of the Government of India to the Agent General for being utilised in propaganda in America?

Mr. O. K. Caroe: I have forwarded instructions from the Government of India on certain occasions regarding publicity and propaganda.

Mr. K. C. Neogy: With regard to the present political situation? To what effect were they?

Mr. O. K. Caroe: I am not prepared to disclose those instructions.

Sardar Sant Singh: May I know if the Honourable Member is willing to forward instructions to Sir Girja Shankar Bajpai to make propaganda of the views of the opposition in this country against the American writings?

Mr. O. K. Caroe: Views of the opposition in this country against the American writings?

Sardar Sant Singh: Yes, Sir.

Mr. O. K. Caroe: What opposition and what writings is the Honourable Member referring to?

Sardar Sant Singh: I will try to explain it. The Honourable Member knows that there is a very important section in this country who resents writings in the American press about India. Is he prepared to forward them before he sends on these reports?

Mr. O. K. Caroe: I do not think it is necessary to forward publicly expressed views. There are many American correspondents in this country.

Mr. K. C. Neogy: Isn't it a fact that American correspondents have already complained about the rigid censorship which the Government of India is exercising over their work?

Mr. O. K. Caroe: They have not been under any more than the ordinary restrictions.

Mr. N. M. Joshi: May I ask if Sir Girja Shankar Bajpai is asked to make periodical reports of his activity in the United States to the Government of India?

Mr. O. K. Caroe: Yes. Sir Girja Shankar Bajpai does make periodical reports.

Mr. N. M. Joshi: May I ask whether the reports of the other Agents of the Government, e.g., in South Africa and other places publish their reports? Will the Government of India be pleased to publish the reports from Sir Girja Shankar Bajpai?

Mr. O. K. Garoe: Confidential reports cannot be published. If the reports relate to publicity, it could be considered.

Sir Cowasji Jehangir: The Honourable Member has used the word "Instructions" on several occasions. Does he mean to imply that any advice given from India Sir Girja Shankar Bajpai is forced to follow? Are they instructions, or advice, or information that is sent from here? What does he mean by instructions?

Mr. O. K. Garoe: The Agent General must be kept properly informed. All diplomatic agents have a very considerable amount of discretion.

Sardar Sant Singh: May I know, Sir, in connection with the reply just given by the Honourable Member, whether any adverse views can be sent at public expense? Is the Honourable Member prepared to assure this House, that if some Members of the opposition want to forward the real state of affairs in India, Sir Girja Shankar Bajpai will publish them in the American press: or will it not be censored?

Mr. O. K. Garoe: I am not prepared to give that undertaking.

STEPS FOR PRODUCTION AND SUPPLY OF WAR MATERIALS.

3. ***Sir F. E. James:** Will the Honourable Member for Supply be pleased to state what steps he has taken since the last Session of the Legislative Assembly:

- (a) to increase the production and supply of war materials in India;
- (b) to put into effect the recommendations of the United States of America Technical Mission; and
- (c) to rationalise those industries dealing with essential war requirements so as to ensure greater production and more effective utilization of such transport facilities as are available?

The Honourable Sir Homi Mody: I propose to give very full answers to these questions.

(a) The work of the Supply Department being continuous it is difficult to give information with precise reference to a particular starting date. The following are some of the more important developments of 1942:

(i) *Directorate General of Munitions Production.*—Two important additions to the Ordnance Factories have been sanctioned, and a third is under discussion with His Majesty's Government.

Two schemes to increase the production of steel have been decided upon in agreement with the Steel industry. One of these schemes will expand present production by about 25 per cent.; the other provides for the manufacture of alloy and tool steels. A third scheme will improve production of a category of steel now in short supply. A fourth scheme, still under technical examination, provides for the addition of important balancing equipment.

A "Civilian Repair Organisation" for service aircraft has been established, and is undertaking a considerable volume of work.

Assistance has been given to a company engaged on the production of aluminium from Indian bauxite.

Assistance has also been given to a new cable company which up to date has made good progress, and is expected to begin production within a few months.

The machine tools required to balance the plant of five selected machine tool manufacturers have been ordered, and His Majesty's Government have agreed to make a team of six technical officers available to organise production.

Plans have been approved, and are being executed, for the provision of alternative industrial capacity in case dispersal becomes necessary.

(ii) *Directorate General of Supply*.—In the cotton textiles group agreement has been reached with the industry for the reservation of 35 per cent. of mill capacity for war work.

In the miscellaneous textiles group an important scheme for the filature reeling of silk has been sanctioned and is being executed. This scheme will more than double present output.

Clothing production is being stepped up rapidly. The manufacture in India of statichutes has been established. Plans for the production of barrage balloons in India are being finalised.

The production of leather goods is being stepped up with an organisation similar to that successfully adopted for clothing. A scheme to double the production of army boots has been sanctioned, and the machinery is being ordered. The export of hides of the types required by the Defence Services has been prohibited. Twenty-seven tanneries are being brought under special control for this purpose.

An important agreement has been reached under which exploration for petroleum will be resumed immediately.

Progress has been made with the refining of Baluchistan Sulphur, though up to the present the quantities refined are small. The Sulphur rock is being used directly in chamber plants on a considerable scale. A plan for the production of carbide in India is being finalised.

The production of an improved stirrup pump designed in India has been established, and the assembly of trailer pumps in India has been increased.

Sawmill capacity is being expanded by the Timber Directorate, and a complete new sawmill unit is expected from America.

Plant has been ordered from America to double the production of army biscuits.

(iii) *Directorate General of Ship Repairs and Ship Construction*.—This new organization is taking over ship construction from the Directorate General of Munitions Production, and is also improving the repair facilities of India. It has undertaken one scheme at Government expense for the provision of a new repair shop, and has assisted a private firm in the execution of another similar scheme.

(iv) *Electrical Commissioner*.—Orders have been placed for a reserve of generating sets and boilers of a well-known type.

(v) *Small scale industry*.—(a) The scheme for the use of small scale industry has been developed, and a large number of orders have been placed. Some idea of the volume of production obtainable from the organisation of local resources is given by the fact that, in one Province alone, the output of pith hats has exceeded 80,000 in one day.

(b) The report of the American Technical Mission was referred to the newly constituted War Resources Committee for further action. Each recommendation of the Mission has been carefully examined, and satisfactory progress has been made. Many of the new developments to which I have already referred were among the projects recommended by the Mission, and they are receiving the Mission's active support.

(c) In the field of rationalization of industry, the War Resources Committee instructed the Directorate General of Supply to deal first with the tanning and boot making industries and with the rubber manufacturing industry. The tanneries capable of making leather of the quality required for the Defence Services are being brought under control. The Controller of Rubber Manufactures is proceeding gradually with his plans for the more effective use of India's supply of raw rubber.

On the Munitions Production side, the War Resources Committee approved the appointment of an Additional Director General to report on the possibility of rationalizing the general engineering industry. The Additional Director General (Major General Wood) examined 101 cases, and has selected 19 for more detailed examination. Seven schemes have now been propounded for immediate execution.

In addition to the rationalization measures referred to above, the Jute Mills Association were invited by the Commerce Department to undertake certain measures to reduce their demands for railway wagons. The Association have introduced a scheme which is expected to result in a considerable reduction.

Sir F. E. James: Can my Honourable friend give me details as to the progress that has been made in the rationalization of the machine tool industry?

The Honourable Sir Homi Mody: Five machine tool making plants are going to be assisted with plant and equipment from the United Kingdom at Government expense and a technical team is coming out from the United Kingdom for that purpose.

Dr. Sir Ziauddin Ahmad: Will the Honourable Member please elucidate one of the discoveries on the production side which he has made, which I would call epoch-making, that he has stopped all export of hides thus allowing a large number of hides in this country to be rotten away?

The Honourable Sir Homi Mody: I am going to answer that question presently; but I would only like to say now that I do not claim it either as an invention or a discovery.

Dr. Sir Ziauddin Ahmad: He has described it as an achievement of production which he has made; is it a production?

The Honourable Sir Homi Mody: I was dealing with the activities of the department and these activities go beyond merely production; they embrace schemes of production, rationalization and the like.

Dr. Sir Ziauddin Ahmad: It is a negative activity, letting a particular article to be rotten away without being of use to anybody.

The Honourable Sir Homi Mody: My Honourable friend will be able to satisfy himself presently when he asks his question, whether it is my intention to allow hides and skins to rot away or to be utilised to the greater benefit of the country.

Mr. Lalchand Navalrai: May I know if these schemes which the Honourable Member has mentioned are temporary for the war time only or whether they will subsist after the war?

The Honourable Sir Homi Mody: Some schemes will certainly, I hope, continue to exist after the war. Those schemes which are intended purely for the purpose of increasing munition production may have to be scrapped, but these are questions on which it is impossible to dogmatise at this stage.

Sardar Sant Singh: Have these recommendations been published and if so, have copies been supplied to Members of this Assembly?

The Honourable Sir Homi Mody: A very full summary has been published. It records all the recommendations.

Sardar Sant Singh: Why not the full text be published so that we may know the whole thing?

The Honourable Sir Homi Mody: The full text contains confidential matter which the Mission themselves wished to be regarded as confidential.

Sardar Sant Singh: Has the Honourable Member read the full report himself?

The Honourable Sir Homi Mody: Whenever I have a little time I try and do my job!

Sardar Sant Singh: Why not the Honourable Member give a straight reply—has he read the recommendations as a whole?

The Honourable Sir Homi Mody: What does the Honourable Member think I am here for?

STEPS FOR FULLEST UTILIZATION OF ALL FORMS OF TRANSPORT, GREATER USE OF PRODUCER GAS AND PROPER ALLOCATION OF PRIORITIES FOR FOODSTUFFS.

4. ***Sir F. E. James:** Will the Honourable Member for Railways and War Transport be pleased to state what steps have been taken, or are in contemplation, to ensure:

- (a) the fullest utilization of all forms of transport by rail, sea, inland waters, road and air;

- (b) the greater use by buses, lorries and private cars of producer gas, and the production of the necessary apparatus at a reasonable cost; and
- (c) the proper allocation of priorities for foodstuffs for the civil population in view of the undoubted hardships now suffered in various parts of India, particularly by the poorer classes?

Sir Edward Benthall : (a) The Honourable Member is doubtless aware that the new Department of War Transport, whose creation was announced on the 9th July last, was designed to secure the very object mentioned in this part of the question. The Department includes Major Ports, Railway Priorities, the utilisation of Road and Inland Water Transport, Petrol Rationing and the use of Producer gas. The portfolio of the Member for War Transport also includes the Railway Department, but not Civil Aviation and Indian registered shipping. The question of Civil Aviation is one of communications rather than war transport. As regards sea transport, Indian registered shipping is under the Commerce Department, while British registered shipping is controlled by the British Ministry of War Transport. The closest liaison is maintained between the War Transport Department, the Commerce Department and the representative of the Ministry of War Transport in Delhi in day to day administration and also through a Central Priorities Committee on which these Departments are represented.

(b) The question of the conversion of transport vehicles to producer gas has engaged the active attention of my Department, and before that, of the Communications Department, in consultation with Provincial Governments, for the past six months. I am glad to say that the Madras Government has led the way in this matter and by the end of June last had carried through the conversion of 3,000 vehicles. I have not up to date figures with me, but provincial returns show that throughout British India 5,377 transport vehicles have been converted to producer gas. Quotas for steel have been obtained with the object of converting a further 12,000 vehicles by the end of the year, but whether this programme can be completed by the time indicated I am not in a position to say. As private cars consume much less petrol than transport vehicles, we devoted our attention in the first instance to the latter, but are now considering how far we can allot controlled steel for car plants. As regards the price of producer gas plants, there have recently been complaints that exorbitant prices are being charged. I recognise that this problem must be tackled and it is receiving the attention of my Department.

(c) The food requirements of Provinces are receiving priority. During the period 5th to 29th August, all Railways were instructed to concentrate on the movement of food grains, salt and sugar to the greatest possible extent. Since then, instructions have issued that special efforts should be made to meet the programmes of inter-provincial movements arranged by the Wheat Commissioner and the Sugar Controller, and that endeavours should be made to meet the requirements of Provincial Governments on a liberal scale, in regard to inter-provincial as well as internal movements of all foodstuffs. These orders will expire at the end of this month and thereafter, after reviewing the food position in the Provinces, we shall continue to give such priority to the movements of essential foodstuffs as may be necessary.

Pandit Lakshmi Kanta Maitra: With regard to part (c), may I inquire of the Honourable Member if he is aware that whereas in Bihar about sixty wagons were available for the supply of salt, no wagons were available for the supply of salt to Bengal and a complaint regarding that was made to the Honourable Member?

The Honourable Sir Edward Benthall: I believe that the salt position in Bengal is satisfactory at the moment.

Pandit Lakshmi Kanta Maitra: I want an answer to my question. Is it not a fact that the Honourable Member's Department did not pay any attention to the Bengal Government demand for wagons for the supply of salt to that province, whereas sixty wagons have been made available to the Province of Bihar?

The Honourable Sir Edward Benthall: My Department was endeavouring to arrange transport of salt by sea, and, as I have previously answered, with some success, as the salt position in Bengal is at the moment satisfactory.

Pandit Lakshmi Kanta Maitra: Is he aware that for the province of Assam no wagon was available for the supply of sugar?

The Honourable Sir Edward Benthall: I am not aware of that factor.

Dr. P. N. Banerjee: With regard to the answer to part (c) of the question, will the Honourable Member consider the desirability of including a few members of the Opposition in the Assembly as members of the Priorities Committee in view of the fact that a great deal of dissatisfaction has been expressed in regard to priorities for foodstuffs?

The Honourable Sir Edward Benthall: I am afraid that I cannot accede to that request, but I am always anxious to receive information from the public on any shortages of foodstuffs.

Mr. Lalchand Navalrai: May I know from the Honourable Member with regard to his answer to part (c) of the question, if any proportion or ratio has been fixed for the allocation of priorities of foodstuffs for civil population with regard to the giving of wagons and transport? Has any ratio been fixed, or any proportion such as, so much will be for the general public and so much for war purposes and so on?

The Honourable Sir Edward Benthall: No particular proportion has been fixed, but the priorities organisation is constantly watching the position. They are not only asking the railways to give priorities in general to foodstuffs, but are also from time to time arranging for special movements of foodstuffs wherever they may be found necessary.

Pandit Lakshmi Kanta Maitra: May I know whether there is any agency which is responsible for this allocation business?

The Honourable Sir Edward Benthall: The Department, acting on the advice of the Central Priorities Committee, gives general instructions to the railways, or inland water transport as the case may be, which move the goods.

Mr. K. C. Neogy: What is the composition of this priorities organisation?

The Honourable Sir Edward Benthall: It consists of myself in the Chair and representatives of the different Departments of the Government including the military authorities.

Mr. K. C. Neogy: To what extent have the local administration authorities of the railways a free hand in regard to the allocation of priorities?

The Honourable Sir Edward Benthall: Considerable general latitude is given to the local railway authorities to act in accordance with the general instructions which are given to them.

Mr. K. C. Neogy: Will the Honourable Member be pleased to lay on the Table of the House a copy of the general instructions to which he has just made reference?

The Honourable Sir Edward Benthall: No, Sir. They are constantly changing. Instructions are given from day to day.

Mr. N. M. Joshi: May I ask whether the Honourable Member is making any effort to co-ordinate the activities of the Departments in moving goods from one place to another in order to avoid waste of effort? I had heard that sugar from the Deccan is moved to Northern India by the military, while the Civil Departments of the Government move sugar from Northern India to the Deccan, thus causing unnecessary waste of effort.

The Honourable Sir Edward Benthall: Government gives its attention to those sorts of questions every day and it welcomes information from the public on all such cases so that we may be able to adjust them.

Pandit Lakshmi Kanta Maitra: With regard to the reply to part (b) of the question, the Honourable Member said that about 5000 motor transport vehicles were changed over to producer gas. Is the Honourable Member in a position to give us the number of motor-transport vehicles in this country and the percentage of those driven by the producer gas?

The Honourable Sir Edward Benthall: There are about 45,000 transport vehicles in civil use in the country at the present time, and I think 28,000 of them are motor buses and 17,000 are lorries.

Pandit Lakshmi Kanta Maitra: Out of this 45,000 transport vehicles, the bulk is under the command of the military or is requisitioned for military purposes. I am now asking the Honourable Member what percentage of the public transport vehicles is available for transport of food-stuffs and other commodities so as to relieve congestion on the railways?

The Honourable Sir Edward Benthall: I cannot answer that question offhand.

Pandit Lakshmi Kanta Maitra: I am asking if his mind has been applied to this question of relieving the congestion on the railways by utilising these transport vehicles for transport of foodstuffs?

The Honourable Sir Edward Benthall: During the course of the last week, it was the subject of discussion by the Transport Advisory Council.

Sir Cowasji Jehangir: May I ask whether the Honourable Member's attention has been drawn to the shortage of food in several provinces, which could be supplied by facilities of transport?

The Honourable Sir Edward Benthall: Yes. We have, as I stated, during the last month provided special priorities for foodstuffs in order to meet the demand to which the Honourable Member has referred.

Sir Cowasji Jehangir: What does special priority mean exactly?

The Honourable Sir Edward Benthall: Special priority in that case means priority on a level with or immediately after military movements.

Mr. Muhammad Azhar Ali: May I know from the Honourable Member in whose hands is the final decision on priority? Is it with the General Manager of the Railways or his underlings? In whose hands is the final decision on the priorities?

The Honourable Sir Edward Benthall: That depends largely on the size of the movement in question.

Mr. Lalchand Navalrai: May I know if any sub-agencies have been created in every division of the railways to give facilities of transport in local places, instead of getting orders from the central agency?

The Honourable Sir Edward Benthall: Yes, that is part of the ordinary business of the railways.

Pandit Lakshmi Kanta Maitra: With regard to the answer to part (a) of the question, is the Honourable Member aware that in parts of Bengal and Assam and even in Orissa, country boats have been seized? What alternative modes of transport have been provided in such cases for the transport of foodstuffs, by the Government?

The Honourable Sir Edward Benthall: I am not quite clear what the Honourable Member's precise question is.

Pandit Lakshmi Kanta Maitra: My question is this. In certain parts of Bengal, Orissa and Assam, country boats have been seized by the Government in order that they may not be used by the Japanese in case of invasion. Will the Honourable Member give us an idea if any alternative modes of transport have been provided in such cases?

The Honourable Sir Edward Benthall: So far from being abolished, we have instituted special enquiries as to how to make better use of the country boats.

Mr. E. L. O. Gwilt: May I ask whether the Priorities Committee is represented in the industrial centres?

The Honourable Sir Edward Benthall: Yes. There are regional priority officers in Calcutta, Bombay and Madras.

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

DAMAGE TO THE POSTAL DEPARTMENT PROPERTY RESULTING FROM THE RECENT MOB VIOLENCE.

5. *Mr. K. O. Neogy: (a) Will the Secretary of the Posts and Air Department be pleased to make as comprehensive a statement as is possible on the basis of information already available to him, indicating the nature and extent of damage to the property of the Postal Department as a result of the recent outbreak of hooliganism and acts of sabotage?

(b) How long was normal communication by post, telegraph and telephone interfered with in any area as a result of such sabotage?

Sir Gurunath Bewoor: (a) Sir, as desired by the Honourable Member, I will try to give as comprehensive a statement as is possible on the information so far available, but I hope it will be understood that the information is neither exhaustive nor absolutely up to date.

A noticeable feature of the recent disturbances in the country has been the numerous attacks on the means of communication. In the case of post offices, mobs attacked the buildings, took out the furniture, records and forms and burnt or scattered them. In a number of cases, however, the buildings themselves were set fire to. In some cases, the cash and stamp balances in the offices as well as valuable articles were looted and apparatus damaged. Apart from the attack on post offices, a number of letter boxes fixed in public places were stolen or damaged, and in other cases acid or other burning material was thrown inside the letter boxes damaging its contents. Few cases have occurred of attacks on mail runners with resultant robbing of mails, and the work of certain village postmen was interfered with in a few places. The total number of post offices attacked, as ascertained so far, was approximately 550, of which 53 were completely burnt down and serious damage was done to about 200. Over 200 post offices had to be closed down in certain areas as the conditions were such that it was felt that the staff could not continue to work with safety for the time being.

Telegraph and telephone lines and posts were tampered with in a large number of places, both in urban and in rural areas, and in some cases the posts were pulled down over considerable lengths. In certain cases, the wire was stolen. Some cases have been reported where parties which went to repair the lines were either attacked or interfered with by mobs and frequently, after repairs had been done, the lines were again tampered with.

It is not possible at present to give any estimate of the total loss caused to the Indian Posts and Telegraphs Department as a result of the acts of violence committed in different parts of the country. Reports received so far indicate that the total loss on account of cash and stamps looted is about one lakh of rupees. No estimate can yet be made of the loss to the Department caused by the theft of valuable articles and wires.

and by the destruction of, or damage to, buildings, furniture, lines, wires and apparatus. This loss is in addition to the considerable loss of revenue caused by the loss of traffic on account of the interruption of the normal channels of post and telegraph communications. Account has further to be taken of the very grave inconvenience and serious loss caused to the general public, and particularly to the industrial and commercial community and to all business interests.

(b) The period has varied in different areas according to the extent of the damage done and the period during which the disturbances continued. Normal communication has now been restored, except in certain parts of some provinces, and every effort is being made to restore normal conditions everywhere as soon as practicable.

Sir F. E. James: May I ask my Honourable friend whether he can tell us the total number of post offices in India and the percentage of post offices which have been burnt or attacked?

Sir Gurnath Bewoor: I informed the House just now that 550 post offices were attacked, of which 53 were completely burnt down. 200 were seriously damaged. There are about 25,000 post offices in the country.

Sir F. E. James: May I ask my Honourable friend whether he is satisfied that the staff of his department has shown loyalty and devotion to duty in the discharge of their work?

Sir Gurnath Bewoor: I am glad and proud to say, Sir, that the department's staff have stood up to the troubles. They have had to work under great difficulties in scattered areas where they could easily be over-persuaded or intimidated, but in spite of that I am glad to say that the staff has loyally stuck to its work.

APPOINTMENT OF A NON-MUSLIM STENOGRAPHER IN THE RESEARCH BRANCH OF THE CENTRAL STANDARDS OFFICE FOR RAILWAYS.

6. *Syed Ghulam Bhik Nairang: Will the Honourable the Railway Member be pleased to state whether:

- (a) the Chief Controller of Standardisation, Central Standards Office for Railways, by Office Memorandum, dated the 24th June, 1942, invited applications for a permanent post of Stenographer in the Research Branch of the Central Standards Office for Railways in the scale of Rs. 92-8-125;
- (b) it was stated in the said Office Memorandum that, other qualifications being equal, preference would be given to a candidate belonging to the Muslim community or other minority communities;
- (c) the candidates who applied, were tested and a Muslim candidate with considerable previous experience stood first in the test;
- (d) in spite of the facts stated in part (c) above, a non-Muslim with no previous experience was appointed and the Muslim candidate was passed over; and

- (e) if the answer to all the parts above are in the affirmative, whether the Honourable the Railway Member proposes to take steps to right the wrong by cancelling the appointment of the non-Muslim candidate concerned and appointing the Muslim candidate concerned; if not, why not?

The Honourable Sir Edward Benthall: (a) and (b). Yes.

(c) 17 out of the 19 candidates who applied were tested, as regards the second part the reply is in the negative.

(d) The candidate who was finally appointed has had previous experience, mostly in commercial firms.

(e) Does not arise.

Mr. Lalchand Navalrai: May I know if the recruitment was made through the Public Service Commission or through the office?

The Honourable Sir Edward Benthall: Through the office.

RAILWAY JOURNEY PASSES ISSUED TO OFFICERS AND SERVANTS OF THE STATE RAILWAYS.

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

- (a) the various classes of Railway Journey Passes issued to officials and servants of the State-managed Railways and the number of such passes issued every year to each grade while in service;
- (b) the various classes of Railway Journey Passes issued to officers of high rank and other servants of the State-managed Railways after retirement from Railway service; and
- (c) the period for which the officers and men referred to in part (b) are entitled to such passes?

The Honourable Sir Edward Benthall: Government have no information regarding the number of passes issued to officials, servants and the retired personnel of State Managed Railways. On the assumption, however, that the Honourable Member wishes to know the number of passes admissible, I lay on the table a statement of the information required.

Statement.

(a) The various classes of passes issued on State-managed Railways are:

- (i) *I Class.*—Gazetted officers, including those holding honorary ranks Matrons and Sisters-in-Charge of railway hospitals.
- (ii) *II Class.*—Subordinates drawing not less than Rs. 176 p.m. Female employees irrespective of pay.
- (iii) *Inter Class.*—Subordinates drawing between Rs. 76 and 175 p.m.
- (iv) *III Class.*—Employees drawing less than Rs. 76 p.m.

The number of passes admissible to each grade are:

	No. of sets p. a.
(i) Gazetted officers (appointed before 1st January 1939)	12 } irrespective of whether on home or foreign lines.
(ii) Gazetted officers (appointed on or after 1st January 1939)	
Matrons and Sisters-in-Charge of railway hospitals	6 } including 2 sets over foreign lines.

(ii) *Other staff.*

2nd to 5th year of service	1	} including one set over foreign lines.
6th to 15th year of service	2	
16th and over	3	
25th year and over (those on old scales of pay only)	4	

(b) Passes to retired employees on State-managed railways are issued on the following scale per annum, the class being in accordance with the pay on retirement :

(i) Gazetted officers of over 25 years' service	3 sets over home or foreign lines.
(ii) Subordinates with not less than—30 years' service	1 set over home or foreign lines.
35 years' service	2 sets, including 1 over foreign lines.

(iii) Inferior servants

Nil.

(c) For life.

Mr. Muhammad Azhar Ali: Is it not a fact that gazetted and non-gazetted staff are provided with metal and card passes respectively for travelling on duty?

The Honourable Sir Edward Benthall: I think that is a fact.

Mr. Muhammad Azhar Ali: Is it not a fact that the holder of a metal pass is entitled to take his family and the holder of a card pass is not so entitled?

The Honourable Sir Edward Benthall: I should require notice of that question.

Mr. Lalchand Navalrai: May I know if the Honourable Member knows that these pass rules were taken into consideration by the Railway Board and by the railway authorities and may I know if the Honourable Member will look into the complaints that have been made when the final revision is made?

The Honourable Sir Edward Benthall: I will certainly inquire.

RESERVATION FOR MUSLIMS IN THE RECRUITMENT OF TELEGRAPHISTS AND TELEGRAPH MASTERS.

8. *Maulvi Muhammad Abdul Ghani: Will the Secretary of the Posts and Air Department please state:

- whether the Central Postal Circle and the United Provinces or other Circles have advertised for recruitment of Telegraphists and Telegraph-Masters; if so, the total number of persons who were recruited as Telegraphists and Telegraph-Masters in every Circle;
- the number of such posts reserved for Muslims in every Circle;
- whether the seats reserved for Muslims in the next recruitment of Telegraphists and Telegraph-Masters are in proportion to the percentage fixed by Home Department Resolution of 1934; and

- (d) whether his attention has been drawn to the figures of such services in Appendix XVIII, part IV, page 51 of the Report on the work of Indian Posts and Telegraph Departments for 1940-41; if so, what steps the Department has taken to make up the deficiency in percentages for Muslims under that particular head of service?

Sir Gurunath Bewoor: (a) and (b). A competitive examination for the recruitment of telegraphists, clerks and male telephone operators is generally held every year in all Postal Circles and advertisements regarding this examination were published recently in all the Circles. Telegraph masters are not directly recruited, but are appointed solely by promotion of suitable and qualified telegraphists. The authorised number of telegraphists intended to be recruited in each Circle through the forthcoming competitive examination is given in the statement which I place on the table. The statement also shows the approximate number of posts reserved for Muslims as the exact numbers are not readily available.

(c) Yes.

(d) The reply to the first part is yes; as regard the latter part, the Honourable Member is presumably referring to the total strength of the cadre of telegraphists and telegraph masters. I may explain in this connection that the Home Department Resolution of 1934 applies only to vacancies filled by direct recruitment and does not contemplate making good existing deficiencies.

Statement showing (a) the authorised Number of Telegraphists intended to be recruited through the Competitive Examination and (b) the approximate Number of Posts reserved for Muslims.

Name of the Circle.	Total number to be recruited.	Number reserv- ed for Muslims.
Bengal and Assam	35	11
Bihar and Orissa	8	1
Bombay . . . . .	..	..
Central	7	..
Madras	33	2
Punjab and N.-W. F.	46	17
United Provinces	21	3
Sind and Baluchistan	3	1

STOPPAGE OF EXPORT OF RAW HIDE.

9. ***Dr. Sir Ziauddin Ahmad:** (a) Will the Honourable the Supply Member please state whether it is a fact that the Government of India have stopped the export of raw hide from India on the plea that the total quantity will be required for war purposes?

(b) What is the annual production of raw hide in this country?

(c) What is the quantity which can possibly be tanned for war purposes in this country?

(d) In what way do Government propose to purchase the balance at the market rates? If so, in what way would they like to utilise this hide?

(e) Will the Honourable Member be pleased to state under whose advice such action was taken by Government which will further deplete our export?

The Honourable Sir Homi Mody: (a) The Government of India have stopped the export of hides of a definite range of weights only.

(b) The annual production of hides in India is estimated at 25.7 million pieces, of which only a proportion estimate at 4.7 million pieces comes under the ban.

(c) The potential tanning capacity of India for war purposes is limited only by the supply of hides of suitable types and of tanning materials.

(d) Government do not propose to purchase the balance, as all hides can be utilised by the tanning industry in the country whether engaged on war supply work or not. The civilian demand for leather of all qualities is large and there exists a considerable demand for tanned leather the export of which is still permissible.

(e) The decision to prohibit the export of hides of specified types was taken by the Governor General in Council on the advice of his experts.

Dr. Sir Ziauddin Ahmad: Is it a fact that the Notification issued by the Supply Department in July clearly said that the exports of all kinds of hides is prohibited?

The Honourable Sir Homi Mody: It is not the case. The Notification did specify the types of hides. I have before me a copy of the Notification which clearly lays down the various categories of hides. I shall read the items in the Export Control Notification:

- (i) Wet salted cow hides (trimmed according to trade custom) from 13 lbs. to 28 lbs.
- (ii) Dry salted or dry (arsenicated or otherwise) cow hides (trimmed according to trade custom) from 6 lbs. upwards,
- (iii) Wet salted buffalo hides (trimmed according to trade custom) from 25 lbs. upwards.

From this, my Honourable friend will see that the categories which are sought to be brought under control were clearly defined.

Dr. Sir Ziauddin Ahmad: May I ask whether the hides from 13 to 28 were required for war purposes and purchased for tanning?

The Honourable Sir Homi Mody: Yes, I think so.

Dr. Sir Ziauddin Ahmad: Is the Honourable Member sure of his figures that the total production is only 25 million pieces and not over 50 million pieces?

The Honourable Sir Homi Mody: I have taken my figures from the report on the marketing of hides, which shows the total production as 25.7 million pieces and the various categories which are left without any control are all but 4.7 million pieces.

Dr. Sir Ziauddin Ahmad: Is it the total production or only particular grades?

The Honourable Sir Homi Mody: All grades of hides.

Dr. Sir Ziauddin Ahmad: My Honourable friend is not correct in his figures. Has he consulted the Commerce Department on this matter before taking any action?

The Honourable Sir Homi Mody: The draft Notification was forwarded to the Commerce Department and issued by them after concurrence. Since an adjournment motion has also been tabled, perhaps the necessity for discussing it may be avoided if I give some more information on this point. The Deputy Director General had called a Conference of the Adviser Tanning and Leather Industries, the Adviser on Hides, the two Directors concerned with this matter and the Industrial Planning Officer. Unfortunately, the Adviser on Hides was unable to be present. The Deputy Director General, however was able to see the Hides Adviser the day after and he quotes below an extract from his note recording the discussions. I will read it out:

"I also showed the Hides Adviser the Order which we have requested the Commerce Department to issue prohibiting the export of certain types of hides and of leather. In the main, the Hides Adviser considered that the correct types of hides had been included in this Order. He felt however that it would be possible to exclude some types of hides from this prohibition without affecting in any way the types of supplies required by Government. I have asked him to examine the order carefully and to let us have his suggestions as to the types of hides which could be excluded."

The question was further discussed with the Hides Adviser as well as the Chairman of Hides Shippers Association, Calcutta. The result of these discussions is that we have agreed to examine the possibility of relaxing the total prohibition in respect of certain of the hides included in this Order and to permit their export under licence. It is hoped to be able to arrive at a decision within the next few days.

Dr. Sir Ziauddin Ahmad: The note which my Honourable friend has just read out does not convince me because it only says that he is pulled by one man. He did not say definitely what was the opinion of the Commerce Department on this point.

The Honourable Sir Homi Mody: The control of any commodity which is required strictly for war purposes is a matter for the Supply Department. The Commerce Department are consulted with regard to questions which affect the general interests of the commercial or the industrial community and they were consulted in this case.

Dr. Sir Ziauddin Ahmad: But not the prohibition and export. May I ask if the Honourable Member is aware that a very large number of hides are really lying at Dacca and they are allowed to rot and which cannot be used by his Department and which have, in fact, by the order of his Department been stopped and thus the wealth of the country is wasted?

The Honourable Sir Homi Mody: I am not aware of any such thing. If, however, that is the case, then we are prepared certainly to examine it. All that my Honourable friend has got to do is to send the facts to me officially.

Dr. Sir Ziauddin Ahmad: These facts have already been supplied to the Honourable Member by means of various notices by the Associations of Hides and Skins. It is generally interpreted that his orders were simply intended to harm the depressed classes and the Mussalmans.

The Honourable Sir Homi Mody: I did not think I had any particular bias against the depressed classes or the Mussalmans.

Dr. Sir Ziauddin Ahmad: The depressed classes and the Mussalmans are the only persons who are interested in this industry, and who are affected by his ordinance.

DAMAGE TO THE POSTAL DEPARTMENT PROPERTY RESULTING FROM THE RECENT MOB VIOLENCE.

10. ***Mr. Amarendra Nath Chattopadhyaya:** (a) Will the Honourable Member for Posts and Air be pleased to state the names and number of post offices, province by province, burnt down and damaged between 10th and 31st August, 1942, on account of mob violence?

(b) Has the normal work of Postal Department been restored?

(c) How many post boxes were damaged and destroyed during the aforesaid period in different provinces?

(d) What would be the approximate financial loss to the Department caused by such damage and destruction of Post Offices, Telephone and Telegraph connections and by the looting of mails during transit, and on account of burning of Post Offices and destruction of boxes?

(e) Have normal conditions been restored and the delay in transit of Telegrams and Trunk Calls been remedied?

(f) What precautionary and preventive measures have been taken to prevent repetition of similar disturbances to postal department in future?

Sir Gurunath Bewoor: (a) to (e). I regret that the detailed information asked for by the Honourable Member is not readily available and cannot be collected without undue expenditure of labour, especially at a time when all local authorities are busily engaged in restoring normal conditions. I would, however, refer the Honourable Member to the comprehensive statement which I have just made in reply to a question by Mr. K. C. Neogy.

(f) Provincial authorities who are responsible for law and order have been and are taking all the necessary precautionary and preventive measures by every means open to Government under the law, including the enforcement of joint responsibility.

DAMAGE TO RAILWAY PROPERTY RESULTING FROM THE RECENT MOB VIOLENCE.

11. ***Mr. Amarendra Nath Chattopadhyaya:** (a) Will the Honourable Member for Railways and War Transport be pleased to state in detail the damage done to the different Railways in India, Province by Province, as a result of the unrest created by the arrest of Congress Leaders?

(b) Will the Honourable Member be pleased to state the extent of damage in lineal measure, i.e., in yards and miles, and in money value as well?

(c) For how long had such damages to be left unrepaired and for how long had the normal running of trains to be postponed?

(d) Have all such damages been repaired and all normal running of trains been resumed?

(e) How many railway stations have been damaged and burnt down and what was the extent of damage? Have they been restored? What was the financial loss on account of such damages to stations and what amount has been already spent, and what is the estimated budget, for reconstruction of such damaged stations?

The Honourable Sir Edward Benthall: (a) to (e). It has not yet been possible to compile detailed information of all the damage caused to Indian Railways by the civil disobedience movement, but from available information over 250 stations have been damaged to a greater or lesser degree and there have been many instances of tampering with the track which have resulted in at least 24 derailments of trains. Many empty passenger vehicles have been burnt and goods wagons looted and damaged.

The greater part of the sabotage occurred in Northern Bihar and the eastern districts of the United Province.

No estimate of the cost of the damage to the railways has yet been prepared, but it is not likely to be less than one crore of rupees.

The restoration of the track has received first consideration, and in most areas this has already been accomplished. Other repairs are being and will be effected as early as possible.

Pandit Lakshmi Kanta Maitra: Did the Honourable Member say that the figures relating to damages to railway tracks caused by the civil disobedience movement could not be readily ascertained, and the figures and the position that he has given relate to those caused by recent disturbances? Did he say that?

The Honourable Sir Edward Benthall: That is so.

Mr. Muhammad Azhar Ali: Is the Honourable Member aware that the damage might have been done by discharged railway servants who have got grievances against the Railways?

The Honourable Sir Edward Benthall: That is possible, but we have no evidence at all that the railway servants in the employ of the railways have had anything to do with the destruction.

Mr. Muhammad Azhar Ali: Is it not a fact that some station masters have been found with currency notes that had been looted from certain stations in the vicinity of Gorakhpur?

The Honourable Sir Edward Benthall: I am not aware of that fact.

Sir Syed Raza Ali: Is the Honourable Member in a position to say how many of the 250 stations damaged or burnt are on the B. N. W. Railway?

The Honourable Sir Edward Benthall: Sir, I do not propose to go into the details of the exact number of stations burnt on a particular railway or of sections of the railways as that would be information which would be valuable to the enemy.

Mr. Lalchand Navalrai: May I know from the Honourable Member whether this number includes the sabotage committed in Sind by the Hurs, who are out to disturb the tranquillity there?

The Honourable Sir Edward Benthall: No special consideration was given to that fact. These figures are general figures.

Mr. Muhammad Azhar Ali: Will the Government take this suggestion that a Committee of this House or of some non-official members of the local places where these atrocities have been committed be appointed to inquire into these cases of sabotage?

Mr. President (The Honourable Sir Abdur Rahim): That does not arise out of this question.

EXTENT OF DISLOCATION IN WAR TRANSPORT RESULTING FROM THE RECENT MOB VIOLENCE.

12. *Mr. Amarendra Nath Chattopadhyaya: (a) Will the Honourable Member for Railways and War Transport be pleased to state how far the damage of railway track all over India affected war transport during the period between 10th August and 31st August?

(b) What steps have been taken to ease this condition to enable war transport to be run normally?

(c) What steps have been adopted to speed up war transport to make up the delay caused by such mob violence on railway tracks?

(d) What precautionary and preventive measures have been taken to render repetition of such mob violence impossible in future?

The Honourable Sir Edward Benthall: (a), (b) and (c). A temporary setback to war transport was experienced but this was rapidly overcome. This has been done chiefly at the expense of the travelling public by the curtailment of passenger services.

(d) Preventive measures are the responsibility of Provincial Governments and steps are being taken to obviate such disturbances in future by every means open to Government including the imposition of joint responsibility in districts through which the lines run.

Pandit Lakshmi Kanta Maitra: Is the Honourable Member aware that a portion of the track between Delhi and Mughalserai is intact? If that is so, will the Honourable Member tell us why a sufficient number of passenger trains are not running on that track? Only one train is allowed to run from Mughalserai to Delhi.

The Honourable Sir Edward Benthall: In these times it is necessary to give priority to goods. I am sorry for those passengers who will suffer as a result of these disturbances.

Mr. K. C. Neogy: The Honourable Member referred to the joint responsibility which has been enforced in certain areas. Is the Honourable Member in a position to indicate the legal authority on which such joint responsibility is being enforced?

The Honourable Sir Edward Benthall: No, Sir. That question should, I think, be addressed to another Department.

Mr. K. C. Neogy: What does the Honourable Member mean actually by "joint responsibility" in this context?

The Honourable Sir Edward Benthall: The collective responsibility of the local inhabitants.

Mr. K. C. Neogy: That is exactly what I wanted to know. Under what authority has such responsibility been enforced?

The Honourable Sir Edward Benthall: That, Sir, is a question which should be addressed to another Department.

Sir F. E. James: Is my Honourable friend satisfied with the loyalty of all grades of the railway staff in the face of very great provocation and in many cases danger?

The Honourable Sir Edward Benthall: That question arises on the next question, but I should like to take this opportunity also of saying that no praise could be too high for the conduct of the railway servants. I am not aware that there have been any resignations at all.

COMPLICITY OF RAILWAY LABOUR AND EMPLOYEES IN CAUSING DAMAGE TO RAILWAY PROPERTY.

13. ***Mr. Amarendra Nath Chattopadhyaya:** (a) Will the Honourable Member for Railways and War Transport be pleased to state if the Railway labour was involved in injuring the railway tracks in conspiracy with the political parties? If so, did the Railway Board approach the Railway Unions with a view to bringing about a reconciliation between employees and Unions?

(b) How many people belonging to the Railway service have been found to have some active share in the burning and damaging railway tracks and stations? If none, were the damages to railway offices, stations and tracks done by outside mobs? If so, how many have been arrested and sent for trial?

The Honourable Sir Edward Benthall: (a) The reply to the first part is in the negative so far as I am aware. The second part does not arise, but I may mention that the majority of Railway unions led by the All-India Railwaymen's Federation have impressed on railway labour the necessity for railway servants to stick to their posts under war conditions however difficult.

(b) As regards the first part, none so far as I am aware. The reply to the second part is in the affirmative. As regards the third part, I have no information.

(b) WRITTEN ANSWERS.

MEETINGS AND FUNCTION OF THE SUPPLY COMMITTEE.

14. ***Mr. Amarendra Nath Chatteropadhyaya:** (a) Will the Honourable Member for Supply be pleased to state the function of the Supply Committee? Is it to lay down the general policy of the Department, the policy of employment in the Department or the policy of fixing quantum of supply to be made by different Provinces? If not, what nature of business the Supply Committee has to do or discuss at their meetings from time to time at different centres?

(b) How many meetings of the Committee were held during 1941 and 1942 and at what places and for how many days?

The Honourable Sir Homi Mody: (a) I take it the reference is to the Standing Committee attached to Supply Department. The attention of the Honourable Member is invited to the Notification of the Government of India in the Home Department-No. F49, dated the 22nd August, 1922, as subsequently amended, a copy of which is available in the Library of the House. The Standing Committee works in accordance with the rules laid down in that Notification.

(b) Six meetings were held in 1941 and three have so far been held in 1942. The business of every meeting was concluded at one sitting. Of these nine meetings, one was held at Calcutta, two at Bombay, two at Simla and four at New Delhi.

RECRUITMENT OF TRAINEES FOR APPOINTMENT AS DEPUTY ASSISTANT CONTROLLERS OF PURCHASE.

15. ***Mr. Amarendra Nath Chatteropadhyaya:** (a) Will the Honourable Member for Supply state whether it is not a fact that there was a recruitment of trainees as Deputy Assistant Controllers of Purchase? Was the recruitment for these trainees advertised? If so, in what newspapers? How many applied, how many were recruited and out of the recruited number how many were technical men and how many non-technical? How many had business training already and how many were raw men from Colleges or schools? Of the total number, how many were Moslems?

(b) Is there any proposal for recruiting fresh trainees for Deputy Assistant Controllers of Purchase appointments? If so, have all the trained men been absorbed? When will fresh trainees be taken again? Is it the policy of the Department to take recruits from outside instead of promoting men already working in the Department?

The Honourable Sir Homi Mody: (a) and (b). Recently a class was opened for training candidates for appointment as Deputy Assistant Controllers of Purchase. Applications were not invited by advertisement but candidates were selected from the list of those who had appeared in the I. C. S. and other competitive examinations but had failed to get in. Applications received in response to advertisements published from time to time for regular posts of D. A. C. P. and from other sources were also considered. 80 candidates were interviewed out of whom 45 were selected for appointment as trainees. Out of these 45, 22 were Muslims and 23 belonged to other communities. 10 of these 45 candidates comprising two Muslims and eight others, declined the offer. The class was

therefore continued with 35 candidates consisting of 20 Muslims and 15 members of other communities. Seven of these candidates had technical qualifications and five were Government employees. All of them have since qualified but one Muslim has declined the appointment. The result, therefore, has been that 19 Muslims and 15 members of other communities have been finally appointed. 29 of these 34 candidates have already been absorbed in regular vacancies while the remaining five are at present employed as supernumeraries. It is hoped that they will also be absorbed in regular vacancies in the near future. The question whether a fresh batch of trainees should be recruited or not has not yet been taken up. Departmental promotions are a common feature, but all the vacancies cannot be filled by promotion as we must periodically infuse new blood into the administration.

STATEMENTS LAID ON THE TABLE.

Information promised in reply to unstarred question No. 20A, asked by Pandit Lakshmi Kanta Maitra on the 28th October, 1941.

WAGE PERIODS FIXED IN LOCAL AREAS ON STATE RAILWAYS UNDER THE PAYMENT OF WAGES ACT.

Statement showing the particulars of wage periods fixed under section 4 (1) of the Payment of Wages Act, 1936.

NORTH WESTERN RAILWAY.

Particulars of staff in respect of which wage periods have been fixed.	Wage periods fixed.
(1) Headquarters office staff	Calendar month, i.e., 1st to last date of a month.
(2) Office staff under D. S.'s and Extra Divisional Officers including Works Managers, Loco. and C. & W. Shops and in other factories.	
(3) S. T. Es.	
(4) Controllers	
(5) Workshop staff in Moghalpura, Jhelum, Dhilwan and Raiwind.	
(1) All Station staff	From 3rd to 2nd of the following month.
(2) All superior staff of Loco., C. & W., Engineering, Medical, Electric, Signal and Interlocking Branches.	
(3) Inferior staff of Medical Branch	
(1) Loco. Running Staff	From 8th to 7th of the following month.
(2) Traffic Running Staff	
(1) Labourers and inferior staff of Loco., C. & W., Engineering, Electric and Signal, and Interlocking Branches.	From 15th to 14th of the following month.
(2) Labourers and inferior staff of the Track Depots, Sukkur, Ghaziabad and Raiwind.	
Inferior staff and labourers of the Bridge Engineering Branch.	From 12th to 11th of the following month.

EASTERN BENGAL RAILWAY.

(Now known as Bengal and Assam Railway.)

Staff in the offices of or under the control of officers named below.	Wage periods fixed.
1. General Manager	Calendar month, i.e., 1st to last date of month.
2. Chief Engineer	
3. Chief Mech. Engineer	
4. Chief Accounts Officer	
5. Traffic Manager	
6. Chief Medical Officer	
7. Statistical Officer	Calendar month 16th to 15th.
8. Signal Engineer	
9. Asstt. Signal Engineer, Saidpur	
10. Executive Engineer, Calcutta	
11. Executive Engineer, Kanchrapara	
12. Executive Engineer, Paksey	
13. Executive Engineer, Saidpur	
14. Executive Engineer, Lalmonirhat	
15. Executive Engineer, Katihar	
16. Engineer-in-Charge, Hardinge Bridge	Calendar month and 16th to 10th.
17. Engineer-in-Charge, Quarries, Calcutta	
18. Bridge Engineer, Calcutta	Calendar month and 11th to 10th.
19. Distt. Traffic Supdt., Calcutta	
20. Distt. Traffic Supdt., Chitpur	
21. Distt. Traffic Supdt., Paksey	
22. Distt. Traffic Supdt., Domohani	
23. Distt. Traffic Supdt., Katihar	Calendar month.
24. Distt. Traffic Supdt., Dacca	
25. Marine Superintendent, Paksey	
26. Superintendent, Watch & Ward, Sealdah	Calendar month and 16th to 15th.
27. Dy. Chief Mech. Engr., Shops, Kanchrapara	
28. Dy. Chief Mech. Engr., Electrical, Calcutta	
29. Distt. Carr. & Wagon Supdt., Calcutta	
30. Distt. Loco. Supdt., Calcutta	
31. Distt. Loco. Supdt., Paksey	Calendar month.
32. Distt. Loco. Supdt., Lalmonirhat	
33. Asstt. Loco. Supdt., Dacca	Calendar months and 16th to 15th.
34. Works Manager, Carr. & Wagon, Kanchrapara	
35. Works Manager, Loco., Kanchrapara	
36. Works Manager, Kanchrapara	
37. Distt. Elec. Engr., Saidpur, South, Kanchrapara	
38. Distt. Elec. Engr., North, Saidpur	Calendar month.
39. Distt. Controller of Stores, Calcutta	
40. Distt. Controller of Stores, Halishar	
41. Distt. Controller of Stores, Saidpur	
42. Distt. Medical Officer, Calcutta	
43. Distt. Medical Officer, Kanchrapara	
44. Distt. Medical Officer, Saidpur	
45. Distt. Medical Officer, Lalmonirhat	
46. Controller of Stores, Calcutta	

B. B. & C. I. RAILWAY.

Staff in the offices of or under the control of officers
named below. Wage periods fixed.

The General Manager	1st date to last date of a calendar month.
Compilation Officer	
Junior Accounts Officer, Bombay	
Deputy Chief Accounts Officer (Traffic), Ajmer	
The Chief Medical Officer, Bombay	
The Controller of Stores, Mahalakshmi	
The Superintendent of Stores, Ajmer	
The Loco. & Carriage Supdt., Parel	
The Carriage Works Manager, Parel	

Staff in the offices of or under the control of officers
named below.

Wage periods fixed.

The Divisional Elecl. Engineer (Loco.), Bombay	1st date to last date of a calendar month for all staff excluding carriage staff. 11th of a month to the 10th of the following month for Carriage staff.
The Distt. Loco. & Carr. Supdt., Parel	1st date to last date of a calendar month for office staff and 11th of a month to the 10th of the following month for Shed, Running and Train Examining Staff.
The Distt. Loco. & Carr. Supdt., Bulsar	
The Distt. Loco. & Carr. Supdt., Ahmedabad	
The Distt. Loco. & Carr. Supdt., Gangapur	
The Loco. & Carr. Supdt., Ajmer	1st date to last date of a calendar month.
The Divl. Elecl. Engineer (Loco.), Ajmer	1st date to last date of a calendar month for office staff and Workshop staff. 21st of a month to the 20th of the following month for out-station staff.
The Distt. Loco. & Carr. Supdt., Mhow	1st date to last date of a calendar month for office staff and 11th of a month to the 10th of the following month for shed, Running and Train Examining Staff.
The Distt. Loco. & Carr. Supdt., Bandikui	
The Distt. Loco. & Carr. Supdt., Delhi	
The Distt. Loco. & Carr. Supdt., Abu Road	
The Dy. Chief Traffic Manager (Claims) and in his absence Asstt. Traffic Supdt.	
The Distt. Traffic Supdt., Grant Road	
The Distt. Traffic Supdt., Bulsar	
The Distt. Traffic Supdt., Ahmedabad	
The Distt. Traffic Supdt., Ratlam	
The Distt. Traffic Supdt., Kotah	
The Goods Agent, Carnac Bridge	
The Watch & Ward Supdt., Bombay	
The Superintendent of Telegraphs, Ajmer	
The Dist. Traffic Supdt., Delhi	1st date to last date of a calendar month.
The Distt. Traffic Supdt., Abu Road	
The Distt. Traffic Supdt., Bandikui	
The Distt. Traffic Supdt., Fatehgarh	
The Distt. Traffic Supdt., Mhow	
The Asstt. Traffic Supdt. (Branches), Ahmedabad	
The Traffic Supdt., Ajmer	1st date to last date of a calendar month.
The Chief Electrical Engineer, Bombay	
The Divl. Elecl. Engineer (Power), Bombay	1st date to last date of a calendar month for office staff and electrical shop staff. 21st of a month to the 20th of the following month for labour staff other than shop staff.
The Asstt. Elecl. Engineer (Power), Dohad	1st date to last date of a calendar month.
The Divl. Elecl. Engineer (Power), Ajmer	
The Chief Engineer, Bombay	1st date to last date of a calendar month.
The Executive Engineer, Bombay	1st date to last date of a calendar month for office staff. 21st of a month to 20th of the following month for labour staff including the conservancy staff.
The Executive Engineer, Baroda	
The Executive Engineer, Allahabad	
The Executive Engineer, Ratlam	
The Executive Engineer, Kotah	

Staff in the offices of or under the control of officers named below.	Wage periods fixed.
The Engineer-in-Chief, Ajmer	1st date to last date of a calendar month.
The Executive Engineer, Bandikui	1st date to last date of a calendar month for office staff, 21st of a month to the 20th of the following month for labour staff including the conservancy staff.
The Executive Engineer, Ajmer	
The Executive Engineer, Abu Road	
The Executive Engineer, Mhow	
The Executive Engineer, Fatehgarh	
The Executive Engineer, Sirsa	21st of a month to the 20th of the following month for conservancy staff.
The Assistant Engineer, Phulera	
The Assistant Engineer, Beawar	
The Assistant Engineer, Sabarmati	
The Assistant Engineer, Neemuch	
The Assistant Engineer, Muttra	1st date to last date of a calendar month for office staff, 21st of a month to the 20th of the following month for labour staff.
The Assistant Engineer, Delhi	
The Deputy Chief Engineer, Signals, Bombay	
The Divisional Signal Engineer, Bulsar	
The Signal Engineer, Ajmer	
The Divisional Engineer, Kotah	
The Divisional Engineer, Bombay	

EAST INDIAN RAILWAY.

Particulars of staff in respect of which wage periods have been fixed.	Wage period fixed.
1. Divisional Superintendent's Office, Howrah	Calendar month.
2. Divisional Superintendent's Office, Traffic	Do.
3. Divisional Superintendent's Office, Loop Section	Do.
4. Divisional Superintendent's Office, Loco Section	Do.
5. Divisional Superintendent's Office, R. S.	Do.
6. Divisional Superintendent's Office, Way and Works	Do.
7. Divisional Superintendent's Office, D. S. E.	Do.
8. Divisional Accounts Office	Do.
9. D. S. Office Ticket Checking staff	Do.
10. A. S. W. Office No. 1, Howrah	Do.
11. A. S. W. Office No. 2, Howrah	Do.
12. Block Signal Inspector	Do.
13. Signal Inspector, Howrah	Do.
14. Train Controller, Howrah	Do.
15. Inspector, Watch and Ward, Howrah and Lillooah	Do.
16. Telegraph Office, Calcutta, Head Signaller	Do.
17. Running Shed Staff. Superior including Indian Audit School Teacher, Howrah	Do.
18. Running Shed Staff. Superior including BDC, BWN, DCJ	Do.
19. Running Shed Staff. Superior including RPH, AZ, SBG, Jmp.	Do.
20. D. S. Office and Traffic Inspector, Trolleyman, HWH, RPH, BDC, BWN, JMP, AZ, & SBG.	Do.
21. A. S., W.'s Office, BWN, RPH, SBG & JMP	Do.
22. S. I. & B. S. I.'s Office, SBG.	Do.
23. D. M. O.'s Office, Howrah	Do.
24. Sub Assistant Officer, Main Line Section HLO, BDC, BWN, MQU, UDL	Do.
25. Sub Assistant Officer, Loop Section, RPH, SBG & AZ	Do.
26. Inspector, Watch & Ward, BWN, BDC & JMP	Do.
27. Ferry Superintendent's Office, SBG	Do.
28. C. T. I., P. W. I., M. T. I., S. T. I. T. L. I., Howrah	Do.
29. Do. BDC, BWN, RPH, SBC, JMP, AZ	Do.

Particulars of staff in respect of which wage periods have been fixed. Wage periods fixed.

30. School Staff, RPH, BDC, BWN & SBG	Calendar month.
31. Lorry Garage staff	Do.
32. Loco. Running Staff, Indian E. & A. I. HWH.	Do.
33. Loco. Inferior staff, Howrah	5th to 4th.
34. C. & W. Training Examining Staff, subordinates, HG. Coach & LLH S. Yard	Do.
35. Loco. Inferior, BWN, BDC, DCJ, RPH, AZ, SBG, JMP	Do.
36. C. & W. Sub. and Menials, DCJ, BDC & BWN	Do.
37. Shalimar Gate Staff	Do.
38. Howrah Goods S. Q. Rs. entire R. R. Cooks LLH	Calendar month.
39. E. & A. I. Indian Guards, BDC, BWN, Loop Section, RPH, AZ SBG, JMP, & SBG.	Do.
40. Guards Auxy. BDC, BWN, RPH & AZ.	Do.
41. Sunday Bonus bills Engineering Department, Upper Sub Staff	Do.
42. Sunday Allowance bills of W. & W. Staff	Do.
43. Overtime bills under hours of Employment Rules C. & W. Loco. Staff	Do.
44. Do. Station Staff	Do.
45. Chitpur Box Cooly	Do.
46. T. C. Staff temporary JMP.	Do.
47. T. C. & T. E. E. Temporary Howrah	Calendar month 5th to 4th.
48. Loco. Rg. Staff E. & A. I. Indian BDC, BWN, EJC, RPH, SBG, JMP & BGP.	Do.
49. C. & W. Train Examining staff Menials Howrah Goods, HTXR, LLH, Sorting Yard. Coaching (Carriage Foreman).	Do.
50. Head Trains Clerk, DCJ.	8th to 7th.
51. W. & W. Inferior staff, HWH, LLH, BDC, BWN & JMP	Do.
52. C. & W. Sub. & Menials, SBG, RPH, AZ & JMP	5th to 4th.
53. Howrah Goods Staff Sub.	8th to 7th.
54. Goods Accountant Staff	Do.
55. Train Staff	Do.
56. Traffic Deptt. Station Subs: Howrah	Do.
57. Ferry Crews	Do.
58. Calcutta City Booking Offices	Do.
59. Overtime pay sheet of C. & W. staff	5th to 4th.
60. T. C. & TTE staff BDC, BWN, RPH, SBG, BGP, AZ & JMP	8th to 7th.
61. Sahibganj Station	Do.
62. LL to SHE and SHE to TAK	Do.
63. Goods Supervisor Menial Staff.	Do.
64. C. Y. M. Menials	Do.
65. Relg. A. S.-Ms. Clerks and Reserve Force Menials, HWH, BDC & BWN	Do.
66. Do. RPH, AZ, SBG, JMP & BGP	Do.
67. Station Menials	Do.
68. Guards R. R. Staff	Do.
69. TTE & T. C. Howrah	Do.
70. Station Paysheets (Road side)	Do.
71. Do. BGP, RPH, BDC, BWN, JMP, AZ and MGP	Do.
72. Sunday allowance of HWH, IVAE, SHM & Salkia	Do.

Particulars of staff in respect of which wage period have been fixed. Wage period fixed.

73. E. & A. I. Indian Guards Main Line Sec., Howrah	11th to 10th.
74. S. W. T. Guards, Howrah	Do.
75. Engg. Labour Staff under P. W. I., Howrah	16th to 15th.
76. Engg. Labour Staff, Rajbandh & Construction.	Do.
77. Engg. Labour Staff, Gurup	Do.
78. Engg. Labour Staff, Rampurhaut	Do.
79. Engg. Labour Staff, Colgong	Do.
80. Engg. Labour Staff, Dhulian Ganges	Do.
81. I. O. W., Rampurhaut	Do.
82. A. S. W., Rampurhaut	Do.
83. P. W. I., Nabadwip	Do.
84. I. O. W., Howrah	Do.
85. Workshop Foreman, HWH	Do.
86. Bridge Inspector, HWH.	Do.
87. Sanitary Inspector, HWH	Do.
88. L. P. S. of Welder Office	Do.
89. A. S. W., Howrah No. 1	Do.
90. A. S. W., Howrah No. 2.	Do.
91. Trollymen under S. S. W., Howrah	Do.
92. P. W. I., Lillooah	Do.
93. P. W. I., Bandel	Do.
94. P. W. I., Bolpur	Do.
95. P. W. I., Azimganj	Do.
96. P. W. I., Pakur	Do.
97. P. W. I., Bhagalpur	Do.
98. I. O. W., Azimganj	Do.
99. I. O. W., Hooghly	Do.
100. I. O. W., LLH.	Do.
101. I. O. W., Bally	Do.
102. Sanitary Inspector, Bandel	Do.
103. L. P. S. of Punkha Pullers	Do.
104. Paysheet of Chairman SW (U)	Do.
105. Labour Engr. Staff under Surveyors	Do.
106. A. S. W., BWN.	Do.
107. P. W. I., BWN.	Do.
108. P. W. I., Sahabganj	Do.
109. A. P. W. I. JMP.	17th to 16th..
110. I. O. W., Burdwan (U)	Do.
111. I. O. W., Burdwan (L)	Do.
112. I. O. W., Sabahganj (U)	Do.
113. I. O. W., Sabahganj (U)	Do.
114. I. O. W., Jamalpur	Do.
115. Sanitary Inspector, Burdwan	16th to 15th..
116. Signal Inspector, Howrah	Do.
117. Do. , Bandel	Do.
118. Do. , Sahibganj	Do.
119. A. S. W., Sahibganj	Do.
120. B. S. I., Sahibganj	Do.
121. Do. Howrah	Do.
122. A. B. S. I., Bandel	Do.

Asansol Division.

Particulars of staff in respect of which wage periods have been fixed.	Wage period fixed.
1. All office staff	Calendar month.
2. Watch & Ward (Subordinate staff)	Do.
3. Medical staff	Do.
4. Railway Magistrate's Office staff and Court Clerk at Asansol	Do.
5. Elec. Department (Subordinate staff)	Do.
6. All School staff (Indian and European)	Do.
7. Inspectors of all categories	Do.
8. Indian & European Drivers and Shed staff	Do.
9. Chairman of Surveyors and of Mining Adviser at Dhanbad	Do.
10. Guards	6th to 5th.
11. Train Examiner	8th to 7th.
12. Watch and Ward (Menials)	11th to 10th.
13. Station Staff	Do.
14. Relg. Staff	Do.
15. Elec. Dept. (Labour staff)	Do.
16. Engg. Labour staff.	16th to 15th.

Dinapore Division.

1. All office staff attached to the Divl. Supdt.'s Office, Dinapore. D. A. O.'s Office, Dinapore, A. S. Ws., Dinapore. Moghalserai, Gaya, Patna and Dehri-on-Sone; Medical Staff and Watch and Ward Staff up to the rank of Hd. Watchman and Engg. Artisan staff	Calendar month.
2. European Loco Rg. & Shed Staff and Traffic Running staff	Do.
3. Traffic staff other than Rg. Staff	6th to 5th.
4. Watch and Ward Labour staff	8th to 7th.
5. Indian Loco Rg. and Shed staff	11th to 10th.
6. TXR Staff	16th to 15th.
7. Engg. Labour Staff	21st to 20th.

** Allahabad Division.*

1. Divl. Supdt.'s office staff	Calendar month.
2. Divl. A/Cs. Office Staff	Do.
3. Control Office staff.	Do.
4. All Inspectors	Do.
5. All medical staff	Do.
6. All Carriage and Wagon staff	Do.
7. All Watch and Ward Subordinate staff	Do.
8. All European and Indian Loco. "Shed staff"	Do.
9. All Guards at Moghalserai, Allahabad, Mirzapur.	Do.
10. Indian and European Rg. Staff, Cawnpore	2nd to 1st.
11. Indian Rg. Staff at Allahabad	6th to 5th.
12. Traffic staff (stn. staff, Goods Shed staff, etc., of all Stations)	8th to 7th.
13. All Watch and Ward Inferior staff	Do.
14. Indian and European Loco. Running staff, Tundla	10th to 9th.
15. All Indian Loco. Shed Inferior staff	11th to 10th.
16. All Engg. Labour staff	16th to 15th.
17. European running staff at Allahabad	18th to 17th.
18. Guards at Cawnpore, Fatehpur, Hathras, Tundla, Phaphund, Farukhabad, Ghaziabad	29th to 28th.

Particulars of staff in respect of
which wage-periods have
been fixed.

Wage-periods fixed.

Workshop Accounts, Lucknow.

1. Works Manager, C. & W., AMV staff.	} Calendar Month.
2. Works Manager, Loco., CB staff	.	.	.	.
3. D. C. O. S., CB & AMV staff	.	.	.	.

Workshop Accounts Office, Tatanagar.

All staff at Tatanagar	Calendar Month.
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Audit Control of Accounts Officer (EXP).

1. B. R. I., Upper Dn. FY? & ALD	16th to 15th.
2. B. R. I., PD., MGS	21st to 20th.
3. B. R. I., Lower, Madhupur	.	.	.	.	.	Do.
4. I. O. W., Hd. Qrs., Calcutta	.	.	.	.	.	Calendar Month.
5. Manager, Signal Shop, Howrah	.	.	.	.	.	Do.
6. A. B. E. Curves	.	.	.	.	.	Do.

Audit Control of Accounts Officer (Establishment).

1. Chief Engineer, Sub. & Inferior staff	} Calendar Month.
2. Signal Works staff, Howrah	.	.	.	.	.
3. Bridge Plant Depot staff, Moghalsarai	.	.	.	.	.
4. Bridge Inspectors	.	.	.	.	.
5. Chief Mechanical Engineer's Office, Sub. & Inferior staff	.	.	.	.	.
6. Chief Commercial Manager Office staff	.	.	.	.	.
7. Cash and Pay Deptt. staff, Calcutta	.	.	.	.	.
8. Inspector of Accounts	.	.	.	.	.
9. Chief Electric Engineer Office staff, Calcutta	.	.	.	.	.
10. Traffic Accounts Office staff, Howrah	.	.	.	.	.
11. C. M. O.'s staff, Hd. Office	.	.	.	.	.
12. Ticket Supply Sec. staff, Howrah	.	.	.	.	.
13. Outstanding Section staff, Howrah	.	.	.	.	.
14. Printing Supdt. staff at Calcutta & Howrah and Printing Workshops staff, Calcutta, Labour staff, Howrah	.	.	.	.	.
15. Farashes and conservancy staff, Calcutta	.	.	.	.	.
16. Liftman, Calcutta	.	.	.	.	.
17. Operating Deptt., Coal Bill Section staff, Calcutta	.	.	.	.	.
18. Oakgrove School (Sub. & Menials), Jharipani	.	.	.	.	.
19. Accounts Dept. (Genl.) Including Colliery Accounts, S. T. Accounts and Press Accounts	.	.	.	.	.
20. Controller of Stores Office staff, Calcutta	.	.	.	.	.
21. D. C. O. S. Offices staff at Lillooah and Howrah	.	.	.	.	.
22. General Manager's Office, Central Registry Office & Dy. General Manager (P.'s) Office at Calcutta	.	.	.	.	.
23. A. R. P. staff, Calcutta	.	.	.	.	.
24. C. O. P. S. Office staff, Calcutta	.	.	.	.	.
25. Railway Rates and Advisory, Calcutta and T. A. O.'s Office staff, Calcutta	.	.	.	.	.
26. Watch & Ward staff, Calcutta	.	.	.	.	.

Particulars of staff in respect of
which wage-periods have
been fixed.

Wage-periods fixed.

Lucknow Division.

1. Accounts staff, D. S. Office staff including menials, all T. Is., B. T. Is., M. T. Is., Traffic apprentices, Weigh Bridge Inspector, F. I. O. (Pump), P. T. Is., T. L. Is., S. T. I., Controllers, D. M. O. Office, LKO, Watch and Ward Office, Lucknow, A. S. W. Offices, Surveyors, Shed Offices	Calendar Month..
2. Loco. and Traffic Rg. staff (other than LKO Hd. Qrs.)	8th to 5th.
3. Station staff Relieving, Medical other than the D. M. O.'s Office, Watch & Ward outstation, T. T. Es.	8th to 7th.
4. Loco. & Carriage Superior & Inferior Shed staff other than cleaners	11th to 10th.
5. Loco. and Traffic Reg. staff Lucknow Head Quarters	16th to 15th..
6. Eng. staff, i.e., P. W. Is., I. O. Ws., with clerical staff and Gangman, etc.	18th to 17th..
7. Cleaners	6th to 5th.

Moradabad Division.

1. Station staff and Relieving staff	9th to 8th.
2. Watch and Ward staff (Inferior)	8th to 7th.
3. Engg. staff except A. S. W.'s Office	16th to 15th.
4. All other staff	Calendar Month..

Jamalpur Workshops.

1. D. C. M. E.'s Office staff (Superior & Inferior)	Calendar Month..
2. Asstt. Elec. Engineer (Superior & Inferior)	Do.
3. District Controller of Stores (Superior & Inferior)	Do.
4. Workshop Medical Office (Superior & Inferior)	Do.
5. All Rly. Schools at Jamalpur (Superior & Inferior)	Do.
6. W. A. Os. & S. A. Os. Offices (Superior & Inferior)	Do.
7. All workshop labour staff including Apprentices and Sub-Supervising staff	Do.

Lillooah Workshops.

1. Dy. Chief Mech. Engineer's Office staff, LLH.	Calendar Month..
2. Asstt. Elec. Engineer's Office staff, LLH.	Do.
3. Mech. Workshop staff	Do.
4. Mech. Workshop staff, Ondal	Do.
5. E. & A. I. Day School staff, Lillooah	Do.
6. Mech. Apprentices, Lillooah	Do.
7. Workshop Medical Office staff, Lillooah	Do.
8. Electrical labour staff at Lillooah and Outstations	Do.
9. Workshop Accounts Office staff, Lillooah	Do.
10. Stores Accounts Office staff, Lillooah	Do.
11. Workshop Trainees, Lillooah	Do.

G. I. P. Railway.

Particulars of staff in respect of
which wage-periods have
been fixed

Wage-periods fixed.

All staff except Running staff, Engineering Gangs and Traction staff.	Calendar Month..
Running staff	11th to 10th.
Traction staff and Engineering Gangs	19th to 18th.

Information promised in reply to starred question No. 52 asked by Sardar Sant Singh (on behalf of Mr. Lalchand Navabhai) on the 30th October, 1941.

LISTS OF WAR REQUIREMENTS, ARTICLES MANUFACTURED AND DRUGS PRODUCED IN INDIA.

NOTE.—It should be noted that items in the vocabularies of Ordnance and Medical Stores include a considerable number of "common user" stores, i.e., stores which all branches of the Defence Services require. Certain branches such as the Engineer-in-Chief, Naval Headquarters and Air Headquarters have in addition specialized requirements towards which India makes a considerable and increasing contribution; but as these specialized requirements vary more directly with operational needs than do common user items, it is not practicable to indicate what percentage of them is found in India.

Vocabulary Section.	Class of stores.	Approximate number of headings in Section, i.e., total number of items imported and indigenous.	Approximate percentage of items produced in India.
1	2	3	4
A.—ORDNANCE STORES.			
A-1	Accoutrements	500	85%
A-2	Anti-gas stores	150	90%
B-1	Small Arms and Components	883	41%
B-2	Small Arms Accessories, Tools and pack-ages	443	92%
B-4	Rifles, Muskets and Bayonets other than service pattern	150	100%
C-1	} Machine Guns, Mountings, etc.	1,600	30%
C-2		1,150	8%
C-3	Bicycles and Components	500	10%
D-1	Harness and Saddlery	1,200	85%
D-2	Horse, Pony and Mule shoes	60	85%
E-1	Hand carts, wheeled stretchers, all horse-drawn vehicles and components	650	100%
E-2	Pontoon and Bridging equipment	150	5%
E-3	Lifting and Transporting Apparatus	190	65%
E-4	Coast Defence items	20	20%
F	Tools and Machinery	3,100	56%
G-1	Ironmongery	1,400	43%
G-2	Metals	1,000	70%
H-1	Oils, Paints and Chemicals	350	97%
H-2	Cordage and Textiles	360	93%
H-3	Timber, hard and soft woods	60	100%
H-4	Packing cases and crates	60	99%
J-1	} Camp and tentage	580	99%
J-2		150	
K	Barrack and Hospital Stores	1,000	90%

Vocabulary Section.	Class of stores.	Approximate number of headings in Section, i.e., total number of items imported and indigenous.	Approximate percentage of items produced in India.
1	2	3	4
A.—ORDNANCE STORES—contd.			
M-1	M. L. 2" Mortars. Complete equipments (Ordnance and Sight)	2	100%
	Components :—		
	Ordnance	70	100%
	Miscellaneous	10	100%
	M. L. 3" Mortars. Complete equipments (Ordnance, Mounting)	2	Nil.
	Components :—		
	Ordnance	4	Nil.
	Mountings	80	Nil.
	Miscellaneous	24	4%
M-2	Q. F. 3·7" A. A. Guns. Complete equipments (Ordnance Mounting and Platform)	6	Nil.
	Components :—		
	Ordnance	150	Nil.
	Mountings	860	Nil.
	Platform	200	Nil.
	Miscellaneous	300	Nil.
	Q. F. 4·5" CD/A. A. Guns. Complete equipments (Ordnance, Mountings and Carriage Transporting)	3	Nil.
	Components :—		
	Ordnance	200	Nil.
	Mountings	1,900	Nil.
	Carriage Transporting	1,000	Nil.
	3" 20 Cwt. Equipment. Complete equipments :—		
	Ordnance, Mounting and Platform	4	Nil.
	Components :—		
	Mountings	138	100%
	Ordnance	72	100%
	Platform	61	100%
	Miscellaneous	120	87%
	Q. F. 40 M. M. Bofors—		
	Complete equipments :—		
	Ordnance, Mounting and Platform	4	Nil.
	Components :—		
	Mounting	210	Nil.
	Ordnance	234	Nil.
	Platform	246	Nil.
	Miscellaneous	320	Nil.
M-3	Spares common to Arty. Guns or Carriages	1,200	99%
N-1	Field Artillery Guns and Carriages, 18-Pdr. Complete equipments :—		
	Ordnance, Carriages, Trailers and Recoil System	24	100%
	Components :—		
	Ordnance	80	100%
	Carriages and Trailers	1,000	96%

Vocabulary Section.	Class of stores.	Approximate number of headings in Section, i.e., total number of items imported and indigenous.	Approximate percentage of items produced in India.
1	2	3	4
A.—ORDNANCE STORES—<i>contd.</i>			
	4.5 Howr.		
	Complete equipments :—		
	Ordnance Carriages, Trailers and Recoil system	11	100%
	Components :—		
	Ordnance	50	100%
	Carriages and Trailers	700	99%
	5-Pdr.		
	Complete equipments :—		
	Ordnance Carriages, Trailers and Platforms	6	Nil.
	Components :—		
	Ordnance	100	Nil.
	Carriages and Trailers	700	Nil.
	13-Pdr.		
	Complete equipments :—		
	Ordnance Carriages, Trailers and Recoil system	5	100%
	Components :—		
	Ordnance	20	100%
	Carriages and Trailers	300	99%
	Components common to 13-pdr. 18-pdr. and 4.5" Howr.	500	100%
N-2	Light and Mountain Arty. Guns and Carriages	1,200	100%
N-3	6-pdr. Anti-tank—		
	Complete equipments :—		
	Ordnance	1	100%
	Carriage	1	10%
	Components :—		
	Ordnance	100	100%
	Carriage	498	100%
N-4	Old pattern equipment	800	100%
O	Medium Artillery.		
	60-pdr.		
	Complete equipments :—		
	Ordnance	1	Nil.
	Carriage	1	Nil.
	Components :—		
	Ordnance	50	100%
	Carriages	450	99%

Vocabulary Section.	Class of stores.	Approximate number of headings in Section, i.e., total number of items imported and indigenous.	Approximate percentage of items produced in India.
1	2	3	4
A.—ORDNANCE STORES—contd.			
6.	6" How.—		
	Complete equipments :—		
	Ordnance	1	Nil.
	Carriage	1	Nil.
	Components :—		
	Ordnance	80	100%
	Carriage	616	99%
P. & T.	Posts and Telegraphs Stores	700	90%
P-2	6" Mk. VII, VII Gun on Mks. II and V Mountings—		
	Complete equipments :—		
	Ordnance	2	Nil.
	Mounting	2	Nil.
	Components :—		
	Ordnance	125	100%
	Mountings	925	99%
	7.5"—		
	Complete equipment :—		
	Ordnance	1	Nil.
	Mountings	1	Nil.
	Components :—		
	Ordnance	90	100%
	Mountings	690	100%
	12-pdr.—		
	Complete equipments :—		
	Ordnance	1	Nil.
	Mountings	1	Nil.
	Components :—		
	Ordnance	50	100%
	Mountings	120	100%
Q-1	Fuzes, Tubes and Primers, etc.	50	60%
	S. A. A. fuzes Tubes, Primers, etc.	55	75%
Q-2	Drill Ammunition	90	90%
R-1	Gun Ammunition	90	77%
R-2	Drill Ammunition	124	99%
S-1	B. L. and Coast Defence Ammunition	24	88%

Vocabulary Section.	Class of stores.	Approximate number of headings in Section, i.e., total number of items imported and indigenous.	Approximate percentage of items produced in India.
1	2	3	4
A.—ORDNANCE STORES— <i>contd.</i>			
S-2	Drill Ammunition	62	93%
T-1	Explosives, ancillaries, Mortar Ammunition and Mines	60	60%
T-2	Drill equipment	80	75%
U	Magazine stores	50	95%
UDLOS	Laboratory equipment	300	90%
V-1	Instruments Angle of Sight	1	Nil.
	Instruments components	50	Nil.
	Binoculars	2	5%
	Binocular components	800	25%
	Clinometers	6	70%
	Clinometers components	46	80%
	Director	4	Nil.
	Director components	140	3%
	Gun Rules	3	100%
	Gun Rule components	25	100%
	Height and Rangefinder	1	Nil.
	Height and Rangefinder components	25	Nil.
	Periscopes	3	Nil.
	Periscopes components	80	Nil.
	Predictor	4	Nil.
	Predictor components	765	Nil.
	Sights Dial	1	Nil.
	Sights Dial components	200	20%
	Stands Instrument	18	100%
	Stands Instrument components	365	100%
	Telescopes	11	Nil.
	Telescopes components	160	Nil.
	Parallelosopes	1	Nil.
	Parallelosopes components	Nil	Nil.
V-1	Other miscellaneous components	750	70%
	Range-finder	4	Nil.
	Range-finder components	285	Nil.
V-2	Surveying and Drawing Instruments and Watches	1,700	41%
W-1	Field Works, Mining, and Water Supply Stores	700	30%
W-2	Electric cable and wires Primary cells and Miscellaneous Electric stores	800	5%
X	Search lights, Generating sets and General Electric light stores	1,000	10%
Y	Signal Stores	1,200	20%
Z	Wireless equipment	7,000	1.4%

Vocabulary Section.	Class of stores.	Approximate number of headings in Section, i.e., total number of items imported and indigenous.	Approximate percentage of items produced in India.	
1	2	3	4	
A.—ORDNANCE STORES— <i>conold.</i>				
CA CB CC CD CE CF CG CH CJ CK CR	All clothing stores	520 650 95 60 16 25 60 18 17 30 200	98% 100% 99% 84% 100% 92% 100% 100% 160% 100% 75%	
B.—MEDICAL STORES.				
1 of the Drugs P.V.M.S.			403	58%
2 „ Vaccines and Sera			17	53%
3 „ Aseptic Furniture			77	100%
4 „ Anæsthetic Appliances			81	70%
5 „ General Instruments and Appliances			490	78%
6 „ Ear, Nose and Throat Appliances and Instruments			276	55%
7 „ Eye Instruments and Appliances			153	45%
8 „ Fracture and Orthopædic Equipment			96	98%
9 „ Gynæcological and Obstetric Instruments			50	55%
10 „ Dental Equipment			440	42%
11 „ Post-Mortem Equipment		13	100%	
12 „ Surgical Dressings		39	85%	
13 „ Ligatures		25	20%	
14 „ Nursing Appliances		85	85%	
15 „ Dispensary Appliances		58	86%	
16 „ Laboratory Appliances		246	50%	
17 „ Laboratory Stains and Chemicals		110	42%	
18 „ Biological Reagents		104	100%	
19 „ Hygiene Appliances		22	100%	
20 „ Hygiene Chemicals		17	75%	
21 „ Anti-Malaria Equipment		37	62%	
24 „ Veterinary Instruments and Appliances		166	86%	

Information promised in reply to unstarred question No. 26 asked by Mr. Lalchand Navalrai on the 5th November, 1941.

**APPRENTICE PERMANENT WAY INSPECTORS ON NORTH WESTERN RAILWAY
DEPRIVED OF RENT-FREE QUARTERS.**

(a) Apprentice Permanent-way Inspectors, recruited prior to 1st August, 1928, when placed in charge of definite works, could be allowed the use of railway quarters, free of rent, if quarters were vacant and available, but had no claims to free quarters, or rent in lieu thereof.

(b) No. The agreement executed by an apprentice Permanent-way Inspector is valid only for the period of his apprenticeship. A fresh agreement is necessary on his confirmation as a Permanent-way Inspector. Such fresh agreements were executed by the employees referred to by the Hon'ble Member except in a few cases, where the omission to do so was due to an oversight.

(c) & (d) Under the rent rules introduced from 1st August, 1928, only those employees were entitled to rent-free quarters, who had held, prior to that date, posts in the cadre which carried that concession. Apprentices hold no posts in a cadre, and so an apprentice who had not been appointed before 1st August, 1928, to a post carrying the concession, is not an entitled person. Some of these employees were, however, granted the concession and continued to enjoy on the North Western Railway till 1937, as stated by the Hon'ble Member, but this was a mistake.

(e) In view of the reply to (c) & (d) above, this does not arise.

(f) The answer to the first part is in the affirmative; as regards the second part, staff are only eligible for the privileges attached to their appointments at the time they enter service.

(g) Presumably by Assistant Permanent-way Inspectors the Hon'ble Member means Apprentice Permanent-way Inspectors. If so, under the State Railway Provident Fund Rules, apprentices in technical departments had the option to subscribe to the Provident Fund. This concession, which was withdrawn in June 1934, does not, however, justify the grant of another concession, viz., free quarters, which was not admissible.

Information promised in reply to unstarred question No. 53 asked by Qazi Muhammad Ahmad Kazmi on the 11th November, 1941.

**SENIORITY OF CERTAIN HINDUS VIS-A-VIS CERTAIN MUSLIMS IN THE BINDING
DEPARTMENT OF THE GOVERNMENT OF INDIA PRESS, NEW DELHI.**

(a) Yes.

(b) Yes.

(c) & (d) Yes. The cases of men affected have been set right.

Information promised in reply to starred question No. 149 asked by Sardar Sant Singh on the 12th November 1941.

PRACTICE IN THE MATTER OF OBSERVING THE PERCENTAGE FOR REPRESENTATION OF MINORITY COMMUNITIES IN GOVERNMENT OF INDIA SERVICES.

Statement showing how the communal representation orders are observed in the subordinate offices of the Departments of the Government of India, at Simla, Delhi and New Delhi.

Name of Deptt.	Name of the subordinate office.	Whether the communal percentages are observed in each grade separately.	If not, the reasons, and the procedure followed.
Rly. Deptt.	Rly. Clearing Accounts Office.	Yes.	
Finance Deptt.	{ (1) Inspectorate of Customs and Central Excises, New Delhi. (2) Central Revenues Central Laboratory, Delhi. (3) Other offices	{ No. Yes.	{ The number of posts in each grade being small, the entire strength of the clerical staff is treated as one unit for the purpose of communal representation. *(There are only 4 clerical posts carrying different rates of pay, and it is not practicable to consider these posts separately for the purpose of com. reprsn.) In applying the communal representation orders, vacancies in the Survey of India, as a whole, are taken into account. Direct recruitment is made in the lowest grade and vacancies in the upper grades are filled by promotion.
E., H. & L. Deptt.	{ (1) Imperial Record Deptt. (2) Delhi Polytechnic (3) Survey of India Office. (4) Imperial Agricultural Research Institute.	{ Yes, as far as practicable No.* No. Yes; the subordinate services in the I. A. R. I. are classified into four distinct groups, viz. (i) Scientific, (ii) Technical, (iii) Artists, (iv) Ministerial. Each of these groups is again classified under two heads: (i) Upper, (ii) Lower. The communal reservations are applied separately to each of these divisions and grades in the offices located at one place.	
Mily. Deptt.	Finance M. A. G.'s office	Yes; in the Third Division which is recruited direct. Recruitment to the higher division is generally by promotion or transfer.	
Labour Deptt.		Yes, in all the subordinate offices.	
Communications Deptt.	{ (1) Postal and Telegraph offices. (2) Offices subordinate to the Director of Civil Aviation. (3) India Meteorological offices.	{ Yes. Yes. Yes, as far as practicable. Where it is not practicable, posts on the same or approximately the same pay are grouped together for the purpose of communal representation.	
Information and Broadcasting Deptt.	All-India Radio, and its subordinate offices in Delhi.	Yes.	

Information promised in reply to starred question No. 23 asked by Mr. Amarendra Nath Chattopadhyaya on the 12th February, 1942.

AIR RAID CASUALTIES AMONGST INDIANS IN RANGOON, MOULMEIN AND TAVOY.

(a) Reports received show that 1,102 persons were killed and 1,650 injured in the two heavy air raids on Rangoon, and that 38 persons were killed and 80 injured in Moulmein. The majority of them are believed to have been Indians.

(b) and (c) Apart from air raids injured treated in hospitals in Burma, some 130 hospital cases were brought to Calcutta on a ship carrying evacuees; and some 25 injured persons are reported to have been landed in Vizagapatam. No record is available of the number of women and children included in these arrivals or of their province of origin.

(d) Between 75 and 80 thousand Indians were evacuated to India by sea and about 4,025 by air. About 4 lakhs of Indians are believed to have come to India by the land routes.

(e) No information is available.

Information promised in reply to part (b) of starred question No. 41 and unstarred question No. 15 asked by Mr. Lalchand Navalrai on the 16th February, 1942.

DISMISSALS FOR INSOLVENCY OR HABITUAL INDEBTEDNESS ON STATE RAILWAYS.

Starred question No. 41.—No employee was dismissed on account of insolvency or habitual indebtedness on the East Indian, Bombay, Baroda & Central India, and Bengal & Assam Railways. One employee was removed from service on the North Western Railway for habitual indebtedness.

STATE RAILWAY STAFF GIVEN CONSOLIDATED OR PERMANENT TRAVELLING ALLOWANCE.

Unstarred question No. 15.—(a) Reply to the first part is in the affirmative so far as the Bengal and Assam, East Indian, and North Western Railways are concerned. A list showing the categories in question on each railway is attached.

(b) No, because the travelling allowance is not in the nature of pay.

(c) Does not arise.

<i>Railway.</i>	<i>Categories of staff.</i>
North Western	Special Ticket Examiners.
"	Van Sorters.
Bengal & Assam	Travelling Ticket Examiners.
"	Crew-in-charge.
"	Crewman.
East Indian	Travelling Ticket Examiners.
"	Personal Inspectors.
"	Pass Inspector.
"	Labour Advisors.
"	Personal Inspectors' peons.
"	Train booking clerks.
"	Fitter-in-charge, outdoor on the Howrah, Dinapore, Allahabad and Lucknow Divisions.
"	Van goods porters and cooks.
"	Surveyors (temporary) at Madhupur under Bridge Engineer.
"	Head Mistries (temporary) under Bridge Engineer.
"	Head Trolley men at Madhupur under Bridge Engineer.

Information promised in reply to part (d) of unstarred question No. 20, and parts (a), (b) and (c) of unstarred question No. 21 asked by Qazi Muhammad Ahmad Kazmi on the 16th February, 1942.

CATERING CONTRACTS WITH BALLABHDAS ESHWARDAS ON EAST INDIAN RAILWAY.

No. 20.—I am informed that this is not a fact. Divisional Superintendents are authorised to grant catering and vending contracts at any stations in their respective divisions to any contractor other than the firm mentioned.

MONOPOLY OF CATERING CONTRACT TO BALLABHDAS ESHWARDAS ON EAST INDIAN RAILWAY.

No. 21.—(a) This is not a fact. Divisional Superintendents are authorised to deal with all complaints against this firm and take such action as they consider necessary.

(b) The Hon'ble Member is referred to the information laid on the table in reply to part (d) of his unstarred question No. 20.

(c) The facts are as stated in the oral reply given to the Hon'ble Member's question and the information now laid on the table.

Information promised in reply to starred question No. 99 asked by Dr. Sir Ziauddin Ahmad on the 25th February, 1942.

WATER SUPPLY PROBLEM AT AJMER.

Mr. Griffin recommended that wells in Saraswati Valley placed at a sufficient distance apart should be sunk to provide a new source of supply for drinking water for Ajmer and that trial borings should be taken. Certain experiments were carried out and as a result thereof he advised that the idea of tube wells should be given up and that ordinary wells should be sunk. This is being done now. It is not possible to state when the new water supply will be available.

Information promised in reply to starred question No. 142 asked by Mr. N. M. Joshi on the 6th March, 1942.

REDUCTION IN PAY OF SWEEPERS OF THE OFFICE OF THE CONTROLLER OF SUPPLY, BOMBAY.

(a) No.

(b) No; the rates vary from office to office.

(c) No. As already explained, there is no uniform rate of pay for sweepers in Bombay offices and the Government of India rates also vary similarly.

(d) Does not arise.

Information promised in reply to parts (b) to (d) of starred question No. 147 asked by Bhai Parma Nand on the 6th March 1942

RESIGNED SORTERS RE-EMPLOYED IN THE POSTAL AND ENGINEERING CADRE IN THE PUNJAB AND NORTH-WEST FRONTIER POSTAL CIRCLE.

(b) Orders have now been issued that no relaxation of the recruitment rules should be allowed in the case of officials who have resigned their appointments.

(c) Yes.

(d) The position is that certain officials serving in the R. M. S. and Postal branches of the Department in the Punjab and N. W. F. Circle applied for transfer to other branches and in some cases this request was granted on condition that the officials concerned resigned their original appointments. In other cases similar requests were refused on administrative grounds. The Postmaster-General, Punjab and N. W. F. Circle, has been directed strictly to observe the orders on this subject in future.

Information promised in reply to starred questions Nos. 152 and 153 asked by Mr. Muhammad Nauman on the 6th March, 1942.

**UNQUALIFIED EMPLOYEES PROMOTED AS MISTRIES IN LOCO. WORKSHOP,
LUCKNOW.**

No. 152.—(a) Three employees were declared as suitable at the selection held in January 1939.

(b) The standard by which the men were judged was subsequently lowered and thus a few who, at the first selection were declared as unqualified, became eligible for promotion.

**PERFORMANCE OF RELIGIOUS CEREMONIES IN THE CARRIAGE AND WAGON SHOP,
LUCKNOW.**

No. 153.—(a) The reply is in the negative; it is understood that in September 1941 certain staff did hold Kirtans in the shops during the recess hour but this was prohibited when it came to notice.

(b) No, but Hindu staff are permitted according to a long-standing custom to perform worship of the machines and tools on Vishvakarma Puja day which is a shop holiday.

(c) Permission is granted to workshop staff but not to outsiders to worship in a temple which is within the boundary wall of the shop on Shivratri day which is also a shop holiday.

(d) It is understood that one such application was made which was rejected.

(e) Government do not propose to interfere in this matter. Only those requests which have the sanction of long established custom behind them are granted and Government consider it undesirable that such privileges should be enlarged; every request is dealt with on its merits in accordance with this policy.

Information promised in reply to unstarred question No. 46 asked by Maulana Zafar Ali Khan on the 7th March, 1942.

AVENUE FOR PROMOTION FOR ASSISTANT SURGEONS.

(a) There are no rules regarding the promotion of Assistant Surgeons to the rank of Civil Surgeon in the centrally administered areas.

(b) Does not arise.

(c) Yes.

(d) The total number of Assistant Surgeons and Civil Surgeons in the centrally administered areas and the number of Muslims holding these appointments in March 1942, were as follows :—

Province.	No. of Asstt. Surgeons.	No. of Civil Surgeons.	No. of Muslims holding these posts.	Remarks.
Delhi	7	3*	3	*One post held in abeyance.
Coorg . .	..	1	..	
Baluchistan .	5†	2‡	2	†Excludes one temporary post. ‡One post held in abeyance.
Ajmer-Merwara	3 (including one lady Assistant Surgeon).	1§		§Excludes one post of Additional Civil Surgeon.

(e) None .

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

Information promised in reply to starred questions Nos. 172, 173 and 175, asked by Mr. Ananga Mohan Dam on the 11th March, 1942.

AMALGAMATED BENGAL AND ASSAM RAILWAY AND EFFECT ON SALARIES, ETC.

No. 172.—(c) Sixty subordinates, whose services vary from 3 to 34 years.

(d) Nine.

EXPENDITURE ON AMENITIES FOR EMPLOYEES ON BENGAL AND ASSAM RAILWAY.

No. 173.—(a) Europeans (including Anglo-Indians)—965.

Indians—71,558.

(b) (i) and (ii) The amount spent on the education of European children from April 1941 to January 1942 was Rs. 40,164 and on the education of Indian children for the same period Rs. 27,197.

(iii) Contributions made from April 1941 to January 1942 to European Institutes was Rs. 36,601 and to Indian Institutes Rs. 10,420.

RAILWAY CLUB RESERVED FOR EUROPEANS

No. 175.—(a) There are separate Clubs or Institutes on the B. & A. Railway for Europeans and Anglo-Indians, and for Indians. Swimming facilities are provided at some of these which are used by the members of such Clubs or Institutes. In exceptional cases, outsiders are, however, allowed to become members. As regards the Pahartali Swimming Club, the reply is in the affirmative.

(b) The reply is in the affirmative so far as the A. B. Section of the B. & A. Railway is concerned, and in the negative as regards the E. B. section of that Railway.

Information promised in reply to starred questions Nos. 178 and 179 asked by Qazi Muhammad Ahmad Kazmi on the 11th March, 1942.

COMPLAINT AGAINST THE RAILWAY CINDER CONTRACTOR AT LUCKNOW.

No. 178.—(a) Yes, with the exception that there is a limitation on supplies.

(b) Yes.

(c) Yes; additional demands from railway employees who had not previously bought cinders increased the demand by 400 per cent.

(d) No.

(e) Yes so far as concerns the fixation of the quantity of cinders which could be supplied to an employee; delivery has always been charged on a fixed scale.

(f) Government have no information on the matter.

CINDER CONTRACT AT LUCKNOW RAILWAY STATION.

No. 179.—(a) The present Ash pit cleaning, cinder picking and disposal of ashes contract at Lucknow expired on the 31st May, 1942.

Information promised in reply to starred question No. 193 asked by Mr. H. M. Abdullah on the 17th March, 1942.

NOTICES BY DELHI IMPROVEMENT TRUST TO LESSEES FOR SPEEDING UP BUILDING.

(a) No. A lessee who has purchased land from the Trust and who has failed to complete his building within the period prescribed in the lease, is allowed an extension of one year without payment, and extensions beyond this period for the duration of the war are now granted on payment of additional premium at the rate of $\frac{1}{4}$ per cent per month.

(b) Steel can be purchased in accordance with the Steel Control Order.

(c) There has been a rise in the cost of bricks but the increase is not as great as suggested in the question. Wood can be obtained without great difficulty.

(d) Does not arise.

Information promised in reply to starred question No. 202 asked by Qazi Muhammad Ahmad Kazmi on the 17th March, 1942.

MUSLIM GRAVEYARD FOR ALIGANJ AREA, DELHI.

(a) Yes.

(b) and (c) A representation was received by the Chief Commissioner and enquiries are now being made with a view to selecting a suitable site for a graveyard, if one can be found.

(c) No, the Jangpura cemetery is between two and three miles from Aliganj.

(d) Government are not aware that any very great difficulty is being experienced.

Information promised in reply to starred question No. 216 asked by Mr. Amarendra Nath Chattopadhyaya on the 19th March, 1942.

CASH AND PAY CONTRACTORS ON NORTH WESTERN RAILWAY.

(a) Yes.

(b) Only a small proportion of the cadre of the Railway Clearing Accounts Office represents posts transferred from the cadre of the N. W. Railway Accounts Office. The Clearing Accounts Office is not a part of the N. W. Railway organisation but is an independent account office responsible for the foreign Traffic Accounts and Statistics of five railways. The question of N. W. Railway Cash Contractor being asked to undertake payment to the Clearing Accounts Office Staff as part of his N. W. Railway contract does not therefore arise.

(c) Reply to the first part is in the affirmative. As regards the second part, the tender was invited sometime in 1917 and is not now available. The procedure had been in vogue long before the agreement with the present contractor was executed.

(d) Yes. Contingent expenses amounting to approximately Rs. 12,000 per annum are paid to the contractor. The claims for contingent expenses are checked by the Accounts Department. No check is exercised over the working expenses which are paid by the contractor himself. Contingent expenses are not covered by the remuneration paid to the contractors in accordance with the terms of the agreement. Uniforms to peons are allowed outside the agreement. This concession has been in force since 1920 and is in the interests of the railway administration.

Information promised in reply to starred questions Nos. 220 and part (a) of 223 asked by Mr. Muhammad Azhar Ali on the 20th March, 1942.

APPEALS AND PETITIONS BY STAFF OF THE ARCHAEOLOGICAL DEPARTMENT.

No. 220—	Name and community of the appellant or petitioner.	Authority who passed the orders under appeal.	Brief subject of the orders passed or punishment awarded.	Grounds of appeal.	Orders passed by appellate or reviewing authority with reason in brief.
1	2	3	4	5	6
1. Dr. M. Nazim, Superintendent, Archl. Survey, Muslim.	Government of India, Department of Education, Health and Lands.	Confirmation of Mr. H. L. Srivastava as Superintendent, before Dr. Nazim.	1. Confirmation of Mr. H. L. Srivastava as Superintendent in supersession of the appellant. 2. No reasons were communicated to the appellant for this supersession.	Non-selection of the appellant for a selection post was neither a penalty specified in Rule 49 of the Classification, Control and Appeal Rules nor an order altering to the appellant's disadvantage the conditions of his service. No appeal therefore lay either under Rule 56 or Rule 58 of the C. C. and Appeal Rules.	
2. Dr. M. Nazim, Superintendent, Archl. Survey, Muslim.	Ditto	Orders in column 5 above.	That it was not embodied in any rules that the post of Superintendent in the Archl. Survey was a selection post for purposes of selection.	There was no reason for reconsideration of the orders already passed and the petition was therefore, rejected.	
3. Mr. H. H. Khan, Superintendent, Archl. Survey, Muslim.	Ditto	Stoppage at the Efficiency Bar.	That the stoppage was not justified.	Rejected by the Governor General in Council as his work was not up to the required standard.	
4. Mr. C. C. Das Gupta, Assistant Superintendent, Archl. Survey, Hindu.	Ditto	Termination of service after the probationary period.	That probation should have been followed by confirmation.	Re-employment on probation for one year allowed by the Governor General in Council as a matter of grace.	

5. Mr. Zahurudd Ahmed, Muslim.	Director General of Archaeology in India.	Stoppage at the Efficiency Bar.	The procedure prescribed in the rules was not followed.	In allowing the appeal the Government of India remanded the proceedings for disposal in accordance with the rules.
6. Ditto	Ditto	Promotion of an Assistant as Office Superintendent.	Supersession	Withheld by Director General of Archaeology under clause 7 (14) of the Petition Rules.
7. Mr. Mohd. Yasin, Muslim.	Ditto	Promotion of a Clerk as an Assistant.	Do.	Government decided that no appeal lay in the case.
8. Dr. K. N. Puri, Hindu.	Superintendent, Archl. Survey, Central Circle, Patna.	Reversion to the minimum of time scale in the grade of Rs. 150—10—250.	Reversion	Restored to original pay on the ground that the Superintendent was not competent to award the punishment. A warning was administered to the appellant.
9. Mr. S. Bhattacharya, Hindu.	Director General of Archy. in India.	Demoted from the post of Accountant to the post of Head Clerk.	Demotion	Rejected by the Government of India on the ground that the cases were fully considered by them in 1935 and that no fresh facts were advanced for revision of these orders.
10. Mr. N. K. Dass, Hindu	Ditto	Demoted from the post of Head Clerk to 2nd Clerk's post.	Do.	
11. Pandit Raj Nath Kalla, Hindu.	Superintendent, Archl. Survey, Northern Circle, Agra.	That the petitioner was not entitled to officiating allowance for the period of 3 months from 9th September 1940 when the Head Draftsman proceeded on leave.	That the petitioner was entitled to officiating allowance as he was performing duties of the post of the Head Draftsman in addition to his own.	The Superintendent adhered to his previous decision and the D. G. A. was not disposed to exercise his powers as an appellate authority in such a petty matter.
12. Ninua, Farash, Hindu.	Superintendent, Archl. Survey, Northern Circle, Agra.	Ninua Farash was discharged as he was convicted by a Court in a criminal case.	That the offence for which the appellant was discharged did not involve any moral turpitude, and that no regard was paid for his faithful service of 19 years he had put in.	As the dismissal was a sequel to the man's conviction by a Court of Law the D. G. A. declined to reinstate the appellant in service.

Name and community of the appellant or petitioner.	Authority who passed the orders under appeal.	Brief subject of the orders passed or punishment awarded.	Grounds of appeal.	Orders passed by appellate or reviewing authority with reason in brief.
1	2	3	4	5
13. Mr. Mohd. Sharif, Muslim.	Superintendent, Archaeological Survey, Frontier Circle, Lahore.	Stoppage of annual increment for one year with the effect of postponing future increments for two years.	<p>1. The grounds on which the increment had been stopped were not proved.</p> <p>2. No formal charges were framed against the appellant and</p> <p>3. No opportunity was given to him for defence as required by rules.</p> <p>4. The Superintendent, Archaeological Survey, Frontier Circle had previous consultations with the appellate authority.</p>	The entire question had been carefully considered at previous stages and as no new facts were revealed the appeal was rejected.
14. Ditto	Director General of Archaeology in India.	Petition for review against D. G. Archaeology's orders embodied in column 3 above.	<p>1, 2 & 3 as above.</p> <p>4. The Superintendent, Archaeological Survey, Frontier Circle had previous consultations with the appellate authority.</p>	All the circumstances of the case had been fully considered before in rejecting his appeal, hence rejected.
15. Mr. Mohd. Zainud Din, Muslim.	Superintendent, Archaeological Survey, Frontier Circle.	Stoppage of annual increment for one year with the effect of postponing future increments for two years.	<p>1. Stoppage of increment although audit objections were satisfactorily explained.</p> <p>2. The appellant did not commit any misdeemeanor.</p>	Rejected, there being no sufficient reasons to interfere with the order of the Archaeological Superintendent.
16. Mr. Zahurul Hasnain, Muslim.	Ditto	Stoppage of annual increment for two years with the effect of postponing future increments.	<p>1. No formal charges were framed against the appellant.</p> <p>2. No chance for defence was given to him, thus denying the protection afforded by the C. C. & A. Rules.</p> <p>3. The allegation that the appellant's work and conduct was unsatisfactory had not been proved.</p>	The punishment awarded was thought to be justified and the appeal was rejected.

TEMPORARY AND WORK-CHARGED SUPERIOR STAFF EMPLOYED AT CERTAIN ARCHAEOLOGICAL EXCAVATIONS.

No. 223.—Temporary superior staff employed in connection with the Harappa excavations during the years 1927 to 1931.

No.	Designation.	Pay.	From	To	Temporary or work-charged.	Total.
		Rs.				
1927.						
1	1 Temporary Overseer	60	1-1-1927	7-4-1927	Temporary	4
2	1 Temporary Overseer	50	1-1-1927	11-5-1927	Temporary	
3	1 Temporary Overseer	75	12-5-1927	31-12-1927	Temporary	
4	1 Temporary Overseer	75	22-11-1927	31-12-1927	Temporary	
1928.						
5	1 Temporary Overseer	75	1-1-1928	30-9-1928	Temporary	3
6	1 Temporary Overseer	75	1-1-1928	3-3-1928	Temporary	
7	1 Temporary Overseer	75	14-12-1928	31-12-1928	Temporary	
1929.						
8	1 Temporary Overseer	75	1-1-1929	31-3-1929 and	Temporary	2
			2-11-1929	31-12-1929		
9	1 Temporary Overseer	75	19-10-1929	31-12-1929	Temporary	
1930.						
10	1 Temporary Overseer	75	1-1-1930	31-12-1930	Temporary	3
11	1 Temporary Overseer	75	1-1-1930	31-12-1930	Temporary	
12	1 Temporary Overseer	100	1-12-1930	31-12-1930	Temporary	
1931.						
13	1 Temporary Overseer	75	1-1-1931	31-7-1931	Temporary	3
14	1 Temporary Overseer	75	1-1-1931	31-7-1931	Temporary	
15	1 Temporary Overseer	100	1-1-1931	31-3-1931	Temporary	

Information promised in reply to part (c) of starred question No. 250 asked by Mr. Lalchand Navalrai on the 24th March, 1942.

PROMOTIONS OF SUB-DIVISIONAL CLERKS ON NORTH WESTERN RAILWAY.

Signallers and Assistant Station Masters have never been placed on a common seniority for promotion.

Information promised in reply to starred question No. 262 asked by Mr. Umar Aly Shah on the 25th March, 1942.

UNSAFETY OF SHOPS IN NEW DELHI.

(a) Landlords and householders in Delhi, as in other threatened towns, have been advised to prepare suitable refuges for themselves either by strengthening a suitable room or by constructing a trench or shelter out of doors;

(b) Suitable measures will be taken by the authorities to deal effectively with any tendency to disorder;

(c) Almost all the shops in New Delhi are non-residential, and the occupants of the shops are not permitted to use them for residential purposes unless they include approved residential accommodation.

(d) Yes, but the remedy for defects of this kind lies in the hands of the shopkeepers; the risk of pilfering after an air raid can to a large extent be overcome by the installation of suitable protective arrangements behind the glass windows.

(e) Government have no information on this point.

(f) As already stated in reply to part (b), the necessary measures will be taken by the authorities concerned to deal with any situation that may arise.

Information promised in reply to starred question No. 285 asked by Mr. Lalchand Navalrai on the 31st March, 1942.

"COMMERCIAL STAFF" MEETINGS ON NORTH WESTERN RAILWAY AT KARACHI.

(a) Such meetings were started in February, 1942 and so far only two meetings have been held.

(b) About 70 employees attend the monthly meetings and of them only 16 are entitled to higher class accommodation. These men travel from different stations to Karachi, not necessarily on the same day or by the same train. It is understood from the General Manager, North Western Railway that he has not received any complaint of inconvenience on this account from the travelling public. The meetings are held to discuss many urgent problems that arise in connection with the existing abnormal conditions.

(c) Such monthly meetings are also held on Rawalpindi Division; the latter part does not arise.

(d) The travelling allowance paid to the employees for the meeting held in February last amounted approximately to Rs. 80; such expenses are justified for the reasons stated in the reply to part (b).

(e) No; these meetings serve a very useful purpose.

Information promised in reply to unstarred questions Nos. 90, 94 and 95 asked by Qazi Muhammad Ahmad Kazmi on the 31st March, 1942.

UNIFORMS FOR TRAINS CLERKS ON NORTH WESTERN RAILWAY.

No. 90.—The reply to the first part is in the affirmative. As regards the second and third parts, uniforms are supplied to staff who come into close contact with the public, to those whose duties expose them to extreme cold or to rain and to staff whose duties are liable to damage their clothes. The trains clerks satisfy none of these conditions and Government do not propose to change the present orders.

MUSLIM TRAFFIC INSPECTORS ON BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

No. 94.—The answer to the first part is in the affirmative as regards the Metre Gauge section also.

BAN ON CERTAIN PROMOTION OF INTERCHANGE STOCK VERIFIERS ON BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

No. 95.—The reply to the first two parts is in the negative, the third part does not arise.

Information promised in reply to parts (a) and (b) of unstarred question No. 98 asked by Maulvi Muhammad Abdul Ghani on the 31st March, 1942.

SUBLETTING OF CERTAIN VENDING CONTRACTS BY BALLABHDAS ESHWARDAS.

(a) Enquiries made from the North Western Railway show that Messrs. Ballabhdas Eshwardas have not sublet any part of their contract for vending certain comestibles at Delhi Main Railway station to one Umrao Singh resident of Katra Lachho Singh near Fountain Delhi or to any other person. They are carrying out this contract themselves.

(b) Enquiries made from the East Indian Railway show that the contracts referred to have not been sublet to Ram Chander of Hathras or to any other party. Ram Chander Agarwal is an employee of Messrs. Ballabhdas Eshwardas.

Information promised in reply to unstarred questions Nos. 105 and 112 asked by Mr. Muhammad Azhar Ali on the 31st March, 1942.

CHEAP GRAIN SHOPS OPENED BY EAST INDIAN RAILWAY.

No. 105.—(a) & (b).—It is understood that grain has on some occasions, been transferred from the shops to refreshment rooms and food stalls run by Messrs. Ballabhdas Eshwardas on the East Indian Railway. Grain has also been sold to one employee of the contractors, who, however, assists in the management of the grain shop at Lucknow. Government are satisfied that no irregularity has taken place in these transactions.

(c) It is understood that Messrs. Ballabhdas Eshwardas employ about 2,000 persons in connection with their catering contracts. Government cannot undertake to furnish any detailed information regarding persons in the service of private contractors.

EXTENSIONS OF SERVICE DUE TO WAR IN RAILWAY BOARD AND STATE RAILWAYS.

No. 112.—The period of extension granted to non-gazetted staff on State-managed Railways does not exceed one year except in very rare instances.

Information promised in reply to starred question No. 309 asked by Sardar Sant Singh on the 1st April, 1942.

INSTITUTIONS GRANTED LANDS IN NEW DELHI.

(a) A statement containing the required information is laid on the table of the House.

(b) An application was received from the Gurdwara Parbandhak Committee in October, 1939, for the allotment of a site for a primary school. The allotment was sanctioned and the Committee was informed accordingly in October, 1940. Another application was received in December, 1940, from the Khalsa Youngmen Association for a site. This application is awaiting disposal pending a decision on the future policy of the Government of India to be adopted in such cases. There has been no discrimination in the matter.

Names of Institutions who have been granted land in New Delhi since 1926

Institution.	Date of application.	Date of sanction.
1. Masonic Lodge	26-12-21	29-1-26
2. Modern School	28-4-21	20-6-27
3. Red Cross Society	7-4-29	22-1-30
4. Lahore Diocesan Church Association	28-10-29	9-5-30
5. Rama Krishna Mission	28-2-29	9-6-30
6. Sanathan Dharm Sabha	1-2-29	17-9-31
7. Kali Bari	31-12-29	17-9-31
8. Sweepers Temple	4-3-30	17-9-31
9. South Indian Association	26-5-30	17-9-31
10. Hindu Mahasabha	6-4-33	17-6-33
11. Lady Irwin College	4-11-32	10-8-33
12. Maha Bodhi Society	29-11-34	9-3-35
13. Harcourt Butler School	28-12-33	10-7-35
14. Mata Sundri Road Temple Trust (Chamar.)	30-5-30	9-3-37
15. Lady Irwin School for Girls	28-2-36	6-11-37
16. Ramjas High School	25-9-34	19-1-39
17. D. A. V. High School	15-2-35	19-1-39
18. Union Academy	14-5-36	19-1-39
19. Arya Kanya Patshala	14-5-36	19-1-39
20. Delhi Children's Aid Society	12-2-36	4-3-39
21. Deaf and Dumb School	12-3-35	19-8-39
22. Boy Scouts Association	13-2-39	8-12-39
23. Managing Committee, Shiwalapa Ganga Dhar	<i>Nil.</i>	9-1-40
24. Anjuman-i-Islamia	21-4-38	18-1-40
25. Gurdwara Parbandhak Committee	16-12-39	31-8-40
26. Garhwal Sarab Hiteshin Sabha	25-5-40	28-2-41

Information promised in reply to unstarred questions Nos. 118, 119 and 122 asked by Babu Kailash Behari Lal on the 1st April, 1942.

NOTIFIED AREA COMMITTEE, SHAHDARA.

No. 118.—(a) The date is not readily ascertainable. The Notified Area Committee of Shahdara was constituted before the incorporation of this tract in the Delhi Province in 1915.

(b) The Notified Area Committee consists of 9 members including the President and is constituted for periods of three years at a time under section 242 of the Punjab Municipal Act. All the Members are nominated. The appointment of the Secretary and the other officers of the Committee is governed by the provisions of sections 38 and 39 of the Act.

(c) The population of Shahdara at the time of its constitution as a Notified Area is not known, but at the census of 1911 the population was 5107. The population according to the 1941 census is 15,970.

(d) The Hon'ble Member is referred to the reply given to part (b) of starred question No. 227, asked on the 20th March, 1942.

NOTIFIED AREA COMMITTEE, SHAHDARA.

No. 119.—(a) A statement giving the required information is laid on the table.

(b) The Punjab Municipal Act, 1911, as extended to the Delhi Province and applied to the Shahdara Notified Area with the various rules made thereunder.

(c) and (d). The audit of the accounts of the Notified Area Committee is conducted by an Accountant of the office of the Accountant General, Central Revenues. The audit note is laid before the Committee and the objections are disposed of in accordance with the instructions of the Committee. A copy of the audit note and the replies thereto are forwarded to the Deputy Commissioner and the Chief Commissioner. The procedure is not different from that of the other notified areas.

(e) Yes, through the nominated members.

(f) The annual audit of the accounts of the Committee provides the usual protection against waste and misuse.

(g) Yes. A sum of Rs. 30,000 is out-standing against a loan of Rs. 60,000 taken by the Committee on account of the water supply of the town. This amount is being liquidated by annual instalments of Rs. 3,000.

(h) The sanitation of the town of Shahdara and its suburbs is satisfactory. The Chief Health Officer, Delhi Province last inspected the town in November, 1941 and its suburbs in March, 1942.

The statement of income and expenditure of the Notified Area Committee, Shahdara for the years 1935-1941.

	1935-36	1936-37	1937-38	1938-39	1939-40	1940-41
Income ..	Rs. 37,123	35,124	41,185	42,453	37,674	53,610
Expenditure	„ 27,855	33,580	34,733	42,746	43,428	42,735

APPLICATION FOR COMPENSATION BY ONE MUSAMMAT RAM PIARI, WIDOW OF KARAN SINGH, A PALADDAR ON SHAHDARA-SAHARANPUR RAILWAY.

No. 122.—(b) An application from the person mentioned was received by the Commissioner for Workmen's Compensation in Delhi (the District Judge) but there is no record in his office of the date and mode of its receipt.

(c) The records in the office of the Commissioner for Workmen's Compensation show that the application was returned to the sender on the 13th August, 1941 but as no copy of the application was retained it is not possible to say with what remarks it was returned.

(d) and (e). The Commissioner has been asked to invite the applicant to resubmit the application and pass such further orders on it as seemed to him appropriate.

DEATHS OF SIR IBRAHIM RAHIMTOOLA, DR. E. RAGHAVENDRA RAO, SETH HAJI SIR ABDULLA HAROON AND LIEUT. COLONEL SIR HENRY GIDNEY.

The Honourable Mr. M. S. Aney (Leader of the House): Sir, with your permission, I have to refer to the deaths of some of our distinguished colleagues who died after the last meeting of the Legislative Assembly. All of them were our distinguished country men, all of them, in one capacity or another, were connected with this Legislative Assembly.

First of all, I mention the death of late Sir Ibrahim Rahimtoola, an honoured name. As you are aware, Sir, he was the President of this Legislative Assembly for about two years. He had a distinguished career as a public man. He came from Bombay. He occupied the position of the President of the Bombay Corporation. He was a Member of the Provincial Legislative Council in olden days and he was also a Member of the Bombay Executive Council. He was a member of the Royal Commission on Labour and certain other important Committees also. As a Member of various Committees he displayed his great ability. He was one of those Muslims who was looked up to not only as a pious Muslim, but also a Muslim of broad and nationalistic outlook. Although his death had occurred at the ripe old age of 80, yet we still mourn it as premature. All of us feel all the more sorry that it had taken place at a time like this.

Next, I refer to the death of another distinguished Indian, the late Dr. Raghavendra Rao. While referring to his death, I feel almost overwhelmed with feelings. I had the privilege of working as his colleague in public life for about thirty years in my Province. You know, Sir, how he rose from one place to another by dint of his sheer merit and ability and enthusiasm and integrity which he had shown in the discharge of his onerous duties. He worked in the local bodies and immediately after the constitutional reforms were introduced, he came to the Provincial Council as a representative of the people, and on account of his ability, he was unanimously marked out by his colleagues as the man fit to occupy the responsible position of a Minister. Twice he was elected a Minister; he also worked as a Member of the Executive Council in that Province, and as you are aware, Sir, he also rose to the distinguished and rare position of the Governor of the Central Provinces and Berar, a rare honour for an Indian. After having assumed all these responsible positions and discharged those duties with distinction, he had the privilege of being appointed as an Adviser to the Secretary of State. Afterwards, he was persuaded to agree at considerable sacrifice to assume the duty of a Member of the Viceroy's Executive Council. All my colleagues will bear me out when I say that although he was suffering acutely physically, still he did not mind those sufferings and he tried his best to serve the country and discharge the onerous duties attached to his office. In fact, I will say that he fell a victim to his sense of duty.

Next, I wish to refer to the death of two other distinguished colleagues of ours. I refer to the death of Sir Abdulla Haroon. He was a man of business. We all know of the valuable contributions he used to make whenever there was any debate relating to commerce and industry. His practical experience of business had enabled him and qualified him to

[Mr. M. S. Aney]

pronounce his opinion on those questions with authority and he was listened to by all Members of the House with great respect and attention. Besides, Sir Abdoolla Haroon was regarded as an embodiment of dignity and whenever he entered this House, he used to inspire everybody with respect by his courteousness and the usual manner in which he was behaving towards his colleagues. I had the privilege of enjoying his hospitality. Everyone with who had the privilege of being his guest had certainly found in him a very hospitable host. He was one of those men who commanded the respect both of Hindus and Muslims alike. We lost in him a very valuable colleague.

Then, I refer to the death of Sir Henry Gidney. He was probably the most familiar and popular figure not only in this Legislature, but in the city of Delhi. He has been a Member of this House from the year 1921 and probably with one or two short interruptions, he was continuously a Member of this House. If there is anybody who can be compared to him as regards the duration of his membership in this Assembly, I believe he is Mr. Joshi. These two have been continuously Members of this House since this House came into existence after the inauguration of the Montford Reforms. As a public man, Sir Henry Gidney's services were mainly in the interest of the Anglo-Indian community, and I believe there is no single man of whom it can more justly be said that he had given the best of what he had in the interest of his community. He was the doughty champion of the cause of the Anglo-Indian community in this House. I believe the Anglo-Indian community owes a great debt of gratitude to the late Sir Henry Gidney. Although he was standing for the interest of his community, still I know, and most of us know as well, how valuable his advice has been on matters of general interest to the country at large. Besides this, he had another charming quality in him. He was the most popular figure in the city of Delhi. At every social function he used to attend, I know that Sir Henry Gidney, through his sprightly wit and inexhaustible fund of humorous stories used to gather round him a circle of admiring friends very easily. Delhi has lost one of the most popular social figures in the death of Sir Henry Gidney. He was not only a public man who championed the cause of his minority community, but he was a popular society man also.

In this short period of a few months we have lost four distinguished colleagues and, Sir, it is my request to you that on behalf of this House you should convey to the members of the bereaved families our sincere sense of sorrow.

Syed Ghulam Bhik Nairang (East Punjab: Muhammadan): Sir, on behalf of my Party I associate myself with the condolence motion and have to say that my Party and myself sincerely feel the loss which has been suffered by the country and by this House in the death of Dr. Raghavendra Rao, Sir Abdulla Haroon and Sir Henry Gidney who were Members of this Assembly and of one of the old Presidents of this House. Sir Ibrahim Rahimtoola, who although he had retired from this House long ago was really a source of strength to all public movements and all public causes even in the retired life which he led after leaving this House. Sir Ibrahim Rahimtoola was a gentleman about whom no praise would be too much as an ideal citizen and a great administrator who had served in various capacities and proved the mettle of which he

was made and the great sense of duty which he possessed. He set a very brilliant example by resigning the presidentship and membership of this House as soon as he discovered that owing to ill-health he could not cope with the work which he had to do as President of the Assembly and could not do justice to the high ideals which he had in his mind. That will, I think, stand as one of the best testimonies to the high sense of duty which that gentleman had.

As to Dr. Raghavendra Rao, we associate ourselves with every word that has been said by the Leader of the House about him and it is a great regret indeed that a gentleman so highly qualified and with such vast and varied experience as Dr. Raghavendra Rao was not spared longer to serve in the responsible position of a Member of the Executive Council, and was taken away from us by the hand of death rather prematurely.

As regards Sir Abdulla Haroon, he was one of the pillars of strength of my Party and of the organization to which I have the honour to belong—the All-India Muslim League—and there is no doubt that in his death along with this House and the country, the All-India Muslim League and my Party have suffered an irreparable loss. He was a gentleman of the old school—if any one chooses to call him so—in the sense that he was not a man of modern education, but we know and we felt on every occasion that he took a very sound and sane view of every question that came up before the House and his opinions about matters relating to public affairs were always of the soundest and most valuable type.

As to Sir Henry Gidney, of course, he was one of the most popular figures in this House and his services to the cause of the country and to the cause of his own community—the Anglo-Indian community—were most invaluable. There is no doubt that he will be missed long and remembered long.

With these few remarks I join the Honourable the Leader of the House in the condolence motion.

Dr. P. N. Banerjee (Calcutta Suburbs: Non-Muhammadian Urban): I associate myself and my Party with all that has been said by the Leader of the House. India today has become decidedly poorer by the passing away of these four distinguished persons.

Mr. Hooseinbhoy A. Lalljee (Bombay Central Division: Muhammadian Rural): Sir, I most sincerely associate myself with all the remarks that have fallen from the previous speakers. So far as Sir Ibrahim Rahimtoola is concerned, I need not say much because it is so well known that in every walk of life he was regarded as a leader and he fulfilled great tasks that were entrusted to him with the greatest sense of duty. In fact, Sir, he has been an example to many of us and it will be on the records of history that India can produce men like him, men of his calibre who can discharge their duties as admirably as any other great people can boast of.

Sir, with regard to Dr. Raghavendra Rao, after what has fallen from the Leader of the House, who knew him so very well, and after the great tribute he has paid and to which other speakers have also added, I will only say that he was another great man of whom this country could feel proud. The country feels his loss very much at this juncture.

[Mr. Hoosainbhoy A. Lalljee.]

So far as my friend, Sir Abdulla Haroon, is concerned, he was in the business and was a great businessman. In the business-life he made a name and we are proud to say that the manner and extent of business which he carried on will certainly remind many in this country as to how commerce and industry could be well-handled by Indians. Whatever task he undertook he saw it through. He first joined the Bombay Legislative Council when I was there as a member of the Swaraj Party and so long as he was a member of that party he most sincerely worked for it. For some years we have seen him as a member of the Muslim League Party and everybody ought to be proud of the manner in which he worked for his Party and for the objective for which his Party stood.

Now, Sir, coming to my old friend, Sir Henry Gidney, I knew him from 1917 when he joined the Corporation of Bombay. I can assure the House that he was always for maintaining and for obtaining equal status for the people of this country. He was proud of his mother country and he was second to none in obtaining, and attempted and tried his level best to get, the rights of the Indians established as equals. No doubt, Sir, he was very anxious to maintain the connection of this country with that of Great Britain, and that was quite natural, and the way in which he moved in that direction was also, in my humble opinion, very fair and laudable. It is regrettable to find that such attempts as he made were not so well appreciated some times, but all the same there they are and sooner or later they will be appreciated. In forming this Party, the only objective that he had, and the members of this Party had, was to be able to give to the representatives of the people in this House ample opportunity for being able to represent the case of their constituency and to maintain co-operation with the Government always remembering that the status of Indians in every walk of life ought to be equal.

With these words, I associate myself with all that has fallen from the previous speakers.

Sir Henry Richardson (Nominated Non-Official): Sir, I wish to associate the European Group with the sentiments expressed by the Honourable the Leader of the House, and the other Members who have spoken, and to join our sincere regrets with theirs at the loss of so many distinguished persons connected with this Assembly since last we met. In particular, I feel I must make a special reference to the late Sir Henry Gidney, who for nearly ten years was a Member of this Group. Although he was compelled to devote almost his entire attention, as leader, to his community and its problems, he nevertheless co-operated with his colleagues, and even after he joined the Independent Party, the friendly guidance and discussions so mutually helpful were continued and appreciated. During the last Session he occupied this seat next to me, and I had many opportunities of closely observing his devotion and constant action in support of his community's claims. We in this Group can appreciate the loss which that community has suffered by his passing, and with them we mourn him as an old colleague and as a personal friend. I request, Sir, that our expressions and sympathies be included with those which will be conveyed to the bereaved families.

Mr. F. R. Anthony (Nominated Non-Official): Sir, as the successor of the late Sir Henry Gidney to the leadership of the Anglo-Indian community, may I say how deeply I appreciate the sentiments that have been expressed about him to-day. Like every man in public life, he received his full share, perhaps more than his share, of vilification and abuse. But by sheer indomitable courage and inescapable brilliance he achieved what I believe will be a permanent place in Indian history. His whole life represented the realization, the incarnation of his motto: "The impossible is possible". The son of a railwayman he achieved not only national, but international fame as a great ophthalmic surgeon. To an, unorganized, and politically inarticulate community, he gave, by his gift for leadership, his genius for organization, a very definite place in Indian national life; and while the protection and advancement of Anglo-Indian interests represented the beginning and the end of his political creed, he never forgot that he was a son of India. To his leadership, his guidance and his inspiration, is due to the fact that the Anglo-Indian community has become increasingly aware of its position as one of the Indian communities. Because of him we are today not only in fact, but, what is much more important, in spirit, the children of mother India. On behalf of my community, Sir, I salute the memory of a great Anglo-Indian leader and a great Indian gentleman.

Mr. President (The Honourable Sir Abdur Rahim): I share the profound sorrow that has been expressed on all sides of the House at the death of so many distinguished men connected with the Assembly who have passed away after the last meeting of this House. I do not think I can add anything to the tributes so eloquently paid to the memory of their great services to the country, and it will be my duty to communicate the sympathy and condolence of this House to the bereaved members of the families of the late Sir Ibrahim Rahimtoola, Sir Abdulla Haroon, Lieut.-Colonel Sir Henry Gidney and Dr. Raghavendra Rao.

Mr. President (The Honourable Sir Abdur Rahim): Before I take up the motions for adjournment of which notice has been given, I wish to inform the House that representation was made to me by some Muhammadan Members of this Assembly that this being the month of *Ramazan*, which began yesterday, it will be very hard and taxing for those Members who would be fasting according to their religious duty if they have to sit the usual hours from 11 o'clock practically till 5 o'clock in the evening. I discussed this matter with the Leaders of the different Parties and also with some senior Members of this House, who do not belong to any Party, and it was unanimously agreed that, having regard to the representation made by the leader of the Muslim League, the House will sit during this Session from 11 A.M. according to the new standard time to 2 o'clock, but if there be any adjournment motions, of which notice has been given and which have been admitted, then in that case the House will sit again from 3-30 o'clock to 5-30 o'clock. This was agreed upon by all the representatives of the different Parties, and I take it this arrangement will be accepted by the House generally. If that is so, we will adjourn at 2 P.M., and if there be any adjournment motion that will be taken up at 3-30 P.M.

(The House agreed to this arrangement.)

MOTIONS FOR ADJOURNMENT.

EXTRADITION OF PANDIT LAKHPAT RAM SHARMA, EDITOR OF THE DESHI RAJYA.

Mr. President (The Honourable Sir Abdur Rahim): The first motion of which notice has been given is by Sardar Sant Singh which is to discuss a definite matter of urgent public importance, namely, permission given by the Political Department of Government of India on inadequate grounds to extradite Pandit Lakhpāt Ram Sharma, Editor of the Hindi Weekly *Deshi Rajya* of Jhansi to Datia State and contemplated arrest of the Editor, thus endangering the liberty of a British Indian subject.

Sardar Sant Singh (West Punjab: Sikh): The facts of this case are, Sir, that Lakhpāt Ram is a British Indian subject and is a resident of Jhansi. He was once kidnapped from British territory to Datia and after a one-day trial he was convicted to 2½ years imprisonment. Later on, after undergoing that sentence, he came back and started this weekly. Now, again a false case has been instituted against him in the Datia State and attempt is being made to have him extradited from British India to the State where, of course

Mr. President (The Honourable Sir Abdur Rahim): Was he extradited by order of a Magistrate?

Sardar Sant Singh: My adjournment motion relates to the action of the Political Department in permitting these extradition proceedings to be sent to British India. We know that the liberty of the British Indian subject is not safe in the

Mr. President (The Honourable Sir Abdur Rahim): I want to know what the facts are, whether there were any proceedings before a magistrate or not. That is what I want to know.

Sardar Sant Singh: Extradition proceedings took place in Datia State and not in British India. My submission is that even technically if the offence can be tried in Datia State it can as well be tried in British India. Only one word more, Sir

Mr. President (The Honourable Sir Abdur Rahim): I do not want to hear anything more.

The Honourable Sir Sultan Ahmed (Law Member): Sir, the question has to be answered by the Legislative Department as it is a matter of extradition. The facts are that the person named in the adjournment motion, Pandit Sharma, for whose arrest and delivery a warrant has been issued under an order by the Political Agent of Datia, unsuccessfully tried to get the order upset first of all by the Provincial Government who have got the delegated power of the Central Government under section 15 of the Act, and then, afterwards, moved the Allahabad High Court, and the Allahabad High Court rejected that petition. After that the District Magistrate summoned him for appearance but as he failed to appear he has issued a warrant. So all the necessary steps that could be taken judicially have been taken by him and nothing further can be done here. You have given various rulings on this point before and I submit this motion is out of order.

Sardar Sant Singh: I want to make it very clear that what the High Court held in this case was that technically the offence was triable both in Datia State as well as in British India. My point, the principle which I want to enunciate in this censure motion, is this; that in cases where the liberties of British subjects are involved and the offence can be tried in British India, it is the duty of the Government of India to see that the British Indian courts are given power to try them, not the state courts.

Mr. President (The Honourable Sir Abdur Rahim): All this was strictly according to the law?

Sardar Sant Singh: It could as well have been done in British India: the trial should have taken place here instead of his being sent there.

Mr. President (The Honourable Sir Abdur Rahim): On the facts as stated by the Honourable the Law Member, I rule that this motion is out of order.

RAILWAY ACCIDENT AT THE BURDWAN RAILWAY STATION.

Mr. President (The Honourable Sir Abdur Rahim): The next one is in the name of Dr. Banerjee. He wishes to discuss a definite matter of urgent public importance, namely, the railway accident at the Burdwan Station on the East Indian Railway on the 7th July, 1942. Many railway accidents take place. The Honourable Member cannot contend that because there has been a railway accident somewhere, the business of this House must be adjourned to discuss it. Anyhow, I understand that this matter has gone to court and is now *sub judice*. Is that so?

The Honourable Sir Edward Benthall (Member for War Transport): Sir, this regrettable accident is the subject of an inquiry by a Senior Government Inspector of Railways; his report has not yet been received. As a result of the preliminary investigation, a member of the railway staff has been arrested and is, I understand, now awaiting trial. According to my information, therefore, the case is *sub judice*.

Mr. President (The Honourable Sir Abdur Rahim): In those circumstances it cannot be moved.

RESTRICTIONS ON THE EXPORT OF RAW HIDES.

Mr. President (The Honourable Sir Abdur Rahim): The next one is in the name of Mr. Azhar Ali. He wishes to discuss a definite matter of urgent public importance, namely, unnecessary and unjustified restrictions imposed by the Government of India on the export of raw hides resulting in enormous loss of hides valuing several crores of rupees and unemployment of thousands of Musalmans and Depressed classes.

Mr. Muhammad Azhar Ali (Lucknow and Fyzabad Divisions: Muhammadan Rural): Sir in view of the statement that has been made by the Honourable Sir Homi Mody that he would personally look into the mistakes that have been committed, I do not move it.

FAILURE TO TAKE MEASURES FOR SAVING THE BUILDING AND RECORD OF RAILWAY CLEARING ACCOUNTS OFFICE, DELHI.

Mr. President (The Honourable Sir Abdur Rahim): The next one is in the name of Sir Ziauddin Ahmad who wishes to discuss a definite matter of urgent public importance, namely, the failure of the Government of India in not taking timely action to save the building and record of the Railway Clearing Accounts Office.

Dr. Sir Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): I do not want to move this motion, as I have already had a talk with the Honourable Member and I am satisfied with the manner he proposes to deal with the problem.

Mr. President (The Honourable Sir Abdur Rahim): The next also is in his name. . . .

Dr. Sir Ziauddin Ahmad: It is the same thing. I do not move it.

CERTAIN REMARKS OF HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Mr. President (The Honourable Sir Abdur Rahim): The next one is of Sardar Sant Singh—to discuss certain remarks of H. E. the Commander-in-Chief. This has been disallowed by the Governor General. I suppose the Honourable Member will want to know why. This motion is disallowed on the ground that the motion cannot be moved without detriment to the public interest.

GOVERNMENT POLICY IN ADOPTING THE NEW STANDARD TIME.

Mr. President (The Honourable Sir Abdur Rahim): The last one is in the name of Mr. Kazmi. It is very argumentative. It is as follows:

"That the House do adjourn to discuss a definite matter of urgent public importance, viz., to discuss the policy of the Government of India of advancing the Standard time by one hour and thereby by upsetting the practice of centuries of recognising the midday at 12 o'clock, upsetting the conception of time in general and in particular causing of great hardship to all persons employed in various vocations of life who are habituated to start work after taking their meals and cannot afford 'lunch' in offices—which is likely to affect their health and reduce the efficiency of work—and curtailing the morning hours of preparation for work by one hour and other inconveniences to the public in general."

Qazi Muhammad Ahmad Kazmi (Meerut Division: Muhammadan Rural): As the Chair has remarked, I have given some arguments in my motion; the list is a very large one and there seems to be absolutely no justification for an action of this kind which is affecting the whole of India

Mr. President (The Honourable Sir Abdur Rahim): Has there been much complaint by the public?

Qazi Muhammad Ahmad Kazmi: Yes; as a matter of fact I know that the litigant public and various advocates' associations in courts have passed resolutions that the time should not be advanced like this; and that the court hours should be changed from 10 to 11 A.M.

Mr. President (The Honourable Sir Abdur Rahim): Is it causing inconvenience to the general public? Is that the allegation?

Qazi Muhammad Ahmad Kazmi: Yes.

The Honourable Sir Reginald Maxwell (Home Member): Sir, if Honourable Members really want to come back this afternoon in order to debate this question, Government can have no real objection. But I would point out that there is really no difference of opinion between the Government and the Honourable Member for once; that is, we recognize all the inconveniences that he has catalogued and others; but this measure has been imposed as a matter of military necessity and Government have really no choice in the matter. So I submit there is really nothing that we can debate. We are all agreed about the inconveniences.

Mr. President (The Honourable Sir Abdur Rahim): Does the Honourable Member take objection to leave being given?

The Honourable Sir Reginald Maxwell: Yes. I take objection.

Qazi Muhammad Ahmad Kazmi: Sir, may I say a word

Mr. President (The Honourable Sir Abdur Rahim): I am not ruling the motion out on the ground that it is out of order.

Qazi Muhammad Ahmad Kazmi: If he makes clear one point, I may withdraw the motion.

Mr. President (The Honourable Sir Abdur Rahim): I do not want any more arguments. You do not want to move?

Qazi Muhammad Ahmad Kazmi: I just want to ask the Honourable Member this. Will other offices be at liberty to have their time according to their convenience and that he will not interfere with those offices. If he gives me an assurance I may not move this motion.

Mr. President (The Honourable Sir Abdur Rahim): Order, order. As objection has been taken to leave being granted. Will those Members who are in favour rise in their places?

(After a count)

As less than 25 Members have risen in their places in favour of leave being granted, leave is refused.

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 Budget Sessions, 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 Workmen's Compensation (Amendment) Act, 1942.
2. The Indian Merchant Shipping (Amendment) Act, 1942.

[Secretary of the Legislative Assembly.]

3. The Indus Vessels (Amendment) Act, 1942.
4. The Indian Medical Council (Amendment) Act, 1942.
5. The Indian Boilers (Amendment) Act, 1942.
6. The Multi-Unit Co-operative Societies Act, 1942.
7. The Coffee Market Expansion Act, 1942.
8. The Indian Penal Code (Amendment) Act, 1942.
9. The Cotton Ginning and Pressing Factories (Amendment) Act, 1942.
10. The Indian Patents and Designs (Extension of Time) Act, 1942.
11. The Protective Duties Continuation Act, 1942.
12. The Indian Finance Act, 1942.
13. The Agricultural Produce (Grading and Marking) Amendment Act, 1942.
14. The Indian Tolls (Army) Amendment Act, 1942.
15. The Cantonments (Amendment) Act, 1942.
16. The Indian Limitation (Amendment) Act, 1942.
17. The Indian Companies (Amendment) Act, 1942.
18. The Weekly Holidays Act, 1942.
19. The Industrial Statistics Act, 1942.
20. The Motor Vehicles (Amendment) Act, 1942.

STATEMENT LAID ON THE TABLE.

NET EARNINGS OF RECENTLY CONSTRUCTED RAILWAY LINES.

The Honourable Sir Edward Benthall (Member for War Transport).

Sir, I lay on the table a statement showing the net earnings for the financial year 1940-41 of recently constructed railway lines.

Statement showing net earnings during the financial year 1940-41 of new Railway lines opened on and after the 1st April, 1934.

(NOTE:—Only such lines as are entirely open and have been working for a full year are included.)

Serial No.	Name of Project.	Working Railway.	Gauge.	Mileage.	Date of opening.	Net income creditable to the project for 1940-41.	Percentage return of income (column 6 on capital outlay).		Estimated percentage return of income on capital outlay some years after opening as estimated originally.
							1939-40.	1940-41.	
1	2	3	4	5	6	7	8	9	10
1	Jhudo-Pithoro	Jodhpur	Metre	64.11	1-6-1935	2,78,798	11.23	12.05	6.12
2	Khadro-Nawabshah.	Do.	Do.	30.72	20-11-1939	2,06,517		14.37	0.87 (a)
3	Agastampalli-Point Calimere.	South Indian.	Do.	5.50	20-1-1936	—17,858 (b)	—4.96 (b)	—5.32 (b)	—10.5 (c)

(a) This is the figure arrived at in the 'final location survey'. The earlier estimates produced before the Standing Finance Committee show a probable return of .5 per cent only.

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

(c) Government were committed to the construction of the line as part of the terms of transfer of the Tanjore District Board Lines to the South Indian Railway. It was estimated that a loss of Rs. 37,500 would accrue to Government on an outlay of Rs. 84 lakhs.

DEPARTMENT OF EDUCATION, HEALTH AND LANDS NOTIFICATION UNDER THE DESTRUCTIVE INSECTS AND PESTS ACT.

Mr. J. D. Tyson (Secretary, Department of Education, Health and Lands): Sir, I lay on the table a copy of the Department of Education, Health and Lands Notification, No. F. 15-21/41-A., dated the 12th May, 1942, issued under the Destructive Insects and Pests Act, 1914.

No. F.-15-21/41-A.
GOVERNMENT OF INDIA.

DEPARTMENT OF EDUCATION, HEALTH AND LANDS.

New Delhi, the 12th May, 1942.

NOTIFICATION.

(AGRICULTURE.)

In exercise of the powers conferred by sections 4A and 4D of the Destructive Insects and Pests Act, 1914 (II of 1914), the Central Government is pleased to direct that the following further amendments shall be made in the notification of the Government of India, in the Department of Education, Health and Lands, No. F.-50-13 (20)/39-A., dated the 20th November 1940, and the rules published therewith, namely :—

I. In the preamble to the said notification, and in rule 1 of the said rules, after the word "Punjab", the words "the United Provinces" shall be inserted.

II. In the *Note* below the Schedule annexed to the said rules, clauses (b) and (c) shall be re-lettered as clauses (c) and (d) respectively and before clause (c) as so relettered, the following clause shall be inserted, namely :—

"(b) in the United Provinces, by the Entomologist to the Government of the United Provinces, or such other officer as may be authorised by the Provincial Government in this behalf,".

Sd. J. D. TYSON,
Secretary.

No. F.-15-21/41-A.

Copy forwarded to the—

Director, Imperial Agricultural Research Institute; Commerce Department; Central Board of Revenue; Secretary, Imperial Council of Agricultural Research; for information and Publication in the journals of the Imperial Council of Agricultural Research.

Director-General, Commercial Intelligence and Statistics for publication in the Indian Trade Journal.

Consul General for the United States of America, Calcutta.

Legislative Department with 8 spare copies, with the request that they may, in accordance with the provisions of Section 4D of the Destructive Insects and Pests Act, be placed on the table of the Council of State.

Legislative Assembly Department, with 8 spare copies, with the request that they may, in accordance with the provisions of Section 4D of the Destructive Insects and Pests Act, be placed on the table of the Legislative Assembly.

By order,
S. S. BEDI,
for Deputy Secretary.

INDIANS OVERSEAS DEPARTMENT NOTIFICATION UNDER THE INDIAN EMIGRATION ACT.

The Honourable Mr. M. S. Aney (Member for Indian Overseas): Sir, I lay on the table a copy of the Department of Indians Overseas Notification, No. F. 35/42-O.S., dated the 20th June, 1942, issued under the Indian Emigration Act, 1922.

No. F-35/42-O. S.
GOVERNMENT OF INDIA.

DEPARTMENT OF INDIANS OVERSEAS.

New Delhi, the 20th June 1942.

NOTIFICATION.

In exercise of the powers conferred by sub-section (1) of section 30A of the Indian Emigration Act, 1922 (VII of 1922), the Central Government is pleased to direct that the following amendment shall be made in the Department of Education, Health and Lands, No. F-33/39-Overseas, dated the 1st August 1939, namely:—

In the said Notification, after the words "unless exempted by", the words "general or" shall be inserted.

G. S. BOZMAN,
Secretary.

STATEMENTS LAID ON THE TABLE.

The Honourable Sir Jeremy Ralsman (Finance Member): Sir, I lay on the table a copy* each of—

- (i) Appropriation Accounts (Civil) 1940-41 and the Audit Report, 1942;
- (ii) Commercial Appendix to the Appropriation Accounts (Civil) 1940-41 and the Audit Report, 1942;
- (iii) Finance Accounts 1940-41 and the Audit Report, 1942;
- (iv) Appropriation Accounts (Posts and Telegraphs) 1940-41 and the Audit Report, 1941;
- (v) Appropriation Accounts (Defence Services) 1940-41;
- (vi) Audit Report—Defence Services 1942;
- (vii) Memorandum containing explanation of variations in the Central Government Appropriation Accounts (Civil) 1940-41 and the Audit Report, 1942, under the sub-heads of accounts pertaining to the High Commissioner for India and the comments of the Auditor of Indian Home Accounts;
- (viii) Commercial Appendix to the Appropriation Accounts of the Defence Services for 1940-41;
- (ix) Appropriation Accounts (Railways) 1940-41, Part I;
- (x) Appropriation Accounts (Railways) 1940-41, Part II;
- (xi) Railway Audit Report, 1942;
- (xii) Capital Statements, Balance Sheets and Profit and Loss Accounts of State Railways in India for 1940-41;
- (xiii) Balance Sheets of Railway Collieries and Statements of all-in-cost of coal for 1940-41;

*Not included in these Debates, but copies have been placed in the Library of the House—Ed. of D.

- (xiv) Memorandum showing explanations of variations between the grant and actuals under expenditure in England for 1940-41 of the Indian Posts and Telegraphs Department;
- (xv) Corrections to the appropriation accounts (Posts and Telegraphs) for 1940-41;
- (xvi) Correction to the appropriation accounts (Railways) for 1940-41, Part II;
- (xvii) Amendments to the Audit Report, Defence Services, 1942; and
- (xviii) Corrections to the Appropriation Accounts (Civil) 1940-41 and Audit Report, 1942.

AMENDMENTS TO CERTAIN MOTOR VEHICLES RULES.

Sir Gurnath Bewoor (Secretary, Posts and Air Department): Sir, I 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 11th March, 1942, issued by the Chief Commissioner, Delhi, amending the Delhi Motor Vehicles Rules, 1940;
- (iv) Notification, No. F. 12(81)/42-General, dated 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 21st May, 1942, issued by the Chief Commissioner, Delhi, under section 70 of the Motor Vehicles Act, 1939;
- (vi) Notification, No. F. 12 (86)/42-General, dated 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-1-5594/41, dated Mercara, the 21st March, 1942.

In exercise of the powers conferred by section 70 of the Motor Vehicles Act, 1939^a (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 25th 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.

THE CHIEF COMMISSIONER OF COORG.

NOTIFICATION.

No. A-S-4024/41, dated Mercara, 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.

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.

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 (3)/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 Carriage of mails in stage permit a condition that the holder shall, if required carry carriages mails at 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.

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) Title. Rules, 1942.
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 showing 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 holder of a permit shall allow the vehicle to which the permit relates to be driven, with a charcoal gas plant affixed thereto unless the charcoal gas plant has been made by a 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 permission 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.

(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 plant on a motor vehicle which is registered in the Punjab or the United Provinces or any other Province or State to which the 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 air-leaks.
- (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.

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.

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.

NOTIFICATION.

^ Abu, the 13th July, 1942.

No. F./14-6-III.—The Chief Commissioner is pleased to make the following addendum to 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 28th May 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.*

ELECTION OF A MEMBER TO THE DEFENCE CONSULTATIVE COMMITTEE.

Mr. O. M. Trivedi (Secretary, War 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 Defence Consultative Committee, *vice* Lieut.-Colonel Sir Henry Gidney, deceased.”

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 Defence Consultative Committee, *vice* Lieut.-Colonel Sir Henry Gidney, deceased.”

The motion was adopted.

ELECTION OF A MEMBER TO THE ADVISORY COMMITTEE FOR THE UTILIZATION BRANCH OF THE GEOLOGICAL SURVEY OF INDIA.

The Honourable Dr. B. R. Ambedkar (Labour Member): Sir, I move:

“That this Assembly do proceed to elect, in such manner as the Honourable the President may direct one representative of the Assembly to serve on the Advisory Committee constituted by the Government of India, to advise on problems connected with the work of the Utilization Branch of the Geological Survey of India.”

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 one representative of the Assembly to serve on the Advisory Committee constituted by the Government of India, to advise on problems connected with the work of the Utilization Branch of the Geological Survey of India.”

Mr. K. O. Neogy (Dacca Division: Non-Muhammadan Rural): I am sure the House is rather disappointed in not having the privilege of hearing a maiden speech from my Honourable friend on this subject. I am afraid the Honourable Member is fighting shy of going into the history of this question because under the guise of this short motion is sought to be

covered a dark and tragic chapter of British Indian history. I refer to the Conference which was presided over by my Honourable friend, Sir Firoz Khan Noon, while he held charge of this Department, on the 6th July last, at which a lengthy statement was made by Dr. Fox, the Head of the Geological Survey of India, in the course of which he called attention to the disgraceful policy of the Government of India in regard to the development of India's mineral resources during the past century or so. I am afraid my Honourable friend, the Home Member's emissaries who are responsible for censorship are not very careful about censoring official speeches of this character. Otherwise, they would have found valuable material in the press report of this Conference to which their attention could justifiably have been directed.

Dr. Fox, in announcing the constitution of the Utilization Branch of the Geological Survey at that Conference, referred to the fact that India in pre-historic days—he referred to 2000 B. C.—was a manufacturing country in respect of important metals and was actually exporting manufactured steel to other different parts of the world. With the British connection, however, the whole picture was changed and Dr. Fox made the astounding revelation that the importance of geological work on the part of the Government was realised only in the interests of getting coal for the purpose of supplying ships which came from Europe with merchandise to this country. That was the first step that was taken for the purpose of undertaking geological activities in this country at the instance of the Government of India. Then he referred to the period when geological work was started in seriousness

The Honourable Mr. M. S. Aney (Leader of the House): May I just rise to invite your attention to a point? The information which my Honourable friend is giving and the criticisms which he is making are very valuable, but I doubt whether they are really in point in reference to the motion which is before the House. The motion is that the Assembly do elect one Member to serve on a certain Committee.

Mr. K. O. Neogy: I am surprised and pained at the interruption of the Honourable the Leader of the House in this matter. This is the first time that the House has any indication of the constitution of the Utilization Branch of the Geological Survey and we are entitled to know what it is about, and I am entitled to deal with certain aspects of the question as they strike me.

Mr. President (The Honourable Sir Abdur Rahim): I am not sure that I understood the Honourable the Leader of the House to take objection to the Honourable Member's remarks as being irrelevant. I do not think he meant it.

The Honourable Mr. M. S. Aney: I did not say that.

Mr. K. O. Neogy: Now, I was coming to the year 1902 to which a specific reference was made by Dr. Fox. He said that in that year the department possessed six specialized mineral experts, and was prepared for a big utilization drive. What was the attitude of the Government in that matter? The Government of India of those days,—I am quoting from a press report—did not agree to this work of utilization and

[Mr. K. C. Neogy.]

stripped the department of its personnel by turning the experts into simple mining inspectors. The Government took the view that the department was concerned in getting minerals for export to other countries and was not interested in the question of manufacturing anything out of those minerals. This is what he said:

"The work of geologists in India was mainly to promote the export of raw materials rather than encourage industrial development in this country."

When the war started, suddenly the departmental conscience got pricked, and they now realise that they had done a great wrong in not developing the geological and mineral resources of India in time; and, particularly after they lost Malaya and Burma, they awoke to the necessity of doing something in that matter. I should like to know from the Honourable gentleman in charge of this Department whether it is not a fact that the experts that have been employed are evacuees from those countries. I have a shrewd suspicion that ultimately the activities of this branch of the department will be utilised for the purpose of rehabilitating in India, the powerful British financial interests which were dislodged from those countries, interests which were engaged in the mineral industry in Malaya and Burma.

Now, Sir, I should like to know something about the composition of the Advisory Committee to which we are being asked to agree to elect one Member. How many different bodies are represented on it and what will be the scope of its activities? Will the Committee have any voice in controlling the Government policy in regard to the employment of experts and in regard to the granting of mineral concessions that will be ultimately granted as a result of the pioneering work of this branch.

A further point that arises is as regards the relations that this branch of the Geological Department are going to maintain with the Board of Scientific and Industrial Research and Utilization that is attached to the Commerce Department. That is another point on which I seek information. Furthermore, I should like to know what minerals have already been selected for the purpose of engaging the attention of this branch and who are the experts that are engaged in investigations in that connection and whether Government have already in view any commercial concerns to whom the concessions will be granted when the time is ripe for it.

Then there is another point which is somewhat important, and that is the question of training Indians. It may be, and I dare say the Government reply will be, that the experts that are required for the purpose of carrying on investigations in some of these rare minerals, are not to be had in India. I should like to know what arrangements are being made for the purpose of giving properly qualified Indians the necessary facilities for getting technical training under the experts that may already be employed.

The Honourable Dr. B. R. Ambedkar: It is quite true that my Honourable friend had not the benefit of hearing my maiden speech. I have made many speeches in my life and I do not think I shall be afraid of making a maiden speech.

My Honourable friend pointed out that the reason why I did not speak in support of the Resolution is because there is something very dark which the department is not prepared to disclose to this House. I can assure the Honourable Member that I do not think that there is

anything behind this project which either myself or the Government of India need be ashamed of. When I put forward this motion, I thought that it would go through in the usual way in which such motions are treated and if I had the slightest inkling that my friend was going to raise these points, I would certainly have posted myself on these questions. (An Honourable Member: "You must know the procedure of the House.") Well, I am a new man and I expect from this House a little more charity. If my friend must have the information which he wants before he can allow this motion to go through, then my suggestion is that this debate may be adjourned to a later date when I shall be in a position to give my Honourable friend the information he wants.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member (Mr. Neogy) can get all the information he wants by putting down a question, but I suppose it is the desire of the House that this motion should be postponed.

(Voices: "Yes".)

The motion is postponed.

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

Sir Gurnath 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, three non-official members to serve on a Standing Committee to advise on subjects, other than 'Roads', dealt with in the Department of Posts and Air, during the year 1942-43."

I think I should explain why this motion has been brought forward. The House elected in the last Session a Standing Advisory Committee for the subjects dealt with in the Department of Communications with the exception of the subject of roads, for which there is a separate Standing Roads Committee. Since then, the Communications Department has been split into two, namely, the War Transport Department and the Posts and Air Department. The Committee already elected is, therefore, unable to function. It has, therefore, become necessary to elect a separate Advisory Committee for the Posts and Air Department. That is the reason why this motion has been brought forward before this House.

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, three non-official members to serve on a Standing Committee to advise on subjects, other than 'Roads', dealt with in the Department of Posts and Air, during the year 1942-43."

The motion was adopted.

Mr. President (The Honourable Sir Abdur Rahim): I may inform Honourable Members that for the purpose of election of Members for the Defence Consultative Committee 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 Tuesday the 15th September, 1942. The elections, if necessary, for the Defence Consultative Committee will be

[Mr. President.]

held on Thursday the 17th September, 1942, while the election for the Standing Committee for the Department of Posts and Air will take place on Friday the 18th September, 1942. 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 REPEALING AND AMENDING BILL.

The Honourable Sir Sultan Ahmed (Law Member): Sir, I beg to move
1 P.M. for leave to introduce a Bill to repeal certain enactments and
to amend certain other enactments.

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

"That leave be granted to introduce a Bill to repeal certain enactments and to amend certain other enactments."

The motion was adopted.

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

THE INDIAN RUBBER CONTROL (TEMPORARY AMENDMENT) BILL.

The Honourable Mr. N. R. Sarker (Commerce Member): Sir, I beg to move for leave to introduce a Bill temporarily to amend the Indian Rubber Control Act, 1934.

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

"That leave be granted to introduce a Bill temporarily to amend the Indian Rubber Control Act, 1934."

The motion was adopted.

The Honourable Mr. N. R. Sarker: Sir, I introduce the Bill.

THE INDIAN COMPANIES (SECOND AMENDMENT) BILL.

The Honourable Mr. N. R. Sarker (Commerce Member): Sir, I beg to move for leave to introduce a Bill further to amend the Indian Companies Act, 1913.

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

"That leave be granted to introduce a Bill further to amend the Indian Companies Act, 1913."

The motion was adopted.

The Honourable Mr. N. R. Sarker: Sir, I introduce the Bill.

THE INDIAN RAILWAYS (AMENDMENT) BILL.

The Honourable Sir Edward Benthall (Member for War Transport): Sir, I beg to move for leave to introduce a Bill further to amend the Indian Railways Act, 1890.

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

"That leave be granted to introduce a Bill further to amend the Indian Railways Act, 1890."

The motion was adopted.

The Honourable Sir Edward Benthall: Sir, I introduce the Bill.

THE CODE OF CIVIL PROCEDURE (AMENDMENT) BILL.

The Honourable Sir Sultan Ahmed (Law Member): Sir, I beg to move for leave to introduce a Bill further to amend the Code of Civil Procedure, 1908.

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

"That leave be granted to introduce a Bill further to amend the Code of Civil Procedure, 1908."

The motion was adopted.

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

THE CODE OF CIVIL PROCEDURE (SECOND AMENDMENT) BILL.

The Honourable Sir Sultan Ahmed (Law Member): Sir, I beg to move for leave to introduce a Bill further to amend the Code of Civil Procedure, 1908 (Second Amendment).

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

"That leave be granted to introduce a Bill further to amend the Code of Civil Procedure, 1908 (Second Amendment)."

The motion was adopted.

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

RESOLUTION RE AMENDMENT OF RULES GOVERNING THE GRANT OF TRAVELLING AND OTHER ALLOWANCES TO MEMBERS OF THE INDIAN LEGISLATURE.

The Honourable Mr. M. S. Aney (Leader of the House): Sir, I beg to move the Resolution that stands in my name and which runs as follows:

"That this Assembly recommends to the Governor General in Council to amend the rules governing the grant of travelling and other allowances to Members of the Indian Legislature so as to suspend for the duration of the present emergency the right to draw free haulage of a motor car or of a carriage and two horses from the station nearest to the Member's official headquarters or other place of residence to New Delhi and back and in addition a petrol or forage allowance at the rate of Rs. 75 per mensem for the period for which a Member is entitled to draw daily allowance with the result of leaving all Members to draw the conveyance allowance now admissible to a Member who does not bring a conveyance for his own use."

[Mr. M. S. Aney.]

The Resolution is self-explanatory and does not require a speech from me. The subject is one which has come before this House in one form or other more than once. Honourable Members are aware that in 1940 Sir Muhammad Zafrullah Khan, the then Leader of the House, moved a motion and a Committee was appointed and that Committee had submitted its report.

Dr. Sir Ratanji Dinshaw Dalal (Nominated Non-Official): He did not move the Resolution at all.

The Honourable Mr. M. S. Aney: The report of the Committee is there. Perhaps the Honourable Member is not aware of it.

Sir Oowasji Jehangir (Bombay City: Non-Muhammadan Urban): You need not mind him if he is absent-minded!

The Honourable Mr. M. S. Aney: I know Sir Ratanji Dalal is at times attentive and at times not. At that time the object in moving the amendment of the rules was the consideration of economy because it has been found that this haulage particularly costs something between Rs. 50,000 and Rs. 60,000 a year. But on the present occasion the object of moving this motion is not one of economy at all. In fact, we are not asking for the abolition of the concession that the Members enjoy; we are only asking for the suspension of that concession during the period of the war. The main reason for that is the difficulty of giving the necessary transport for getting the cars from various places to New Delhi. That is the main difficulty. Probably the Honourable the Railway Member may be able to explain at some length the difficulties that face him in making the necessary provision for the trucks to get the cars here. It is expected that the Honourable Members of this House will co-operate with the Government in this matter and that they will voluntarily submit themselves to the position which this Resolution contemplates. There is no other change made at all. If these cars are not brought here, all Members should be treated as Members not having brought their cars here. Then, there is a rule according to which the other conveyance allowances will be given to them. They will all be entitled to them. This is the position which the Government wants to place before the House.

I know there are a number of amendments which have been tabled. There is one amendment in the name of Dr. Banerjee which appears to be a relevant one. I find that some Members have already brought their cars and it is therefore pertinent to ask what is to be done with them? I can understand the position and it will be possible to consider the point raised in that amendment. But there are other amendments also which are not confined to the matter which is the object of this Resolution. They want to raise a bigger question. The entire question relating to Members allowances is being raised by them. I believe they go beyond the scope of the motion. There is another amendment which is tabled by the Leader of the European Group. It is for referring this matter to a Committee. I have already mentioned that this matter was brought before the House in 1940 and a Committee was appointed and we have got its report. Anyhow, in a matter of this kind, Government will be prepared to keep the matter entirely in the hands of the House and will not like to force their conclusion on the House at all.

At the same time, I think it is necessary for me to inform Honourable Members that it would not be easy for Government to provide the transport even for the next Session as the position as regards the difficulty of getting trucks will remain unaltered. On account of shortage of wagons, the transport difficulty will still continue to exist and even if the old position is retained I very much doubt whether Honourable Members will be able to bring their cars here. With these words, I move the Resolution.

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

"That this Assembly recommends to the Governor General in Council, to amend the rules governing the grant of travelling and other allowances to Members of the Indian Legislature so as to suspend for the duration of the present emergency the right to draw free haulage of a motor car or of a carriage and two horses from the station nearest to the Member's official headquarters or other place of residence to New Delhi and back and in addition a petrol or forage allowance at the rate of Rs. 75 per mensem for the period for which a Member is entitled to draw daily allowance with the result of leaving all Members to draw the conveyance allowance now admissible to a Member who does not bring a conveyance for his own use."

Sir Henry Richardson (Nominated Non-Official): Sir, before I move the substitute Resolution standing in my name, I ask your permission to add the words "recommends to the Governor General in Council" after the words "That this Assembly".

Mr. President (The Honourable Sir Abdur Rahim): Yes.

Sir Henry Richardson: Sir, in moving this substitute Resolution, I would like to make it clear that there is no question of our not appreciating the grave position and importance of railway resources, or the justification of suspending the free haulage concessions of motor cars. We all understandingly agree with the necessity to do everything possible to assist the Railways in their difficult and vital task, and I believe every Member in this House is with me in this understanding. But the withdrawal of the concession involves several questions as is shown by the amendments tabled before the House.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member will first move his amendment before proceeding with his speech.

Sir Henry Richardson: Sir, I move:

"That for the original Resolution, the following be substituted:

"That this Assembly recommends to the Governor General in Council to appoint a Committee of the following, namely, the Honourable Sir Jeremy Raisman, Sir Muhammad Yamin Khan, Dr. P. N. Banerjee, Mr. Hooseinbhoj A. Lalljee, Sir Frederick James, and Sir Cowasji Jehangir, for the purpose of considering the amendment of the rules governing the grant of travelling and other allowances to Members of the Indian Legislature with instructions to report not later than the 17th September, 1942."

Sir, as I was saying, the withdrawal of this concession involves several questions as is shown by the amendments before the House. But rather than publicly discussing all these domestic details, we thought it would be preferable to leave them to a Committee for examination and thereafter

[Sir Henry Richardson.]

make recommendations. We believe that this method will be more in keeping with the dignity of this House. The gentlemen whose names appear in the Resolution have all signified their willingness to serve on the Committee and I trust the House will accept the proposal and that the Government will co-operate in its deliberations. Sir, I move.

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

"That for the original Resolution, the following be substituted:

"That this Assembly recommends to the Governor General in Council to appoint a Committee of the following, namely, the Honourable Sir Jeremy Raisman, Sir Muhammad Yamin Khan, Dr. P. N. Banerjee, Mr. Hooseinbhoj A. Lalljee, Sir Frederick James, and Sir Cowasji Jehangir, for the purpose of considering the amendment of the rules governing the grant of travelling and other allowances to Members of the Indian Legislature with instructions to report not later than the 17th September, 1942."

I find there are a number of amendments which deal with details rather than with merits of this question. If it is agreeable to the House, I think it would be preferable if this amendment is considered and dealt with first.

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): If this amendment is carried, then other amendments will not be moved.

Mr. President (The Honourable Sir Abdur Rahim): That will be most convenient.

Dr. P. N. Banerjee (Calcutta Suburbs: Non-Muhammadan Urban): Sir, I am prepared to support this amendment. There is a small point about the date which is given here, that is 17th September. During the next few days, we shall be discussing a very important matter, namely, the present situation in the country and we shall not find time to discuss this somewhat less important matter during this period. I would suggest that the report be made on 19th September.

Sir Henry Richardson: I agree about the date, that is, it should be 19th September.

Sir Cowasji Jehangir: Sir, I think for the reasons given by the Honourable the Mover of this motion, that the Honourable Sir Edward Benthall ought to be on this Committee. He is the one Member responsible for initiating this Resolution. His Department is vitally concerned with this Resolution. It appears to me that he ought to be on this Committee. I suggest that the name of the Honourable Sir Edward Benthall be included in the Committee.

Mr. President (The Honourable Sir Abdur Rahim): Does the House agree?

(The House agreed.)

Sardar Sant Singh (West Punjab: Sikh): Sir, may I say a few words on this motion? As referred to by the Honourable the Leader of the House a similar Resolution was moved by the Honourable Sir Muhammad Zafrullah Khan on 12th February, 1940, and a Committee of both Houses

was appointed to go into that question. As travelling allowances are on a similar basis to Honourable Members of both Houses, the Council of State as well as this House, it was then considered desirable that a joint Committee, of both Houses should sit together and discuss this matter. A Committee of both Houses went into the question of travelling allowances, among other questions, and submitted a lengthy report containing the views of the Government as well as the dissenting Members. I remember that I wrote a long note about this matter in the proceedings of that Committee. It will help to settle this question once for all if the motion is so timed that Honourable Members of the Council of State also pass a similar Resolution and then sit together in order to arrive at a common decision. I make this suggestion to the Government for their adoption in case they consider that the question will finally be settled by agreement of both Houses about the travelling allowance. I hope the Government will accept my suggestion.

Dr. Sir Ziauddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Sir, there is a very great difference between the circumstances today and the circumstances in 1940. There was no transport difficulty at that time. Secondly, we considered the question only from the economic point of view. The Honourable the Leader of the House made it perfectly clear just now that he made this motion not from economic consideration but only on account of practical difficulties in transport. The additional difficulty is that the Council of State is not sitting at present. If we accept the suggestion of Sardar Sant Singh, then, I am afraid, we will have to wait till the next Session. Therefore, I beg to support the amendment moved by Sir Henry Richardson.

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

"That for the original Resolution the following be substituted:

"That this Assembly recommends to the Governor General in Council to appoint a Committee of the following, namely, the Honourable Sir Jeremy Raisman, the Honourable Sir Edward Benthall, Sir Muhammad Yamin Khan, Dr. P. N. Banerjee, Mr. Hooseinbhoj, A. Lalljee, Sir Frederick James, and Sir Cowasji Jehangir, for the purpose of considering the amendment of the rules governing the grant of travelling and other allowances to Members of the Indian Legislature with instructions to report not later than the 19th September, 1942."

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Tuesday, the 15th September, 1942.