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LEGISLATIVE ASSEMBLY DEBATES
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(7th February to 28th February, 1944)



TWENTIETH SESSION
OF THE
FIFTH LEGISLATIVE ASSEMBLY,
1944



LEGISLATIVE ASSEMBLY

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Deputy President :

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

Sardar SANT SINGH, M.L.A.

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

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LEGISLATIVE ASSEMBLY.

Saturday, 26th February, 1944.

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

STARRED QUESTIONS AND ANSWERS.

(a) ORAL ANSWERS.

UNFILLED VACANCIES RESERVED FOR MINORITY COMMUNITIES.

248. *Mr. Lalchand Navalrai: (a) Will the Honourable the Home Member be pleased to state whether it is a fact that on or about the 15th July, 1938, the Government of India were pleased to make clear by a circular letter how the balance of unfilled vacancies reserved for minority communities is to be carried over to the subsequent years?

(b) Is it a fact that the posts were divided into two classes, i.e.,

(i) those to which recruitment is made on the result of a competitive examination; and

(ii) those to which recruitment was made by selection?

(c) Is it a fact that the balance of unfilled reserved vacancies under part (b) (i) above is to be carried over for one year only, and that the vacancies coming under part (b) (ii) above, were to be filled temporarily? If so, why was no time limit laid down?

(d) Is the Honourable Member aware that the process of filling up posts temporarily has continued for very long terms in several Government Departments to the great detriment of the officiating employees?

(e) Do Government propose to fix the same common limit of one year for the balance of unfilled reserved vacancies for minority communities being carried over in both cases referred to in part (b) above? If not, what other relief do Government propose to give to employees of other than minority communities officiating for very long terms? If not, why not?

The Honourable Sir Reginald Maxwell: (a) Yes.

(b) Yes.

(c) The reply to the first paragraph is in the affirmative. It was not then considered necessary to impose any time-limit in regard to posts, recruitment to which is made by selection.

(d) I have no information on the point.

(e) The question is under consideration and orders will be issued shortly.

POLICE VERIFICATION REPORTS IN CASE OF BENGALI RECRUITS TO DEFENCE FORCES.

249. *Seth Sunder Lal Daga: (a) Will the War Secretary please state whether it is a fact that, generally speaking, Bengali recruits for most of the categories in the Indian Defence Forces, even if otherwise satisfactory, cannot be enrolled unless there is a satisfactory Police Verification Report as a condition precedent thereto?

(b) Is it a fact that it ordinarily takes two months or more before a Police Verification Report is available?

(c) Is it not a fact that such delay is adversely affecting the recruitment of Bengalis?

(d) Has any action already been taken to expedite the receipt of the Police Verification Report? If not, does he propose to take early steps in that behalf?

Mr. O. M. Trivedi: (a) and (b) Yes, Sir.

(c) No, Sir, not to my knowledge.

(d) The answer to the first part of the question is in the affirmative.

Pandit Lakshmi Kanta Maitra: What is the object of this verification?

Mr. C. M. Trivedi: The object of the verification is to ensure that only suitable persons are taken into the army.

Pandit Lakshmi Kanta Maitra: Will the Honourable Member say whether the political antecedents are gone into?

Mr. C. M. Trivedi: No, Sir.

Mr. Govind V. Deshmukh: Why cannot physical fitness be decided by the medical authorities?

Mr. C. M. Trivedi: Physical fitness is decided by the medical authorities, but it may be that some of the candidates may have taken part in terrorist or revolutionary movements.

Pandit Lakshmi Kanta Maitra: What are the points on which police investigation is called for?

Mr. C. M. Trivedi: I think I have already mentioned them. It is essential that the persons concerned should be suitable recruits for the Army.

Pandit Lakshmi Kanta Maitra: Will the Honourable Member please explain how he says that political antecedents are not gone into when in the next breath he says that they must not have connections with the terrorist movement?

Mr. C. M. Trivedi: I do not understand how the terrorist movement can be regarded as a political movement?

Mr. Govind V. Deshmukh: In what sense has the Honourable Member used the word suitable?

Mr. C. M. Trivedi: I think I have already answered that.

Mr. Govind V. Deshmukh: Does he mean medically suitable or what?

Mr. C. M. Trivedi: Physical suitability is decided by medical authorities.

Pandit Lakshmi Kanta Maitra: Is it a fact that the association of these candidates with the Congress movements in the past is a disqualification?

Mr. C. M. Trivedi: Not that I know of.

MEALS OF VEGETARIAN W. A. C (I.)s.

250. *Seth Sunder Lall Daga: Is the War Secretary aware that those W.A.C.(I.)s in the Defence Forces who either by custom, habit or choice are vegetarians, ordinarily have by way of dishes at the two principal meals only bread, butter and a vegetable curry? If so, is it proposed to take action to improve the lot of these ladies, by having a separate table reserved for them and providing them with more suitable dishes within the cost allowable?

Mr. C. M. Trivedi: No, Sir. A supply of extra vegetables in lieu of meat, and a supply of rice or *atta* in lieu of bread is made to vegetarian members of the Women's Auxiliary Corps (India). Tables in the mess rooms of Women's Auxiliary Corps (India) hostels are usually capable of accommodating 10 to 12 persons and vegetarians normally sit together.

Pandit Lakshmi Kanta Maitra: Is it not a fact that complaints have been made to the Honourable Member's Department that a section of the Corps is seriously handicapped by the food supplied?

Mr. C. M. Trivedi: I am afraid I have not been able to catch the Honourable Member's question.

Pandit Lakshmi Kanta Maitra: Is it not in the Honourable Member's knowledge that complaints have been made to the Honourable Member's Department that certain sections of the women have been very much inconvenienced by reason of the food supplied?

Mr. C. M. Trivedi: I am not aware of those complaints.

Pandit Lakshmi Kanta Maitra: Will the Honourable Member take it from me that they have been put to great hardship.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member is giving information and not asking for it.

Mr. Govind V. Deshmukh: Is the supply sufficient to keep them in a fit condition for work?

Mr. C. M. Trivedi: Experience has shown that this substitution of rice, vegetables and *atta* for meat and bread to vegetarian members is enough to maintain them in health and strength.

Mr. Govind V. Deshmukh: Whose experience?

Mr. C. M. Trivedi: The experience of the Corps'

Pandit Lakshmi Kanta Maitra: Will the Honourable Member make enquiries to find out whether these women are being inconvenienced?

Mr. C. M. Trivedi: Would the Honourable Member kindly let me know in what matters he wants me to make enquiries?

Pandit Lakshmi Kanta Maitra: Certainly, I will.

Dr. Sir Zia Uddin Ahmad: Are these diets fixed in consultation with the medical authorities?

Mr. C. M. Trivedi: Yes, Sir.

SHORTAGE OF OFFICERS IN INDIAN ARMY.

251. *Mr. K. S. Gupta: (a) Will the War Secretary please state if it is a fact that there is a shortage of officers in the Indian Army? If so, when is it likely to be made up?

(b) Is the delay of the Burma Campaign due to lack of suitable officers?

(c) Is it not a fact that there is a cry that great injustice is done in the selection of officers for the Indian Army?

(d) Is it not a fact that many Indian officers have acquired very fine military records?

Mr. C. M. Trivedi: (a) Yes, Sir, there is a very small shortage, but it is expected to be made up in the fairly near future.

(b) No, Sir. The shortage has no effect whatever on the progress of operations in Burma.

(c) No, Sir.

(d) Yes, Sir.

Mr. Govind V. Deshmukh: May I know how this shortage is to be made up?

Mr. C. M. Trivedi: The shortage will be made up by additional recruitment.

Mr. Govind V. Deshmukh: What are the methods of recruiting this additional number?

Mr. C. M. Trivedi: The Honourable Member is perfectly aware that the Indian officers for the Army are recruited through the G.I.I.Q. Selection Boards.

Mr. Govind V. Deshmukh: Is the Honourable Member aware that the present method of selection, which was contemplated to eliminate the wastage, has resulted, as a matter of fact, after selection and after temporary training in wastage of 25 per cent.?

Mr. C. M. Trivedi: No, I am not aware of that.

Mr. Govind V. Deshmukh: Have any complaints been made by any of the candidates or their guardians to the Honourable Member that this fact has resulted in injustice?

Mr. C. M. Trivedi: No, Sir. In fact, the candidates themselves prefer the new system to the old system.

Mr. Govind V. Deshmukh: I am referring not to the method of selection, which I myself approve, but this was considered to eliminate this wastage, while it has in fact, after the selection and the preliminary training at some centres, resulted in the wastage of 25 per cent.?

Mr. C. M. Trivedi: The time has not yet come to test the results of the new system as regards wastage in the officers' training schools.

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

(Mr. Govind V. Deshmukh endeavoured to continue with his questions.)

Several Honourable Members: Order, order.

SLOW PROCESS OF BUILDING OF INDIAN ARMY.

252. *Mr. K. S. Gupta: Will the War Secretary please state if there is a justification in the following statement by Major George Fielding Elliot of New York *Herald Tribune* "Fully trained, fully officered, entirely battle-worthy Indian troops are far smaller than one might expect from a nation of almost 400

million. There is not an inexhaustive reservoir of human material in India. The building of an Indian Army of necessity is a slow process"?

Mr. C. M. Trivedi: I have read the statement from which the Honourable Member has quoted an extract. I have no comments to make on it except that manpower has not so far been a limiting factor in the expansion of the Indian Army.

Mr. Govind V. Deshmukh: Is it not a fact that the statement which refers to Indian army is far smaller than one might expect is due to the fact that equipment is inadequate and not that the Indians are not enough in number or not suitable to be trained?

Mr. C. M. Trivedi: I am perfectly prepared to agree with the Honourable Member's inference.

WANT OF A RADIO STATION IN ANDHRA COUNTRY.

253. *Mr. K. S. Gupta: (a) Is the Honourable Member for Information and Broadcasting aware that there is a deep discontent and dissatisfaction on account of the absence of a Radio Station in the Andhra country comprising of about a dozen districts?

(b) When does he propose to open a Radio Station somewhere in the centre of Andhra Desa to give a free scope for Telugu programmes?

(c) Is he prepared to reserve the Madras Station exclusively for the Telugu programme till such time as a new Radio Station is established in the Andhra Desa, since the Tamil-Nad has a Radio Station of its own at Trichinopoly established about half a dozen years ago?

The Honourable Sir Sultan Ahmed: (a) Government are aware of the strong feeling referred to in the question.

(b) The attention of the Honourable Member is invited to the reply given to part (c) of his Starred question No. 412 in the Legislative Assembly on the 23rd August, 1938. I may add that the difficulty of obtaining the requisite equipment from abroad in the present war conditions makes it impossible to embark on the installation of a new transmitter.

(c) No, mainly because the Madras Station, situated as it is in the metropolis of the Presidency, must necessarily be cosmopolitan in its programme activities and cannot be expected to cater exclusively for either Tamil or Telugu speaking listeners. I may also point out that the Trichinopoly Station cannot serve the whole of Tamil Nad as it has a limited range of reception and provides a first class service, within a radius of 50 to 100 miles only.

Mr. Lalchand Navalrai: May I know from the Honourable Member when is this difficulty of non-supply of certain materials, which is being expressed every now and then, going to be removed? There are places like Sind and Madras where the radio is very necessary.

The Honourable Sir Sultan Ahmed: I am not in a position to answer that question.

Mr. Lalchand Navalrai: The Honourable Member may not be an astrologer or a prophet, but then, what I mean to say is this: What are the difficulties in the first place? If you cannot import anything say whether they could not be done by any other means?

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

Pandit Lakshmi Kanta Maitra: In view of the fact that there have been representations from the Telugu people, will the Honourable Member consider the question of giving greater scope in the matter of broadcasting in Telugu?

The Honourable Sir Sultan Ahmed: That question has been present in my mind and I have been giving full attention to it.

Pandit Lakshmi Kanta Maitra: My point is that representation had often been made to the Honourable Member for this.

The Honourable Sir Sultan Ahmed: I have considered that and I cannot say anything more.

NON-SUPPLY OF BOMBAY CHRONICLE, ETC., TO SARDAR SARDUL SINGH CAVEESHAR

†254. *Qazi Muhammad Ahmad Kazmi: Will the Honourable the Home Member be pleased to state:

(a) whether it is a fact that Sardar Sardul Singh Caveeshar, who is being detained as a security prisoner in the Sub-Jail of Dharamsala (Kangra) is not allowed to receive his copy of the *Bombay Chronicle* by the Jail authorities;

(b) whether it is a fact that copies of the *Bombay Chronicle* sent to him in the Jail were returned to the senders; and

(c) if the reply to the above parts be in the affirmative, the reasons therefor?

The Honourable Sir Reginald Maxwell: (a) and (b) Yes.

(c) Under the Punjab Security Prisoners Rules, no security prisoner is allowed to receive more than two newspapers a day. As Sardar Sardul Singh Caveeshar was already receiving two newspapers daily, the *Bombay Chronicle* was returned.

SEDITIONOUSNESS OF THE CONGRESS PLEDGE.

255. *Mr. Akhil Chandra Datta: (a) With reference to the statement made by the Honourable Sir Reginald Maxwell in this Assembly on the 7th February, 1944, viz., "Government have been advised legally that the pledge (Congress pledge) is a seditious document", will the Honourable the Home Member be pleased to state when that pledge was first placed before the country, and when Government came to know of it?

(b) Was any exception taken to it by Government at the time on the ground that it is a seditious document and that it was proscribed?

(c) When have Government been advised that it was a seditious document?

(d) What was the occasion for Government's seeking and obtaining legal opinion whether it was seditious or not?

(e) When was that opinion given, and by whom?

(f) Has there been any prosecution of any Congress member for sedition on the basis that the Congress pledge was a seditious document?

(g) Have Government obtained the verdict of any competent court in support of their contention that the Congress pledge was a seditious document?

(h) Was that ground put forward anywhere in support of the order banning Independent Day celebrations?

The Honourable Sir Reginald Maxwell: (a) The Pledge first came to notice in January, 1930. But different versions have been current at different times.

(b) It was not then formally proscribed. But that does not mean that Government regarded its wording as legitimate.

(c) In 1934 and again in 1937.

(d) Government had information in 1937 that it was intended to revive the Pledge in its original form.

(e) By the legal advisers of Government.

(f) and (g). I have been unable to make the researches necessary to answer these parts of the question since the information would have to be obtained from the Provincial Governments.

(h) Independence Day celebrations have been prevented only on the grounds that the Pledge contained seditious language or that they were calculated to assist the operations of an unlawful association.

Mr. Akhil Chandra Datta: May I know whether the pledge taken as a whole is seditious or any particular portion of it?

The Honourable Sir Reginald Maxwell: Part of the language used is seditious.

Mr. T. T. Krishnamachari: With reference to part (d) of his answer, am I right in understanding the Honourable Member to say that the last occasion when legal opinion was obtained was in 1937 and if so may I ask whether he is aware that in 1938 the pledge was redrafted?

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

The Honourable Sir Reginald Maxwell: I have said that different versions were current at different times.

Pandit Lakshmi Kanta Maitra: Where did the Government get the official version of the Congress pledge? Did they seek for it?

The Honourable Sir Reginald Maxwell: Government have their own ways of getting information.

Pandit Lakshmi Kanta Maitra: I want to know whether the Honourable Member's Department relied solely on press reports or they cared to ascertain from the Congress what the independence pledge was.

(No answer was given.)

ELIGIBILITY OF EXAMINERS, ETC., IN BOMBAY AND SIND FOR APPEARING FOR INCOME-TAX OFFICERS' EXAMINATION.

256. *Mr. Lalchand Navalrai: (a) Will the Honourable the Finance Member be pleased to state if he is aware that there are Examiners and Inspectors of Income-tax in Bombay and Sind who are aspiring to appear for the departmental examination prescribed for Income-tax Officers? If so, what are the rules and orders for granting them leave for preparation and appearance for the examinations?

(b) Is it a fact that such leave is permissible to other Government servants for the same purpose in other Departments of the Central Government?

(c) Is it a fact that such leave is permissible to Government servants working in the departments under the Sind Government?

(d) Is it a fact that such leave is being refused to the Inspectors and Examiners of the Income-tax Department in Sind? If so, why? What steps do Government propose to take to facilitate their appearance for the examination by getting leave when asked for?

The Honourable Sir Jeremy Raisman: (a) to (d). I am making enquiries and a reply will be laid on the table of the House in due course.

Mr. Lalchand Navalrai: Will the Honourable Member please see that some relieving persons are appointed to relieve these people when they want leave?

The Honourable Sir Jeremy Raisman: Until I have inquired into the facts I am afraid I cannot give a useful answer.

Mr. Lalchand Navalrai: Will the Honourable Member consider this point also and ask his other Departments to see if they can suggest the appointment of relieving people?

The Honourable Sir Jeremy Raisman: It is quite clear that to release people to attend examinations must be dependent on the necessities of the work that they are actually appointed to perform, and that is precisely the difficulty.

Mr. Lalchand Navalrai: Will the Honourable Member consider the relieving persons also from the Department—they can help in the departmental work in the meantime?

The Honourable Sir Jeremy Raisman: That depends on the amount of work which the Department has to do, and the adequacy of the personnel available at any time.

DEMAND FOR RAISING DEARNESS ALLOWANCE OF SUBORDINATES IN INCOME-TAX OFFICES.

257. *Mr. Lalchand Navalrai: (a) Will the Honourable the Finance Member be pleased to state if a demand has been made by subordinates in Income-tax offices to raise the standard of dearness allowance and to extend its operation to subordinates drawing between Rs. 90 per mensem and Rs. 175?

(b) Is it a fact that in Sind, subordinates under the Sind Government get dearness allowance who get a salary of Rs. 150 in the districts and Rs. 175 at Karachi? Do Government propose to raise the dearness allowance grant as stated in (a) above to any extent? If not, why not?

The Honourable Sir Jeremy Raisman: (a) Some representations on the subject have been received.

(b) The reply to the first sentence is in the affirmative. As for the second the question of revising the existing scales of dearness allowance is under consideration.

Mr. T. T. Krishnamachari: Sir, I have been asked to put the questions tabled by Mr. Neogy.

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

REQUISITIONING OF HOUSES BY GOVERNMENT IN DACCA.

258. ***Mr. T. T. Krishnamachari** (on behalf of **Mr. K. C. Neogy**): (a) With reference to the answer to starred question No. 29 of the 8th February, 1944, and supplementary questions arising in that connection, will the Honourable the Defence Member be pleased to state the number of private houses requisitioned in the town of Dacca under rule 75-A of the Defence of India Rules (i) directly at the instance of the military authorities, and (ii) for the purpose of housing institutions and individuals that had been displaced from their houses in order to meet military requirements?

(b) Is it a fact that the Military have taken over certain premises belonging to the Dacca University and other institutions and individuals in the Ramna area, and that rule 75-A has been resorted to for the purpose of finding substitute accommodation for these parties?

(c) Is it a fact that as a part of these transactions, certain private residential houses were requisitioned under rule 75-A of the Defence of India Rules so as to accommodate a training school for vernacular teachers?

(d) Will the Honourable Member be pleased to explain the policy of Government in the matter of requisitioning private residential houses for the purpose of accommodating educational institutions and private individuals who may initially be deprived, at the instance of the military authorities, of their housing accommodation?

(e) Is it a fact that in certain rural areas of Bengal affected by famine conditions, private residential houses are proposed by the military authorities engaged in the organisation of relief, to be requisitioned under the Defence of India Rules for the purpose of housing hospitals for starvation cases? If so, in how many cases have such proposals been made, and what consideration, if any, has been paid to objections raised by owners of the houses concerned?

Sir Charles Ogilvie: (a) (i) 44.

(a) (ii) 17 houses have been requisitioned for accommodating the Dacca University and other institutions, and 1 house and portions of 3 for re-instating individuals.

(b) Yes.

(c) Yes.

(d) The purposes for which Government can requisition are specified in rule 75A, and their policy is that requisitioning should be resorted to only for one of these purposes.

(e) Government are not aware of any such case.

Pandit Lakshmi Kanta Maitra: Is the Honourable Member aware that the cases complained of here are not cases of requisitioning for military purposes but of requisitioning under the Defence of India Act for non-military purposes: What is the policy of the Government in regard to these cases?

Sir Charles Ogilvie: If the Honourable Member will read section 75A he will see that requisitioning can be resorted to amongst other things for the establishment or re-establishment in case of eviction, of services essential to the public.

Pandit Lakshmi Kanta Maitra: Does the Honourable Member realise that this displacement of civilians from their homes by these other persons has been causing the greatest hardship to them?

Sir Charles Ogilvie: I am aware that requisitioning must always bring a certain amount of hardship.

Pandit Lakshmi Kanta Maitra: Does the Honourable Member realise that in these cases the houses are requisitioned for a training school of vernacular teachers and has nothing to do with military or any other purpose connected with the

Sir Charles Ogilvie: As I have endeavoured to show, requisitioning can be and has been resorted to for the re-establishment of central services which were displaced by military requisitioning.

Pandit Lakshmi Kanta Maitra: Has the Honourable Member's Department made any provision for these displaced people to find accommodation?

Sir Charles Ogilvie: I am afraid it is quite impossible for the Central Government to do that.

Pandit Lakshmi Kanta Maitra: Does the Honourable Member pay any compensation to these displaced people?

Sir Charles Ogilvie: Compensation is paid to them.

COMMUNICATION FROM INDIAN CHAMBER OF COMMERCE, CALCUTTA, re EXPANSION ETC., OF NON-INDIAN INDUSTRIES.

259. ***Mr. T. T. Krishnamachari** (on behalf of **Mr. K. C. Neogy**): (a) Will the Honourable the Finance Member be pleased to state whether any communication has recently been received by Government from the Indian Chamber of Commerce, Calcutta, regarding expansion and establishment of non-Indian industries in India? If so, what is the substance of the said communication, indicating at the same time the policy of Government in regard to granting permission to non-Indian concerns for expanding their existing business or establishing new business organisations in India?

(b) Is the expansion or establishment of non-Indian concerns referred to above intended mainly to help the war effort? If so, what will be the position of such business concerns on the conclusion of the war?

(c) What was the number of non-Indian concerns carrying on business in India before the outbreak of the war in 1939, and their total share capital, and the approximate percentage of such share capital owned by Indians?

(d) How many such non-Indian companies have, since 1939, applied for expansion of their existing business, or for starting fresh industries in India?

(e) How many such non-Indian concerns have been and will be allowed to expand their business in India?

(f) What is the number of non-Indian firms who have been allowed by the Government of India to start fresh industries or to expand their existing business with foreign capital in India during the years 1939-40, 1940-41, 1941-42 and 1942-43? What is the total share capital of such concerns, and the approximate percentage of share capital allotted to Indians, if any?

(g) Have Government come to any decision regarding the utilisation of sterling balances of the Reserve Bank of India for the purpose of repatriation of non-Indian investments in the country, as demanded by the Indian public opinion in general and the Indian commercial community in particular?

The Honourable Sir Jeremy Raisman: (a) to (f). This question raises two issues. The first concerns Government's policy in regard to the continuance and expansion of so-called non-Indian industries and businesses in this country and the establishment of new non-Indian concerns. The second relates to the administration of the control of capital issues in British India.

I am not answerable for the former and, therefore, confine my reply to the latter aspect.

In this regard the position is that capital issues in British India have been controlled only since the 17th May, 1943, and in judging whether or not to permit an issue of capital, the question whether the capital is likely to be subscribed here by Indians or non-Indians is not taken into account.

(g) I would invite the attention of the Honourable Member to the replies which I gave to part (c) of his question No. 164, on the 3rd August, 1943, and to the various supplementary questions asked on that occasion.

The position has undergone no change since then.

Mr. T. T. Krishnamachari: With reference to the Honourable Member's answer to the second part of the question, may I ask whether subscription of capital by non-Indians in this country does not affect the position of the Government in regard to its monetary policy?

The Honourable Sir Jeremy Raisman: Subscriptions of new capital or appeals for new capital by anybody in this country certainly have a bearing on monetary policy; but it does not matter who the individuals may be; and it is from that point of view that the control of capital issues is administered.

Mr. T. T. Krishnamachari: Is the Honourable Member aware that if non-Indians float companies here there is a possibility of the monies so released relieving the pressure on the sterling position?

The Honourable Sir Jeremy Raisman: Actually, as far as I am aware the question is theoretical. There are hardly any instances of that kind. But the undesirable features which the capital control is meant to deal with are unaffected, in my opinion, by the location of the company which makes the appeal in British India to subscribers in British India; the effect is just the same.

Pandit Lakshmi Kanta Maitra: Is it the considered opinion of the Government of India that this control of capital issues is an important part of their anti-inflationary programme?

The Honourable Sir Jeremy Raisman: Yes.

Pandit Lakshmi Kanta Maitra: In what way does the Honourable Member implement it? By simply controlling the capital issues in respect of companies which have already been functioning—by controlling the extension of their capital, or by preventing new companies from being ushered into existence?

The Honourable Sir Jeremy Raisman: The objects of capital control have been explained from time to time in press notes issued. One main purpose is to prevent speculative activity and activities which do not contribute to improving the existing situation in regard to scarcities and which merely add competing claims for goods or services which are already in short supply and thereby lend themselves to speculative activities.

Pandit Lakshmi Kanta Maitra: In the case of existing companies, I mean existing *bona fide* companies which have been functioning in this country, if they want to extend their capital, has the whole question got to be investigated by the Government before granting the necessary sanction?

The Honourable Sir Jeremy Raisman: What has got to be investigated is the justification for the raising of additional capital. That a company already in existence has been pursuing an ordinary sound trading policy does not mean that it should be put in a position to raise unlimited amounts of further capital.

Sir Muhammad Yamin Khan: Is the policy of stopping subscriptions to companies based on this, that the people who contribute towards the company should be stopped in order that their money may be diverted for purchasing war loans?

The Honourable Sir Jeremy Raisman: Certainly that is an important part of the anti-inflationary policy. It is to divert investment from various kinds of non-advantageous activity into Government securities.

Dr. P. N. Banerjee: In how many cases have applications for the augmentation of capital been refused?

The Honourable Sir Jeremy Raisman: Actually I have not got the figures with me, now, but the number of refusals will probably be found not to be large in comparison with the number of acceptances. What I would point out—and this is very important—is the fact that the institution of control has deterred a large number of people who would otherwise undoubtedly have floated unsound concerns from even applying and running the gauntlet of the Government machinery.

Pandit Lakshmi Kanta Maitra: Does the Honourable Member realise that this operates as a handicap to the expansion or development of trade and business in this country?

The Honourable Sir Jeremy Raisman: No. The administration of the control ensures that it does not operate as a handicap in any case in which useful economic results can flow from such expansion.

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

MEMBERS OF THE SUNNI MAJLIS-E-AWKAF, DELHI.

†260. *Maulvi Muhammad Abdul Ghani: Will the Honourable the Home Member please state:

(a) the names of persons appointed as Members of the Majlis-e-Awakaf under clauses (a), (b), (c) and (d) of sub-section (1) of section 7 of the Delhi Muslim Wakfs Act, 1943, separately, under every clause;

(b) whether objection, if any, was raised against some of the candidates for election under clauses (b) and (c) of the said sub-section; if so, the names of the candidates and the nature of objection raised;

(c) the contents of the finding of the Chief Commissioner of Delhi in every case under part (b) of the question;

(d) whether Government are aware that Shamsul-Ulama Maulvi Syed Ahmad, Imam of Juma Masjid, continued to be a member of the Managing Committee of the Juma Masjid, Delhi, till after the date of his appointment as member of the Sunni Majlis-e-Awakaf by the Chief Commissioner of Delhi; and, as such, whether he comes under the definition "Mutawalli" under sub-section (e) of Section 2 of the Delhi Muslim Wakfs Act, 1943;

(e) whether Khwaja Hasan Nizami of Dargah Hazrat Nizamuddin Aulia, Delhi, is a Mutawalli under sub-section (e) of Section 2 of the said Act, as managing and administering the Dargah Hazrat Nizamuddin Aulia as well as other mousoleums, mosques and graves under his care and supervision in Nizamuddin, Delhi;

(f) whether Khwaja Mohammad Shafi, a nominated Member of the Sunni Majlis-e-Awakaf, Delhi, is a Mutawalli; if so, of what Wakf or Wakf property; if not, why he has been appointed a Member of the Majlis-e-Awakaf, under clause (d) of sub-section (1) of Section 7 of the Delhi Muslim Wakfs Act, 1943;

(g) if the answers to (d) and (e) be in the affirmative, whether Government propose to declare the appointments of Shamsul-Ulama Maulvi Syed Ahmad, Imam of Juma Masjid, and Khwaja Hasan Nizami of Dargah Hazrat Nizamuddin Aulia, Delhi, as well as of Khwaja Mohammad Shafi as *ultra vires*, and to ask the Chief Commissioner of Delhi to nominate other suitable persons as Members of the said Majlis;

(h) whether Mr. Wahiduddin Ahmad, co-opted as a Member of the Delhi Sunni Majlis-e-Awakaf, under sub-section (5) of Section 7 of the said Act, is of ten years' standing; if not, why his co-option will not be declared *ultra vires* and why not some one will be ordered to be co-opted in his stead; and

(i) whether it is a fact that the Delhi Muslim Wakfs Act, 1943, was enforced on the 5th October, 1943; if so, whether the Honourable Member proposes to consult the Law Member on the subject that any resignation by a Member of the Managing Committee of any Wakf in Delhi Province if tendered after the 5th of October, 1943, is illegal and cannot remove the disqualification under sub-section (g) of Section 9 of the Wakfs Act, 1943?

The Honourable Sir Reginald Maxwell: (a) The names are as follows:

Under clause (a).

1. Shams-ul-Ulema Maulvi Syed Ahmed, Imam of the Jama Masjid, Delhi.
2. Khwaja Hasan Nizami of Dargah Hazrat Nizamuddin Aulia, Delhi.

Under clause (b).

1. Khan Bahadur Haji Rashid Ahmed, Honorary Magistrate.
2. Syed Mohammed Irtiza Wahidi.

Under clause (c).

1. Dr. Zakir Hussain Khan of Jamia Millia Islamia.
2. Nawabzada Muhummad Liaqat Ali Khan, M.L.A.

Under clause (d).

Khwaja Muhummad Shafi.

(b) and (c). Objections were raised against the nomination of Khan Bahadur Haji Rashid Ahmad, Khan Bahadur S. M. Abdullah and Dr. Zakir

Hussain. A copy of the order of the Chief Commissioner of Delhi on the objections raised is laid on the table of the House. The order explains the nature of the objection taken in each case and contains the finding of the Chief Commissioner thereon.

(d) The answer to both the parts of the question is in the negative.

(e) As far as Government are aware, there are no grounds for regarding Khwaja Hasan Nizami as a *mutawalli* under sub-section (e) of section 2 of the Act.

(f) Khwaja Muhammad Shafi is not a *mutawalli*; section 7(1)(d) of the Act does not require that a person elected by the *mutawallis* of the *wakfs* should be a *mutawalli*.

(g) In view of the replies to clauses (d), (e) and (f), this question does not arise.

(h) The answer to the first part is in the affirmative; the other parts of the question do not arise.

(i) The answer to the first part is in the affirmative and to the second, in the negative.

Order.

In the Office of the Chief Commissioner, Delhi.

Case taken up on the morning of the 17th December 1943 with parties and counsel as follows:

OBJECTORS :

Mr. Hilal Ahmad Zubairi in person, with Paudit Hari Kishan Bhargava, Advocate, appearing for him in respect of his objection against the candidature of Khan Bahadur Haji Rashid Ahmad and Mr. Nur-ud-din, Barrister-at-Law, appearing for him in respect of his objection against the candidature of Khan Bahadur S. M. Abdulla.

Dr. A. D. Baqai in person.

CANDIDATES :

Khan Bahadur Haji Rashid Ahmad in person, with Rai Bahadur Dr. Ram Kishore, Advocate, on his behalf.

Khan Bahadur S. M. Abdulla in person, with Rai Bahadur Dr. Ram Kishore, Advocate, on his behalf.

Dr. Zakir Husain in person, with Mr. Qadir-ud-din Ahmad, Advocate, on his behalf.

ORDER :

On the 15th December 1943 an election was due to be held to fill the two places in the Sunni Majlis-e-Aukaf, Delhi, which under clause (b) in sub-section (1) in section 7 of the Delhi Muslim Wakfs Act, 1943, are to be occupied by persons elected by a joint electorate consisting of the Muslim members of the Delhi Municipal Committee and certain other local authorities in the Delhi Province. The same date was also appointed for the election to fill the two places in the Majlis which are to be occupied by persons elected under clause (c) by the Muslim members of the Anglo-Arabic College and Schools Society and the Jamia Millia Association. In the first of these two constituencies, after candidates had been proposed and seconded, an objection was raised by Mr. Hilal Ahmad Zubairi, one of the voters, that two of the candidates, Khan Bahadur Haji Rashid Ahmad and Khan Bahadur S. M. Abdulla, were disqualified under section 9 of the Act. In the other constituency a similar objection was raised by Dr. A. D. Baqai against the candidature of Dr. Zakir Husain. In each case the Returning Officer postponed further proceedings to the 20th December, and recorded a note reporting the facts for my orders under rule 21 of the rules under which the elections are being conducted—the Delhi Sunni Majlis-e-Aukaf Election Rules, 1943.

The three objections, which were argued before me yesterday with parties and counsel present, will be dealt with here in a single order. The grounds of the objection against Khan Bahadur Haji Rashid Ahmad are more extensive than in the other two cases, and it will be convenient to discuss the subject with his case primarily in view. The objections against him are twofold:—

I. That being a member of the Managing Committee of the Fatehpuri Mosque and also of the Managing Committee of the Jama Masjid he is a *mutwalli* within the meaning of the Act and as such disqualified from being a member of the Majlis by clause (g) in section 9.

II. That he and the other members of the Managing Committee of the Fatehpuri Mosque as it existed in 1941 have been removed by certain civil court orders from membership of that Committee and that he is consequently disqualified under clause (f) in section 9.

To the first of these objections several answers have been put forward. In the first place it is contended that mere membership of the Managing Committee of the Fatehpuri Mosque or the Managing Committee of the Jama Masjid does not make a person, a *mutwalli* in the generally accepted sense of that word or in the terms of the special definition in clause (e) in section 2 of the Act. The argument is that in either of these cases the

Managing Committee as a whole should perhaps be regarded as the mutwalli, but that the individual members cannot be so described. This complicated question was discussed at length before me yesterday but in the end I have found no need to come to any final conclusion in respect of it. The second and more important answer to the objection is that even if every member of one of the existing Managing Committees is to-day to be regarded as a mutwalli, he is none the less free from any disqualification under clause (g) for the reason that he will no longer hold the status of a mutwalli at the material time. By virtue of sub-section (2) of section 25 of the Act, the Managing Committee of the Fatehpuri Mosque and the Managing Committee of the Jama Masjid will cease to exist at the very moment when the new Sunni Majlis-e-Aukaf is established; by the time that Khan Bahadur Haji Rashid Ahmad, if he is elected, will become a member of the Majlis he will have ceased to be a member of either of the old Managing Committees by reason of their having ceased to exist. It is round this question that the most of the argument yesterday revolved. The question in issue is, At what moment must a person exhibit one or more of the defects set forth in the seven clauses in section 9 to be disqualified from membership of the Majlis? The natural answer appears to be, At any moment during his term of office. Counsel for the objector wishes to give another answer. He maintains that the crucial moment, when the candidate must be free of all the specified defects, is when the election is due to take place or more specifically when candidates are proposed and seconded for election. The best argument that can be adduced in support of this view is based on the use of the word "eligible" at the outset of the section. If this word is taken in its primary meaning as "able (or, fit) to be elected," then it can be maintained that the crucial moment when a candidate must be found free from the specified defects is the moment of election. But this argument seems to founder on a rock contained in the next succeeding words "to be or to remain". There can be no question of electing a person to "remain" a member; the phrase "able, (or, fit) to be elected. . . . to remain a member" makes nonsense. If so much value is attached to the word "eligible", then one is led straight into the position that the possession of one of the defects matters only at the moment when the person concerned is presenting himself for election and that a person who acquires one of the defects at a subsequent moment during his term of office cannot be removed. Manifestly, that was not the intention of the Legislature. One must, rather, hold that the word "eligible" in this place is not to be given its primary meaning "able (or, fit) to be elected" but is used as a synonym for "qualified". That is so is confirmed by a reference to the original form of the Bill which has now become law as the Delhi Muslim Wakfs Act, 1943. Before amendment in Select Committee, the opening words of section 9 were—

"A person shall not be eligible for appointment or election, as the case may be, as Sadr or member, if clearly the mind of the original draftsman was not directed to the primary meaning of "eligible" or he would not have used the words "for election" in sequence to it.

The correct view appears to be that the possession of one of the defects specified in clause 9 is immaterial if the person concerned has ceased to be affected by it by the time that he becomes a member; and a person who exhibits one of these defects can properly be appointed or elected to the Majlis if it is known for certain that the defect will have ceased to attach to him at the time when he comes to take his seat.

The question which has been under discussion in the preceding paragraphs can be considered most easily in connection with a defect of the kind specified in clause (b), which debar any person who is less than twenty-five years of age from being or remaining a member of the Majlis. Would be in order to elect a person whose age was a few days less than twenty-five? The answer should surely be, Yes, provided it is certain that he will be twenty-five on the date when his term of office will begin; that is, on the date when the result of the election is likely to be notified under section 12.

There is a further answer to Objection I, that Khan Bahadur Haji Rashid Ahmad has already resigned from the two Managing Committees. (He submitted his resignation from the Jama Masjid Committee on the 8th December, and from the Fatehpuri Committee on the 10th). Counsel for the objector has endeavoured to discount this by asserting that the resignations could not become effective until they were accepted on behalf of the Managing Committees, and that they were not so accepted until the 16th December*, after the date appointed for the Majlis election. An interesting discussion took place before me yesterday on the question when and how a resignation becomes complete and effective. This depends on the character of the organisation from which the person in question desires to resign and the law applicable to it. In the present case we are concerned with resignations from two organisations registered under the Societies Registration Act, 1860. The only reference in that Act to resignations is in its section 15, which alludes to the contingency of a member resigning "in accordance with the rules and regulations of the Society concerned". In the Rules and Regulations of the Managing Committee of the Fatehpuri Mosque and in those of the Managing Committee of the Jama Masjid there is no express reference to resignations, and it would probably be correct to assume that a member of either of these societies can by a unilateral act terminate his connection with it, without the need for any acceptance of the resignation. But even if the other view is taken, that Khan Bahadur Haji Rashid Ahmad must be considered to have remained a member of the two

*In the case of the Jama Masjid Committee, the 17th December.

Managing Committees until his resignations were accepted, he can still claim that he ceased to be a member before the election to the Majlis was completed, for the election is still not complete.

On both these grounds I must hold that no disqualification of the kind described in clause (g) attaches to Haji Rashid Ahmad. I have come to this finding by a strict application of the language of the section to the particular case, but it would have been difficult to reconcile any other finding with commonsense and equity. If the objection had prevailed, a very anomalous situation would have arisen. No one can suggest that the disqualification could continue after the demise of the old Managing Committees; even the present objectors would admit that Haji Rashid Ahmad would have been eligible, so far as disqualification under clause (g) is concerned, to stand as a candidate in any subsequent election. If the objection had been accepted he would have been debarred now, but not from standing in a by-election occurring a month or two hence. There would have been a further anomaly. Clause (g) in section 9 is clearly intended to be related to clause (d) in subsection (1) of section 7. The mutwallis of wakfs in Delhi are on the one hand allowed to elect a representative of their own to the Majlis; on the other, they are disqualified from occupying any of the remaining seats. If the objector's view had prevailed, the members of the Jama Masjid Committee, the Fatehpuri Committee and the Anjuman Moiyed-ul-Islam would have been subject to the disqualification but would not have had the benefit of the countervailing privilege.

So much for Objection I. The second objection is that Khan Bahadur Haji Rashid Ahmad is disqualified under clause (f) in section 9 by reason of the existence of certain civil court orders. One of the orders cited is contained in a judgment of Mian Ghulam Rabbani, a Subordinate Judge of Delhi, dated the 22nd August 1942, but this judgment which has been exhibited before me, clearly cannot serve as to induce a disqualification under clause (f). It was given in a case lodged by two persons Sheikh Muhammad Shafi Bari and Sheikh Muhammad Idris Bari against Seth Lachhmi Narain Gadodia and the then members of the Fatehpuri Committee. The civil court judge awarded a declaratory decree to the effect that certain earlier decrees were not binding on the plaintiffs or on the Fatehpuri Mosque, and that a certain masonry construction adjacent to the mosque belonged to it and was a part of the wakf property. The judgment may perhaps be regarded as a criticism on the persons who had been in managing control of the mosque at the material times, but there is nothing in it which can possibly be regarded as an order for the removal of any person from any office. The objector refers next to the judgment delivered by Sheikh Ijaz Ahmad, a Subordinate Judge of Delhi, on the 28th October 1940 in the case *Muhammad Shafi Bari and others versus Hafiz Abdul Aziz, Advocate and others*. This was a suit filed with the sanction of the Collector of Delhi under section 92 of the Code of Civil Procedure for the removal of the then members of the Managing Committee of the Fatehpuri Mosque, for a rendition of accounts and for the appointment of new members under a new scheme of management. The subordinate judge, on the date mentioned, awarded a preliminary decree removing the defendants including Khan Bahadur Haji Rashid Ahmad and directing that a new scheme of management be prepared. (The prayer for a decree for a rendition of accounts was rejected). Pending the framing of a new scheme of management the subordinate judge appointed a provisional committee of three persons, with a fourth as secretary, to exercise the powers of the former managing committee subject to the control of the court. On revision, the District Judge of Delhi maintained the decree, subject to the modification that pending the framing of the new scheme of management the old Managing Committee should continue to control the affairs of the mosque.

In view of the modification ordered by the District Judge it is difficult to understand how it can be asserted that Haji Rashid Ahmad and his colleagues have, up to this time, become disqualified under clause (f) in section 9; and apart from the important modification ordered by the District Judge in the original decree, I find that in connection with certain further appellate proceedings which are still pending in the High Court at Lahore an order has been issued desiring the subordinate judge to "cause all further proceedings in the trial court to be stayed *ad interim*". The former Managing Committee of the Fatehpuri Mosque, with Haji Rashid Ahmad as one of its members, has consequently continued to function. In reply to a question, Counsel for the objector Mr. Hilal Ahmad Zubairi admitted yesterday that its continued functioning is perfectly legal. So far from having been removed from office, Khan Bahadur Haji Rashid Ahmad continued to serve as one of the members of the lawful Managing Committee of the Fatehpuri Mosque until his voluntary resignation therefrom a few days ago.

Against the candidates Khan Bahadur S. M. Abdulla and Dr. Zakir Husain there is no objection under clause (f), since they did not become members of the Managing Committee of the Fatehpuri Mosque until after the lodging of the suit tried by Sheikh Ijaz Ahmad, Subordinate Judge. The objection against them is under clause (g), only. It is similar to that against Khan Bahadur Haji Rashid Ahmad except that these two gentlemen have been members of one of the two Managing Committees only—that for the Fatehpuri Mosque.

For the reasons indicated above, all three objections must be disallowed. A direction is hereby made to that effect, under rule 21 of the Delhi Sunni Majlis-e-Aukaf Election Rules, 1943.

A certified copy of this order will be supplied, through the Deputy Commissioner, to each of the two Returning Officers.

A. V. ASKWITH
Chief Commissioner, Delhi.

RUMOURS OF BIG BRIBES IN BENGAL.

261. *Sir Abdul Halim Ghuznavi: Will the War Secretary be pleased to state:

(a) whether his attention has been drawn to the remarks made by the Honourable the Chief Justice of the High Court of Calcutta, while delivering judgment in a case of attempted bribery under Section 161/116 I.P.C., as reported in the *Hindusthan Standard* of the 11th January, 1944, wherein the Honourable the Chief Justice is reported to have said "It was strange to think that cases were brought in respect of relatively small bribes of this kind when the town was full of stories of big bribes which went unpunished"; and

(b) whether Government have examined that rumours about big bribes to which a person in the position of a Chief Justice has made a pointed reference as going unpunished, are substantially correct; and, if so, the steps Government have taken to prevent such big bribes?

Mr. C. M. Trivedi: (a) Yes, Sir. I have seen the remarks in question as reported in the *Hindusthan Times* of the 13th January, 1944.

(b) Government are aware of the widespread evil of bribery and corruption in War, Supply and Railway Departments, and have created a special Police Staff to deal with it. That Staff investigated 429 cases up to the end of 1943. Many of these cases involved bribery on a large scale accompanied by considerable cheating of Government. The instructions to the Staff are to concentrate on the more important cases and to prosecute the most senior officials involved in corruption. Two Special Tribunals have been set up for the more speedy trial and more effective punishment of cheating, bribery and cognate offences and a third Tribunal will be set up shortly. I should add that a special investigation branch consisting entirely of military personnel has recently been set up in the Army with the object of bringing to light cases of pilferage of War Department property, bribery, fraud, etc., within military organisations. A section of this branch is working in the Calcutta area.

Pandit Lakshmi Kanta Maitra: How many cases of big bribes have been investigated so far by the Honourable Member's Department?

Mr. C. M. Trivedi: I do not know the exact number, but I can assure the Honourable Member that there are quite a number of cases of big bribes.

Pandit Lakshmi Kanta Maitra: Scattered all over this country, or in Delhi only?

Mr. C. M. Trivedi: Not in Delhi only.

Mr. Abdur Rasheed Choudhury: What was the maximum amount of bribe taken by an individual?

Mr. C. M. Trivedi: I do not know, Sir.

Mr. Lalchand Navalrai: May I know from the Honourable Member whether after these remarks of the Chief Justice there have actually been specific cases of big bribes which have been detected and punished, and, if so, how many?

Mr. C. M. Trivedi: I am sorry I could not give an answer to that offhand.

Sardar Mangal Singh: May I know whether this evil has decreased as a result of the action of the Government, or it is going on as before?

Mr. C. M. Trivedi: I hope it is decreasing to a certain extent, but I would not be quite sure of it.

DEBT OF BURMA TO INDIA.

262. *Mr. K. S. Gupta: (a) Will the Honourable the Finance Member please state the amount due to the Government of India by the Government of Burma at the time of Indo-Burma financial settlement, when Burma was separated from India?

(b) What is the decree of the British Government with regard to the debt?

(c) Is that debt liquidated by the Burma Government or by the British Government? If not, what is the amount still outstanding?

(d) How do the Government of India propose to realise the outstanding amount?

The Honourable Sir Jeremy Raisman: (a) Rs. 50,79,81,000. In addition the Government of Burma were liable for $7\frac{1}{2}$ per cent. of the actual payments made each year in respect of Central pensions in issue on the date of separation.

(b) I am not sure if I have followed Honourable Member correctly, but he is doubtless aware that this debt was the outcome of a financial settlement between the Governments of India and Burma, the terms of which are regulated by an Order in Council issued by His Majesty.

(c) As stated in the Explanatory Memorandum on the current year's budget the prescribed periodical payments due by the Government of Burma to the Government of India in respect of these obligations have been suspended for the present. When payment ceased the debt stood at Rs. 48,14,55,147.

(d) The question of realizing the outstanding amount will be considered at the appropriate time.

REPORT ON INDIAN PROPAGANDA IN THE UNITED STATES OF AMERICA.

263. *Sardar Mangal Singh: Will the Honourable Member for Information and Broadcasting please state:

(a) whether Government have received any report from their Agent in the United States of America of the propaganda carried on for India; and

(b) whether the same can be laid on the table of the House?

The Honourable Sir Sultan Ahmed: (a) and (b). The Honourable Member is referred to the answer given on the 10th November, 1943, to parts (a) and (b) of his starred question No. 82, to which I have nothing to add.

ARRANGEMENTS FOR INDIAN PROPAGANDA IN THE U. S. S. R.

264. *Sardar Mangal Singh: Will the Honourable Member for Information and Broadcasting please state:

(a) whether the Government of India have made any arrangements to carry on propaganda in U. S. S. R. on behalf of this country; and

(b) whether there is any Indian correspondent or a press correspondent representing any Indian paper in the U. S. S. R.?

The Honourable Sir Sultan Ahmed: (a) The only item of publicity specially prepared for Russia is a monthly version of an Indian Newsletter called the *Mizan Newsletter*.

(b) No.

Sardar Mangal Singh: May I know whether any press correspondent has applied to the Government of India to go there and to cover Indian papers?

The Honourable Sir Sultan Ahmed: I have no information.

UNSTARRED QUESTIONS AND ANSWERS.

EXPERTS APPOINTED FROM OUTSIDE INDIA.

78. Mr. K. C. Neogy: Does the Honourable the Home Member propose to make a statement giving the names of officers who have been appointed by Government since January, 1942, from outside India on the ground of their special knowledge and experience in different subjects in connection with the different departments of the Government of India, indicating in each case the nature of the duties entrusted by Government, the emoluments payable and the period for which the appointment has been made?

The Honourable Sir Reginald Maxwell: No, Sir. I would refer the Honourable Member to my reply given on the 23rd February, 1944, to Mr. Ananga-Mohan Dam's starred question No. 189.

CENTRAL INTELLIGENCE BUREAU.

79. Mr. Kailash Bihari Lal: Will the Honourable the Home Member please state the duties, functions, responsibilities, etc., of the Central Intelligence Bureau together with the strength of the staff employed by the Government of India and by the Provincial Governments, separately?

The Honourable Sir Reginald Maxwell: The Central Intelligence Bureau is responsible for the collation and coordination of intelligence affecting the secu-

city of India. The Bureau has no executive function. Its strength, including temporary war time additions, at present consists of:

- (i) At headquarters—
17 Gazetted Officers.
105 Ministerial servants.
- (ii) In provinces—
38 Gazetted Officers.
131 Non-Gazetted Officers.
66 Ministerial Servants.

Provincial Governments do not employ any staff for the Bureau.

CIVILIAN GROCERY SHOPS IN DELHI.

80. Mr. Kailash Bihari Lall: Will the Honourable the Finance Member please state:

- (a) the number and location of Civilian Grocery Shops opened by the Government in Delhi;
- (b) the amount of the capital invested in them together with the description of the management;
- (c) the amount of profit so far earned, together with its percentage on capital;
- (d) whether the articles, whose prices have been controlled, are available from those shops; if not, the reasons therefor;
- (e) the extent of relief given to staff (Gazetted and non-Gazetted, separately) from those shops; and
- (f) whether these shops are run on loss; if so, the reasons therefor?

The Honourable Sir Jeremy Raisman: (a) Three; two in New Delhi and one in Kashmere Gate, Old Delhi.

(b), (c) and (f). The shops are run by a contractor appointed by Government. The entire capital is provided by the contractor but his profits and sale prices are controlled by Government. There is, in the circumstances, no question of profit or loss to Government on this project. The contractor is further required to pay to Government a rebate out of his profits and this is estimated to be enough to cover the cost of the arrangements made by Government for supervision.

(d) As many articles of grocery as it is possible to procure, including those the prices of which are controlled, are sold at these shops.

(e) It is not possible to assess the exact amount of relief afforded to the staff, but Government are aware that the institution of these shops has been appreciated by the Government servants who are entitled to use them.

LUGGAGE, ETC., OF PERSONNEL OF DEFENCE SERVICES CARRIED BY RAILWAYS AT GOVERNMENT RISK.

81. Mr. Kailash Bihari Lall: Will the War Secretary please state:

- (a) if it is a fact that the luggage and baggage including excepted articles of the personnel of Defence Services are carried by Railways at Government risk, if not, the reasons therefor; and
- (b) what protection to the baggage of the personnel of those services is provided by Government; if not, why not?

Mr. C. M. Trivedi: The information required is not readily available. I am collecting it and will lay a statement on the table in due course.

THE RAILWAY BUDGET—LIST OF DEMANDS—contd.

SECOND STAGE—contd.

DEMAND No. 1.—RAILWAY BOARD—contd.

Meagre Dearness Allowance to Railway Workers—contd.

Mr. President (The Honourable Sir Abdur Rahim): The House will now proceed with the consideration of the Demands for Grants for Railways. Mr. Jamnadas Mehta will continue his speech.

Mr. Jamnadas M. Mehta (Bombay Central Division: Non-Muhammadian Rural): I was submitting yesterday that the prices have risen somewhere

between 300 and 400 per cent. although there is a tendency to go down, and I am prepared to assume that they are on the lower figure than they were some time ago. But, as I pointed out, the needs of the working classes do not depend upon any foreign imports or consumer goods. Therefore, it is simply a question of neutralising the effect of the rise in prices. The railway worker is paying to-day as much as three times what he used to pay before 1939. Suppose that a man at a wayside station was earning Rs. 50 a month before the war began, his actual cost of living would now be Rs. 150 and what does the Railway Board give? The Railway Board gives to such a man Rs. 8 in cash and as was stated in the Honourable the War Transport Member's Budget speech, the Railway Board gives him Rs. 8-6-0 by way of compensation through the grain shops. So, the man at the wayside station gets Rs. 8 in cash and Rs. 8-6-0 savings in grain shops. The man gets Rs. 16-6-0 as against his need of an additional Rs. 100. So, what the Railway Board gives is two and a half annas for every rupee that this poor man requires. What is the use of paying compliments to his work when you give him for every one rupee that he needs, only to maintain the pre-war standard, barely one sixth of the rupee. These are the shocking conditions on the Indian Railways. I am free to admit that the Railway Board holds frequent consultations with us. The sympathies of the Railway Board are with us but they do not extend much beyond verbal expressions. What is wanted is something in the nature of a monetary compensation in cash or through grain shops, which will put this poor man in the position in which he was before the war. We in the Railwaymen's Conference have been asking for it since practically July last. We passed a resolution at Jamalpur in August. We asked the Board to confer with us. They conferred with us but they would not agree. Then we asked Dr. Ambedkar as the Labour Member to give us a court of inquiry or a board of conciliation to test whether our claims were right or wrong. The Honourable Dr. Ambedkar declined to do so and now after further consultation with the Board we have been waiting for nearly 2½ months. On the 3rd December the Railway Board consulted us last and I am happy to say that the Chief Commissioner told us that our case was very lucidly put and fully put. He only wanted time to consider it. It is now nearly ten weeks since he wanted time to consider this. We have not heard anything. All that we hear is—Wait, wait, wait. The budget expenditure of the worker's family does not wait. The house owner does not wait for rent. The *baniya* does not wait. Even the Railway grain shops take cash for what they give and where is the poor railway worker to get practically 13½ annas in the rupee required to maintain even his pre-war very low standard. This is the vital point which I am going to put before the House. All other controversies I have left behind. The fate of seven lakhs of human beings with their wives and children is to be decided by this House and the Government ought at any rate to respond to this human appeal of seven lakhs of workers, seven lakhs of wives (*An Honourable Member*: "Are they all married?") and 14 lakhs of children. Some have four children. On a calculation you take it from me that it will work out to at least four members to a family, apart from a dependent father or a mother or a widowed sister. I am giving you the minimum figure. I am not interested in exaggeration. My case is so strong that any human being will be convinced that I am getting one-sixth of what I need and that I should get much more. The Railway Board has never challenged the justice of our demand. It only needs the melting of the stony heart of the Honourable the Finance Member. I am quite sure the Railway Board is willing but the Railway Board is powerless. The War Transport Member is powerless. I appeal to the human instincts of the Finance Member to unloose the strings of his purse for a humane, just and reasonable cause. I will refer him to only one thing—the report of the Dearness Allowance Committee. Does he know that the Report of the Dearness Allowance Committee, although it was hurriedly written, says that for the lower class of people the compensation should be full—100 per cent. full—compensation and there was only one alternative suggestion and that is 75 per cent. of the rise in cost. Here is a report of a committee over which Dr. Gregory

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presided. He cannot be charged with being either an agitator or an opponent of Government. Here is a committee which has recommended that full compensation must be given and the least that should be given is 75 per cent. compensation and 25 per cent. deferred pay.

The Honourable Sir Edward Benthall (Member for Railways and War Transport): What is this document?

Mr. Jamnadas M. Mehta: It is the Report of the Dearness Allowance Committee appointed by the Labour Department which met at Calcutta on the 7th December, 1943.

The Honourable Sir Edward Benthall: It was a confidential document.

Mr. Jamnadas M. Mehta: I am sorry, if I have given away any secrets. It at any rate shows what a vast gulf exists between what the needs of the poor people are and what you have given them. The Committee recommends 16 annas. You are giving two and a half.

The last thing that I would say in the two or three minutes left to me is this. I hold in my hand a letter written to Mr. Vellodi, Textile Commissioner, on behalf of the worker. It shows that retail prices fixed for certain varieties of cloth are considerably higher than the peak pre-control prices. In one case the peak price was Rs. 1-14-0 as against the control retail price of Rs. 2-1-8. In another case, it was Rs. 3-4-0 as against Rs. 3-7-2. In a third case, it was Rs. 2-12-0 as against Rs. 3. In the fourth case, it was Re. 0-12-6 as against Rs. 1-1-4 and in the fifth it was Rs. 3-10-0 as against Rs. 4-7-0.

This is from a letter written to Mr. Vellodi on the 9th February in Bombay. I do not know what the reply is. Even the controls do not seem to be as effective as they might have been.

On all these grounds, I beg the House that they should support the case of these humbler people who are really hard hit. To the Government my appeal would be—leave aside all controversy of a non-railway character and non-working class character. You are an employer of labour. You are using them to the fullest advantage. They are working loyally. They have been starving during the last four years. The children are going without a drop of milk. The women are in rags. I do not think I can put up a better appeal to the Government, when the Railway is bloating with 50 crores of surplus. If you will only spare 10 crores, I think the railway workers will be content. That is the appeal I would make. I hope the Government will accept this cut and grant the dearness allowance at 100 per cent. as required on account of the rise in the cost.

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

“That the demand under the head ‘Railway Board’ be reduced by Rs. 100.”

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): Sir, I rise to support this cut and I sympathise with it not in the way in which the Government does but I give to it my whole-hearted support. Sir, I have got up not to abuse the Government but to make an appeal to them and I hope they will accept this cut. I feel that the staff people are very much afflicted over this dearness allowance. Believe me when we come to attend the Assembly and when we pass through many railway stations, these staff people come and crowd before our compartments and complain about this dearness allowance being insufficient and their salaries are also not adequate. The Honourable House may take it from us that there is a great discontent amongst the staff and we have to remove it. If we do not do so, it will have a disastrous effect. The complaint is not only from the lower class people but even from the middle class people. Of course, my Honourable friends, Mr. Jamnadas Mehta and Mr. Joshi, are very eloquent about the inferior staff and I also join them, but the case of the middle class people also should not be forgotten.

Now, what you give at present is Rs. 16 a month to those who are drawing up to Rs. 175. That limit should be raised. I submit that those middle class people who draw up to Rs. 250 should be treated as belonging to the same category and this allowance should be given to them.

The second point is that you have four classes of these allowances. You give Rs. 16 to those who draw upto Rs. 175, Rs. 14 to those who draw upto Rs. 125, Rs. 11 to those who draw up to Rs. 90 and Rs. 8 to those who draw up to Rs. 60. Now these scales of allowances are very much less than what they should reasonably be. Therefore, these amounts of contribution should also be increased. Now, the Honourable the Railway Member—I will call him by this designation although he is also a War Transport Member, but at present we are dealing only with the Railways—has been telling us that it is not only the amounts of Rs. 16, 14, 11 and 8 that are being given to them, but another concession is being made to them in the sense that they are being given help in kind, that is to say, some food is given to them. Now, the help that is given in the shape of food comes to about Rs. 8 per head. So, the total help that you give to a man drawing Rs. 60 per month will come to about Rs. 16. In these days that amount is very little. The cost of living has gone up three to four fold and this amount must be increased. The Rau Inquiry Committee suggested that a flat rate of Rs. 48 a month should be given to them, and I do not think it is too much to give in these days.

The Honourable Sir Edward Benthall: How many crores will that run into?

Mr. Lalchand Navalrai: It will certainly run into crores, but you are earning crores of rupees from your railways and you must care for the stomach of those who are running your railways. How much would you like to give them?

The Honourable Sir Edward Benthall: The Honourable Member had better go on with his speech.

Mr. Lalchand Navalrai: Any way, what I am asking in this matter should be considered and something more should be given to them. So many conferences have been held and so many applications have been sent to you and you only throw them in the waste-paper basket. Is that right?

Then, as regards food, you have not cared to find out what sort of food they are getting. I will give you an instance. At the Delhi railway station food was being supplied to certain people and a portion of that food has been brought over to me. If the Honourable Member cares to see it, I will show it to him.

Honourable Members: We would like to see it.

Mr. Lalchand Navalrai: Here it is. Not only is it coarse but there is sand and dirt in it. This food was distributed in the presence of the Rationing Officer. It was shown to him at the time but he did not do anything.

The Honourable Sir M. Azizul Huque: (Commerce Member): Which province sent it?

Mr. Lalchand Navalrai: It was, of course, purchased at Karachi but you mix other things with it. My complaint is about the dust and sand in it. It might have taken place in the Supply Department. Therefore, the Honourable Member for the Supply Department should also take note of it. What I submit is that the staff are not satisfied with the quality of food that is given to them. So, give them cash instead of food. Besides, it has created many other difficulties at the wayside stations when their families are not with them. So many questions have been asked in this House to the effect that the supply of food has not been successful. Therefore, give them cash and they will be satisfied, otherwise there will be a very great strike on your railways one day. Do all that is in your power to make them happy and contented so that they may help you in your war effort. With these few words I support this cut motion as I do not want to speak while other cuts are being moved.

Mr. N. M. Joshi (Nominated Non-Official): Sir, I shall be very brief in supporting the demand which my Honourable friend, Mr. Jamnadas Mehta, has made for the increase of the dearness allowance given to the employees of the Indian railways. Sir, my Honourable friend gave the illustration of a man who was paid Rs. 50 a month. I shall take the illustration of a man who is getting only Rs. 25 a month. Sir, the cost of living index for the working classes, generally speaking, in India is between 240 and 250. If the cost of living index was 100 before the war, it is 240 or 250 now, so

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that the cost of living has increased by about 150 per cent. The Government of India have given a dearness allowance which varies between Rs. 16 and Rs. 8. In big cities, they give an allowance of Rs. 16. My Honourable friend, Mr. Jamnadas Mehta, has also stated that the value of the grain concession is on an average Rs. 8 per month so that the railway employee in a city like Bombay drawing Rs. 25 per month gets Rs. 16 as dearness allowance and Rs. 8 as grain concession. He gets Rs. 24. But he should have got at least Rs. 37. I am going to be very moderate and say that he should have got at least Rs. 37. If he does not get Rs. 37 every month, he is making a sacrifice for the Government of India of Rs. 13 per month.

Dr. Sir Zia Uddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): More than that.

Mr. N. M. Joshi: Yes. What I would ask the Honourable the Railway Member and this House is this. Is a man who gets only Rs. 25 a month in a city like Bombay in a position to make a sacrifice of Rs. 13 a month. In Bombay, a Committee was appointed by the Bombay Government to find out among other things what is to be the sort of minimum living wage in Bombay and the Committee came to the conclusion that the minimum living wage in Bombay should be about Rs. 55 per month, but I am prepared to state it moderately and put it at Rs. 50 per month. That Committee decided that the minimum living wage, standard wage, should be about Rs. 50 per month. A man getting about Rs. 25 a month is much below that standard. He is not getting even the minimum living wage. Should such a man be asked to make a sacrifice of Rs. 13, or Rs. 14 or Rs. 15 per month? Nobody has a right, even in the name of war, to ask such a man to make such a sacrifice of such a large sum. It is generally accepted in Great Britain as well as in America that even during the war a man who is not getting more than a minimum living wage should not be asked to make any sacrifice. In America as well as in Great Britain, whenever the cost of living has increased the men have been fully compensated for it. In Great Britain the average cost of living has gone up by about 25 to 30 per cent. while the wages there have gone up by 40 per cent., not only the working classes have been fully compensated for the increase in wages, but the real wages have gone up there. In America too, the general rule followed is that those people whose wages are substandard, not only do they get full compensation for the increase in the cost of living, but their real wages are allowed to increase in America. I do not know why in India we should not follow that policy. My Honourable friend Mr. Jamnadas Mehta referred to the Gregory Committee's report. That document may be confidential. I was present when some of the discussions took place in the Tripartite conference held by the Honourable the Labour Member.

An Honourable Member: They are not confidential.

Mr. N. M. Joshi: They are not confidential, I am told. Some of them have been placed on the table of the House. How can they be confidential? You cannot mark a document confidential and place it on the table of the House.

The Honourable Dr. B. R. Ambedkar (Labour Member): The discussions have not been laid.

Mr. N. M. Joshi: If the Honourable Member is not sufficiently respectful to the Legislature, it is his fault. The principle has been accepted that in the case of people who are getting Rs. 25 per month, they should get full compensation for the rise in the cost of living. I do not know why the Government of India should not accept that policy and follow that. It is wrong of them not to fully compensate, for the rise in the cost of living, people whose wages are sub-standard or at a level which does not give them minimum wages. Sir, I would like the Government of India to tell us why they do not fully compensate for the rise in the cost of living in the case of such people who are getting Rs. 25 per month. If it is want of money, surely when they

are getting Rs. 50 crores of net profit, they cannot plead that excuse. They have got sufficient money. They cannot pay to the general revenues at the cost of the poorest class of railway employees. If the Government of India want to immobilise money and take back from the taxpayer the money in order to cause deflation that money should be brought back to the Government Treasury from the pockets of some other people and not from the pockets of the railway employees. The fact is that the Honourable the Finance Member who is anxious to cause deflation, and I have every sympathy with his object, is doing it in a wrong method. If the Honourable the Finance Member wants money to flow back into the Government Treasury, he can do that by a hundred and one other better methods. He can increase the excess profits tax. But he is afraid of doing it. To be fair to the railwaymen whose cost of living has increased, he must fully compensate them. You cannot plead want of money. You must pay from the Rs. 50 crores profit. If you cannot pay, then you will have to find out the money by some other means. I have no doubt that if the money is needed to pay to the poorest class of railway employees, then surely the Legislature will not hesitate to give Government that money. I therefore feel that the cause which we plead is a very just one and deserves support both of the Government and of the Legislature.

Mr. B. Das (Orissa Division: Non-Muhammadan): Give a few more tips to the Honourable the Finance Member.

Dr. Sir Zia Uddin Ahmad: Sir, I support this cut motion on the ground that the purchasing power of the rupee, if you look at the indices of wholesale prices of various articles, has gone down to a level less than four annas at present. This being the purchasing power of the rupee, the rich man can afford to stand it, but the poor man cannot afford to do so. Such reduction in the purchasing power of the rupee, the poor man cannot stand. I do beseech that this is one point which the Government ought to consider that since the purchasing power of the rupee is very much diminished, the dearness allowance should be increased at least in the case of the low paid staff. I gave notice of a Resolution which unfortunately was not balloted, in which I advocated that the salary of every Government servant should be doubled and that is for this reason, that the standard of salary was fixed at a time when the rupee had a certain purchasing power and which power is now reduced to less than four annas. That is the reason why you should at least double the salary of every Government servant, including the salary of the Honourable the Finance Member. That is absolutely fair.

The Honourable Sir Edward Benthall: It should be quadrupled!

Dr. Sir Zia Uddin Ahmad: To be fair to the Honourable the Finance Member he cannot publish any more currency notes. That is why I only double. As regards the poor people, we find that the dearness allowance is much greater in the case of business houses than in railways, and since railways are in a flourishing condition, it is only fair and reasonable that the railways should pay the same rate of dearness allowance to railway workers as the mills in Ahmedabad give to their workers. I only want this to be fair.

Secondly, the Honourable Member should not think in terms of crores but take a percentage of the income; the income has increased enormously and a reasonable percentage of that should be given as dearness allowance. The Honourable Member has often advocated that his is a business concern and not a public utility concern. In that case let the worker also share in the enormous profits which he is earning. The whole of the profits should not go to the shareholders or kept in reserve A, B or C but should also go to the people who have helped to produce these profits. On this ground as well their salaries should be raised.

The next point is one which was raised by Mr. Lalchand Navalrai; I also gave notice of a similar cut. I saw the specimen of wheat he showed me and it is far superior to what we get in the U. P. in the shape of flour. It is at least wheat, although it may be mixed with something else; but what is given in other parts of the country is not wheat but a different thing. Therefore

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it is desirable that help should be given in the shape of money and not in kind like by opening cheap grain shops. I advocate this for many reasons. Firstly, whenever you give grains, specially *atta*, people do not get the right thing but a mixture. Secondly, those who distribute get enormous profits and those for whose benefit it is done get very little. I have seen myself, and I know as a result of personal inquiry, that at the stations the lower paid staff is not benefited; it is only the station masters and the highly paid staff who have got influence who get the entire profit. Thirdly, I plead that all the servants of the railways should not be in a privileged position but should be treated like other civil employees. They all take their chances; the Governments of the provinces are making ample provision now for the benefit of the civil population and also for the benefit of the railway servants. Therefore it is not fair that railway servants should make their own arrangements. My Honourable friend may say that there is not enough food. I can assure the Honourable Member that there is enough food in the country; the failure to get it is only due to maladministration. I said recently in the House that even one village in India has got enough food to feed Bengal for six months, but advantage is never taken of local conditions, although I drew the attention of the Food Department of the Government of India and of Bengal to it. There is no difficulty about food; and one thing against which I strongly protest is that the agents of the Honourable Member went and bought grains at competitive prices. I can definitely prove that they purchased at Rs. 16 or Rs. 17 a maund when the actual price was Rs. 8 or Rs. 10. This raised the price level for all the consumers merely for the benefit of a negligible proportion of the Railway population. Further, by these means he is not doing any service to the lower-paid staff but is only giving another handle to those people who are out to make money by allowing them to take bad quality *atta* and mix it with something uneatable; and even that is not given to the poor but only to the higher staff. Therefore he ought to close these shops and whatever is given must be in cash, and the amount given should bear some proportion to the income, as on business lines; and it should not be merely in terms of rupees but of profits so as to give some benefit to the lower staff.

Sir, I support the motion.

Mr. Frank E. Anthony (Nominated Non-Official): Sir, I rise to support this motion because unfortunately the War Transport Member's budget speech did not give the slightest indication of any prospect of relief being afforded to railway employees. I fully sympathise with and endorse the appeals made by my Honourable friends, Mr. Jamnadas Mehta and Mr. Joshi, on behalf of the inferior workers. But there is a tendency at the same time, because of the barrage which is permanently directed by these two very able spokesmen against the Railway Board, to overlook—as Mr. Lalchand Navalrai very rightly pointed out—the rights and needs of the middle class worker. I do not begrudge the relief granted to the inferior workers who are represented by Mr. Jamnadas Mehta, although he seems to begrudge the percentages that my community holds in the railways. But whatever relief is being granted is only given, today, to the inferior workers. The plight of the middle class workers is as serious as that of the inferior worker on the railways today. The railway grain shops have, I believe, given appreciable relief but only to persons who are designated as inferior workers. The man who draws Rs. 200 or Rs. 250 a month does not secure any appreciable relief by being able to buy grain up to about Rs. 11 a month. The railway administration may feel that employees getting salaries up to Rs. 250 or Rs. 300 a month are being afforded lavish conditions; they may feel—but quite wrongly—that these people are wallowing in conditions of comfort. If only the gentlemen who control the railway administration would get down to these people today, the people who are drawing Rs. 250 a month, and study their conditions first-hand and would, before they initiate policies as armchair administrators, really acquaint themselves with the terrible hardships and privations to which these

middle class workers are being subjected today, I feel that they would, of their own accord and on their own initiative, be prompted to make some provision for affording relief to the middle class worker on the railways today.

There is a tendency in the railways, today, not to regard their employees as their own people. Take the army authorities—their attitude is quite different. The army administration watches over the rights of the humblest soldier jealously, but I am sorry to say that this spirit is completely absent from the railway administration today. They do not regard their workers as their own people, irrespective of the fact that the railwayman has given them and continues to give them yeoman service. Other departments which are not earning the inflated profits which the railways are earning are giving their employees all manner of allowances. I laid a case the other day before the House when I spoke on the general discussion. I gave the instance of a foreman in a gun carriage factory or in an ordnance factory. I do not begrudge it to these people; on account of the tremendous rise in the cost of living any one who is given relief to be helped over this increase is entitled to it. But I am just giving you an instance of how the other departments are helping their employees. A foreman in a Gun Carriage Factory was getting about Rs. 750 a month; today his war time allowances include a fixed increase of 35 per cent by way of overtime allowance; he gets what is euphemistically called a furniture allowance of Rs. 50 a month, and he also gets an education subsidy of Rs. 50 per child. If he has got four children to educate he gets Rs. 200. That is to say, with war time allowances, if he has four children he gets Rs. 200 or Rs. 250 by way of fixed overtime allowance, Rs. 50 furniture allowance, another Rs. 200 as education subsidy. I do not grudge this to him, but why should you single out the railway worker for this denial policy? And this policy of hardship is exposed and emphasised when you consider the case of your non-running staff on the Railways. Take the case of Station Masters. They are required today to work long extra hours; every Station Master is giving you overtime. He is not earning a single penny extra by way of over-time allowance, and this anomaly is emphasised when you get Station Masters lent to arsenals or to Gun Carriage Factory sidings. A Station Master who is lent to a Gun Carriage Factory immediately gets 10 per cent. by way of dearness allowance on his salary. His contemporary, who perhaps works longer hours for the Railway, does not get this allowance.

Even in private firms dearness allowance is given. The other day I happened to see the allowance chart—I am open to correction in this matter; one of the Honourable Members of the European Party showed it to me—of the employees in the Cooper Allen & Company, and my impression is that even in these private companies these allowances are calculated on the latest cost of living index. Dearness allowance is granted to the highest wage bracket and it is graduated according to the scales of emoluments. Even in private firms this dearness allowance is given right up to the highest wage bracket. I cannot understand why the railway employee, who perhaps, as I have said before, has done more for the war effort than any other employee in any other service in this country, why he alone should be singled out by the Railway Administration for this denial policy, and particularly when you are earning enormously inflated profits, which profits he and he alone has made possible for you. In the last war I do not believe that your profits were anything like what they are in this war, in the last war the cost of living had not risen anything like it has in the present one. Yet you were more sympathetic towards the railwaymen in the last war because you actually met their demands to some extent. In the last war you gave them an all round increase of 10 per cent. on their emoluments. Why you deny them this today I cannot understand.

Again, the railway worker has always been prepared to do his bit when the Railways were faced with financial stringency. The War Transport Member will remember that in 1931, when the Railways were financially in straitened circumstances, you imposed a ten per cent. cut. Today when they, in turn, are in

[Mr. Frank R. Anthony.]

financially straitened circumstances and when you are in a position to help them, why, when you can do it, you deny that relief even to the extent which you granted in the last war. As I have said, the War Transport Member sometimes characterises my criticism as unjustified. But if he would accompany me on some of my extensive tours, I shall take him to the homes of the railway employees and I will show him the terrible privations and hardships which they are enduring today. A man with a family of three children on some of the Railways is obliged to deny education to two out of the three. Those children are growing up to be and they will be a liability to the future India: they will grow up as a living reproach to the miserly policy which, unfortunately, the Railway Administration is consistently following. Sir, I would appeal as one who has always supported the Railway Administration, one who represents people who have always supported the Railway Administration, people who have been the back-bone of your Administration in all the storms and stresses you have faced. I do appeal to you to revise this policy and to afford some measure of relief, relief even to the extent that you afforded in the last war, namely to—and you are in a position to do so—to increase their emoluments by at least 10 per cent.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable the War Transport Member wants twenty minutes to reply to the various points raised in the course of the debate, and therefore I do not think there is room for any other Member to speak. Sir Edward Benthall.

The Honourable Sir Edward Benthall: Railway servants are Central Government servants and dearness allowance for railwaymen is fixed in relation to the Government of India's general policy, and it has also to be fixed in collaboration with the Provincial Governments. Therefore, I am sure, Honourable Members recognize that the Railway Department cannot take an independent line.

The scheme of the Railway Board for compensation to railwaymen in war time comprises, as I explained at great length last year, a scheme of dearness allowance combined with the provision of cheap food in food shops. It is a combination of dearness allowance to compensate for the rise in prices and a scheme for stabilization of the cost of living of the worker at a point of time. As this scheme was worked out last year, it has resulted in payment of 7 crores in dearness allowance and 10 crores on account of food shops.

Dr. Sir Zia Uddin Ahmad: You spend this 10 crores in dearness allowance.

The Honourable Sir Edward Benthall: Therefore the greater part of the compensation arose from the grain shops. Between the two, it represents some 50 or 60 per cent. of the pay bill. Had we arranged dearness allowance alone last year, and not gone in for cheap food in the grain shops, the railwaymen would have suffered a very great deal, because you will recollect that we budgeted for 3 crores only, and it has actually cost us about 10 crores. We paid 7 crores more than we budgeted for last year. Had dearness allowance been fixed at certain levels, the railwaymen would never have got that benefit, and I say without hesitation that the railwaymen do recognize that, through the competence of Railway Administration in setting up these grain shops and providing them with cheap grains, they have received very great benefits during the past year.

My Honourable friend, Mr. Lalchand Navalrai, wanted to put up the dearness allowance three or four times and so, I understand, does my Honourable friend, Dr. Zia Uddin.

Dr. Sir Zia Uddin Ahmad: Is not that the opinion of your Advisory Committee for Railways also?

The Honourable Sir Edward Benthall: Sir, Government's lightning calculator has reckoned that this would cost the Railways another 42 crores, and I suggest that the proposal, which was made by the Honourable Member who is not in the House at present, is really irresponsible. I cannot refrain either from taking up Dr. Sir Zia Uddin's economic argument and pointing out that if his argument is correct, then the Railway Board have *reduced rates and fares* four times.

Sardar Sant Singh (West Punjab: Sikh): Along with the comforts of the travellers.

The Honourable Sir Edward Benthall: That is possible.

Dr. Sir Zia Uddin Ahmad: But first increase the salary, and then take up other things.

The Honourable Sir Edward Benthall: Sir, I was saying that if Sir Zia Uddin's argument is accepted, we have *reduced* rates and fares four times.

Sir, the effect of the action of Government is to stabilize the principal items of the lower paid railwayman's budget at round about the August, 1942, level, which was before the big rise in price took place. And Government is not static in this matter. It is constantly reviewing, not quite with the speed which my Honourable friend, Mr. Jammadas Mehta, would wish but it is constantly reviewing, this very intricate problem, an all-India problem covering all departments and Governments in India. From time to time it is able to improve what it is giving to the railwaymen and to its other servants.

The zone system which is in force is, we admit, not a perfect one or a wholly scientific one, but we maintain that it does give rough and ready justice and we still maintain that the distinction fixed between the different zones is, broadly speaking, justified. It is not possible to prove these things by cost of living statistics because there are no such statistics in existence, but Government have reviewed the amount of dearness allowance being paid and have decided to increase the allowance in the lowest zone from Rs. 8 to Rs. 9.

As regards the prices at which foodgrains are sold, the prices were fixed on the price of food in February, 1943, less 20 per cent. and that brings the price roughly to the price of August, 1942.

The result of this is, as I said in my budget speech and as one or two Members have mentioned, that there is a benefit on an average throughout India to the worker of about Rs. 8-6-0 calculated on what the employee spends and what he would spend if he made his purchases in the market. That leaves out of count, of course, the effect of cheap railway shops in keeping down the price in the bazar in a railway settlement. That figure of Rs. 8-6-0 is an average all over India for the month of December. It has of course in some areas been much above that and the maximum is round about Rs. 20 in Eastern India and the average in any one month has been above Rs. 14, which partly accounts for the total figure in the expenses of the railway last year.

Sir Cowasjee Jehangir (Bombay City: Non-Muhammadan Urban): May I point out to the Honourable Member that if he has spent Rs. 10 crores in maintaining these shops, then the value to the worker should be an average of Rs. 12. It may vary from month to month but the average should be Rs. 12.

The Honourable Sir Edward Benthall: I have not worked out what the average is. I explained the Rs. 8-6-0 is calculated on what the employee spends and what he would have spent in the bazaar. Rs. 8-6-0 is one month's earnings. It has been up to Rs. 14 and Rs. 20 in some areas. I will try if I can to get out some more detailed figures.

The pay limits which have been in existence for some time and to which these dearness allowances apply are:

Special zone—Rs. 200.

A zone—Rs. 175.

B zone—Rs. 125.

C zone—Rs. 90.

After consideration, Government have decided to raise these limits:

In the top zone from Rs. 200 to 250.

In the next zone from Rs. 175 to 200.

In the third zone from Rs. 125 to 175.

In the bottom zone from Rs. 90 to 150.

[Sir Edward Benthall.]

I am glad to say that this, I think, entirely meets my friend, Mr. Lalchand Navalrai, who has not, however, waited to hear the result of his appeal. I hope that having satisfied him, he will have less to say on this point in the future. I think it also meets the case of my Honourable friend, Mr. Anthony, and the case of the many of the people with whom he is concerned. I would point out also, as mentioned in my budget speech, that we are trying to inaugurate cost price canteens to help the sort of people in whom he is largely interested.

Time does not permit me to continue but I must point out that under the new arrangements including the benefits

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has ten more minutes.

The Honourable Sir Edward Benthall: which the railway workers get, together with dearness allowance and the benefits of the cheap food shops, the worker in the top grade up to Rs. 250 will get, between the two at December price levels a benefit of Rs. 24: in the second zone Rs. 22: in the third zone Rs. 19: and in the fourth the worker up to Rs. 150 will get Rs. 17. The Bombay worker who formerly got Rs. 25 will between the two, dearness allowance and cheap grain shops, get the equivalent of Rs. 49-6-0 on the basis of the December figures. I may point out that when prices were higher they got greater benefits than this. They got up to Rs. 30 in the top zone and up to Rs. 22 in the lowest zone.

Sir, I maintain that with the new benefits which Government are giving to the railwaymen, with the extension of the scope of the shops, *i.e.*, the number of articles to be sold in the shops, and with the stabilisation at the level of August, 1942, which we have roughly speaking effected, the combined scheme of cheap shops and dearness allowance does give real benefit to the railwaymen. I must emphasize what my friend, Mr. Jamnadas Mehta, has said, that the cost of living now does show signs of being stabilised, and therefore further increases are less justified than before. What we have done for the railwaymen is a very genuine effort to meet very deserving servants of Government, and I consider that what we have done for them and what we are going to do for them is fair.

My concluding remark must be that the new concessions which are now being made are not included in the budget expenses for next year.

Sir, I oppose.

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The Assembly divided :

AYES—42.

Abdul Ghani, Maulvi Muhammad.
Abdul Qaiyum, Mr.
Abdullah, Mr. H. M.
Anthony, Mr. Frank R.
Azhar Ali, Mr. Muhammad.
Banerjee, Dr. P. N.
Choudhury, Mr. Muhammad Hussain.
Dam, Mr. Ananga Mohan.
Das, Mr. B.
Datta, Mr. Akhil Chandra.
Deshmukh, Mr. Govind V.
Essak Sait, Mr. H. A. Sathar H.
Gupta, Mr. K. S.
Habibar Rahman, Dr.
Hegde, Sri K. B. Jinaraja.
Hosmani, Mr. S. K.
Ismail Khan, Haiee Chowdhury Muhammad.
Joshi, Mr. N. M.
Kailash Bihari Lall, Mr.
Lahiri Chaudhury, Mr. D. K.
Lalchand Navalrai, Mr.

Liaquat Ali Khan, Nawabzada Muhammad.
Maitra, Pandit Lakshmi Kanta.
Mangal Singh, Sardar.
Mehta, Mr. Jamnadas M.
Misra, Pandit Shambhudayal.
Naidu, Mr. G. Rangiah.
Nairang, Syed Ghulam Bhik.
Nauman, Mr. Muhammad.
Pande, Mr. Badri Dutt.
Parma Nand, Bhai.
Raza Ali, Sir Syed.
Reddiar, Mr. K. Sitarama.
Sant Singh, Sardar.
Sham Lal, Lala.
Siddique Ali Khan, Nawab.
Srivastava, Mr. Hari Sharan Prasad.
Subbarayan, Shrimati K. Radha Bai.
Umar Aly Shah, Mr.
Yamin Khan, Sir Muhammad.
Zafar Ali Khan, Maulana.
Zia Uddin Ahmad, Dr. Sir.

Ahmad Nawaz Khan, Major Nawab Sir.
Ambedkar, The Honourable Dr. B. R.
Azizul Huque, The Honourable Sir M.
Benthall, The Honourable Sir Edward.
Bewoor, Sir Gurunath.
Caroe, Sir Olaf.
Chandavarkar, Sir Vithal N.
Chapman-Mortimer, Mr. T.
Chatterji, Mr. S. C.
Daga, Seth Sunder Lall.
Dalal, Dr. Sir Ratanji Dinshaw.
Gwilt, Mr. E. L. C.
Habibur-Rahman, Khan Bahadur Sheikh.
Haidar, Khan Bahadur Shamsuddin.
Imam, Mr. Saiyid Haidar.
Ismaiel Alikhan, Kunwer Hajee.
James, Sir F. E.
Jawahar Singh, Sardar Bahadur Sardar Sir.
Jehangir, Sir Cowasjee.
Khare, The Honourable Dr. N. B.
Krishnamoorthy, Mr. E. S. A.
Kushal Pal Singh, Raja Bahadur.

Lawson, Mr. C. P.
Maxwell, The Honourable Sir Reginald.
Miller, Mr. C. C.
Muazzam Sahib Bahadur, Mr. Muhammad.
Mudaliar, The Honourable Dewan Bahadur
Sir A. Ramaswami.
Ogilvie, Sir Charles.
Piare Lall Kureel, Mr.
Raisman, The Honourable Sir Jeremy.
Richardson, Sir Henry.
Roy, The Honourable Sir Asoka.
Shahban, Khan Bahadur Mian Ghulam Kadir
Muhammad.
Siva Raj, Rao Bahadur N.
Spence, Sir George.
Stokes, Mr. H. G.
Sultan Ahmed, The Honourable Sir.
Thakur Singh, Capt.
Trivedi, Mr. C. M.
Tyson, Mr. J. D.
Wagstaff, Col. H. W.
Zahid Husain, Mr.

Mr. President (The Honourable Sir Abdur Rahim): Ayes 42 Noes 42. As there is an equality of votes. I have got to give my casting vote. According to the convention, which is to maintain the *status quo*, I give my casting vote to the "Noes".

The motion was negatived.

Mr. President (The Honourable Sir Abdur Rahim): It is nearing 12-45. As both the motions have been disposed of, the benefit of the remaining time goes to the next Party—the Muslim League Party.

Extensions to superannuated personnel.

Mr. H. M. Abdullah (West Central Punjab: Muhammadan): I rise to move the cut motion No. 30 on the Final List.

(At this stage Mr. Frank R. Anthony rose in his place.)

Mr. President (The Honourable Sir Abdur Rahim): I understand that this revised list has been agreed to by the Government, and that there is no objection. Only there is a change of order?

Nawabzada Muhammad Liaquat Ali Khan (Rohilkund and Kumaon Divisions: Muhammadan Rural): Yes.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member can go on.

(Mr. Frank R. Anthony continued standing in his seat.)

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): Who is in possession of the House, Mr. Anthony or Mr. Abdullah?

Mr. President (The Honourable Sir Abdur Rahim): Order, order. Mr. Abdullah will go on.

Mr. H. M. Abdullah: Sir, I rise to move the cut motion No. 30 on the Final List which stands in my name, namely:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

The purpose of proposing this cut, as stated against the cut motion, is to discuss the policy of the Railways in granting extensions to superannuated personnel. The House will remember that my Honourable friend, Seth Yusuf Abdoola Haroon, moved a cut for this specific purpose last year too. Although it was supported by all the non-official Members who took part in the debate, it was negatived because the Parties were not well united at the time. The one bad result of the rejection of that cut motion has been that the Railway Administration generally and the North Western Railway particularly have become too bold and are granting extensions indiscriminately. The protest made by this House last year has proved quite ineffective and the need has, therefore, been felt to register the protest again in the hope that it may meet with a better fate this year. On account of short time at my disposal and my health I would

[Mr. H. M. Abdullah.]

not make a long speech nor would I like to recapitulate the arguments advanced by the Members who spoke on the cut motion last year. I would confine my remarks only to the North Western Railway which runs through my constituency and with whose affairs I am fully conversant. On that Railway extensions are being granted indiscriminately both to officers and subordinates, notwithstanding the clear orders of the Government of India that extensions should only be given to persons with technical knowledge who are difficult to replace during war time. Extensions are being given to such non-technical posts as stores officers at the present time on the N. W. Ry. The General Manager, the Chief Engineer, the Chief Commercial Manager, the Chief Operating Superintendent, and the Deputy General Manager Personnel, and Senior Assistant Personnel are all on extension. It is not understood what justification there is in continuing the practice of giving extension or for re-employment of officers as it debars the promotion of junior officers who have been looking forward to their normal promotion for years together. Sir, by the grant of extension many junior officers and subordinates are being deprived of their only chances of promotion. On the termination of the war there will certainly be retrenchment of staff with the result that to complete the quota of retrenchment most of those subordinates and junior officers will be made to retire before their superannuation. It will not then be possible to grant them any extension to compensate them for their present loss. These men are, therefore, being hard hit by these extensions, the grant of which should be stopped at once.

Mr. Kailash Bihar. Lall (Bhagalpur, Purnea and the Sonthal Parganas: Non-Muhammadian): May I ask the Honourable Member if this applies to the officers of the Assembly also?

Mr. H. M. Abdullah: Yes.

Nawabzada Muhammad Liaquat Ali Khan: That is a question which should be addressed to the Honourable the Leader of the House.

Mr. H. M. Abdullah: These extensions are generally given to European officers and their underlings and the interests of Indians are suffering. Sir, with these few words I commend the motion for the acceptance of the House.

Mr. President (The Honourable Sir Abdur Rahim): Cut motion moved: "That the demand under the head 'Railway Board', be reduced by Rs. 100."

Sir Muhammad Yamin Khan: I am absolutely opposed to any policy of giving extension to anybody on any ground in the services. People who are recruited in the Government services are recruited for a definite period and on certain conditions and they are not entitled to get any kind of extension, because extensions to them mean hardships to other persons. If you give an extension to a superior officer who is on the verge of retirement, his immediate subordinate who is to come in and take his place is debarred from promotion.

Again, the question of age also comes in, and when the Government prescribed a certain age at which their men should retire they had two considerations in view. First of all, that promotion to the subordinates should not be debarred, and, secondly, that after a certain age a man is not so efficient to discharge the work that is entrusted to him. There may be some people who may be efficient, but as a policy I think this ought to be kept in view and there is no justification for giving any extension. It may be argued that it is on account of war that of necessity some people had to be given extensions. You have not got so many hands and you are going to entrust your work even to Americans. But this argument does not appeal to us at all, because we think that the subordinates who are just below those who are to retire are efficient and quite efficient too. If they are not efficient, then it is the fault of the Government who have selected them, but when they are quite efficient why debar them and why not give them a chance of carrying on the work? If those people retire, equally good people will step into their place; only the person who will join as a new recruit will be at the bottom. The recruitment is to start from the bottom. It will be fallacious to say that these are the only people who can do the work on account of the war. I say that the people who are immediately subordinate, who link up

one by one, are quite efficient to take the place of the superior above them, when the post falls vacant. I do not see any reason excepting one. It may be said: Where shall these retired people go? They cannot get passage home and they cannot go to other places and they cannot work in their own country and so they must be provided. If that is the reason, then we cannot support the Government. If a General Manager, or the Commercial Manager retires, then the Deputy General Manager or the Deputy Commercial Manager can take their place, if they have been trained for those places. Besides the question of hardship to individuals, I think the policy is bad. It is stopping Indianisation. We are not getting Indianisation to the extent to which it had been planned and to the extent which we have been demanding for the last 20 to 30 years. When the Indians have come up to take the places at the top, they are being denied the opportunity. This policy will stop the promotion of Indians.

Suppose my Honourable friend says that after the war, the Europeans are ready to hand over charge to Indians. Still, you don't give them the chance to manage their own affairs. If they want to get their chance to learn to manage their own affairs, they will not have the proper training. Some Indians may be hard hit here and there. That I do not mind. I say that the policy of giving extension is bad. If you want these people to remain and you want their services, then the only thing to do is what has been done in some other services of the Government of India. Retire these people. Let their places be taken by their juniors. These retired people can be re-employed for a definite period for some other purposes. But don't condemn the men immediately below the General Managers. Don't say that the General Managers are the only efficient men and no one else can take their place. I cannot support this policy. If you employ the retired men on special jobs, then that will not stop the promotion of other persons. There are many I.C.S. people who are employed for different purposes. I do not mind it, because they are not stopping the promotion of Indians. Under your present system, the staff immediately below the European is suffering. Really the whole system of Indian subordinates is suffering. You are preventing Indians from getting experience and taking over charge of the affairs of the administration. It is no use going into facts and figures. We cannot support the general policy which has been adopted by the Railway Board and we want that this policy should be annulled. I do not know if my Honourable friend will tell me that this has been inspired because the Chief Commissioner is on extension and he wants to make out a case, therefore, for giving extension to everybody else. I do not see why the Chief Commissioner should get an extension. Have you no other person to take charge of his post. If he dies cr.

The Honourable Sir Edward Benthall: That is really a most unfair suggestion.

Sir Muhammad Yamin Khan: I am opposing the policy that because one man is likely to suffer, it is being extended to a great number of persons.

The Honourable Sir Edward Benthall: The policy is decided by the Government.

Sir Muhammad Yamin Khan: But what is the Government. Once I was told in the Standing Finance Committee—These are the proposals of the Railway Board. Then I got the same thing and was told that Government after considering them have decided to stick to their own proposals. I asked, "what is the Government, in connection with this matter", and was told "Railway Board means Government".

The Honourable Sir Edward Benthall: You can put the blame on me in that respect, not on the Board.

Sir Muhammad Yamin Khan: I am told that the Government is the Railway Board and that so far as Railway questions are concerned, it is the Railway Board which constitutes the Government. If the Honourable Member can convince me that this question came before the Executive Council and that the Executive Council, composed of a majority of Indians, accepted this, then I will accept it as the decision of the Government of India but this is the decision of

[Sir Muhammad Yamin Khan.]

my Honourable friend who has been guided by the advice of the Chief Commissioner for Railways. If that is so, then it is not the Government composed of Indian majority as people outside have been led to believe but really the Railway Board and an individual member of the Railway Board who is responsible for this policy and who is guided by the advice of his subordinates. In this case, we are not going to accept that view at all, as the view of the Government. If the Government of India is composed like this, then the sooner they go the better. You are giving this extension in the interests of favouritism and you are acting on the advice of the very people who are going to be affected. That advice should be absolutely ignored. I, therefore, support this motion and I trust that the whole House will arise against this policy and support this motion.

Sardar Sant Singh: Sir, I rise to support the motion. (*An Honourable Member:* "You have come back? You are on extension?") *An Honourable friend* on the other side says that I am on extension. He is under a misapprehension. I have got up to speak on this subject of extension. The Member in charge of the Railway Department has told us, during the speech of my Honourable friend, Sir Muhammad Yamin Khan, that extensions are granted by Government of India. I think the cut motion that has been tabled is a token cut motion and it is intended to censure the Government of India, through the Railway Member, who is piloting the Railway Budget in this House. I hope that when this House adopts this cut motion, Government will take note of the explicit vote of this House. The position is this. In India, the complaint has always been and still continues to be that the services are too much dominated by Europeans. We want that they should give place to Indian element. This is the principle for which we have stood for a very long time and still we stand by and fight for this principle. This indiscriminate granting of extensions to Europeans in the services presupposes that the Government do not accept the policy which has been insisted upon by the Central Legislature that the higher posts should go to Indians as such. I hope the Honourable Member in his reply would not take up the position that any man in the Government service is indispensable. If he takes up that position, he condemns the Government of which he is a member. I am sure he will not advance the same argument that was advanced in the past, nor will he accept the excuse which Sir Muhammad Yamin Khan has advanced, namely, that on account of war there are no facilities for travel and, therefore, the men at the top who retire on account of the age-limit or having completed their term of service cannot proceed to England or other parts of the world. If it is so and if it is a serious argument, then the Government of India stands self-condemned, because they do not grant extensions because of the experience or the knowledge which the gentlemen possessed and that they want to utilise that knowledge but instead simply want to be partial to those men because they cannot live except on the salary which they draw from the tax-payer of India. I am sure no Member of Government would seriously advance such an argument to this House. If the object of the running of the administration in India is to provide high posts to certain gentlemen and to look to their convenience and not to look to the interests of the tax-payer, such a Government stands self-condemned in the eyes of any decent man.

The only point that remains is whether they are indispensable and whether their services are utilised because of the experience they have gained and at this time when the war is going on they are considered indispensable. With regard to that I may point out that I have no doubt in my mind and I say it with full sense of responsibility that there are European officers at the top who are carrying on their work not with their own knowledge or their own intelligence but with the assistance of Indians who are below them. It is these Indians who work, who study and who furnish the full information and the European officers are the mere signing machines in most cases. They cannot deny it. But the main object in providing jobs of the higher officers to the Europeans is not that

they are the only efficient people going in this country but for the purpose of what they call 'the British prestige' in this country. I refuse to be taken in by any argument that they are indispensable. We know that when the Americans came to this country as belligerents, they condemned the system of administration of the British Government. They said it was a very old system and was not up-to-date. The Americans found the administration of the country to be run on lines that were not modern; they were old and obsolete. That condemnation of theirs has been given vent to in America. So, the Britishers cannot claim that they are efficient when the foreign evidence has condemned them. Therefore, if they now cease to take shelter behind the argument that a British officer is indispensable simply because he happens to be a Britisher, they will serve the interests of India and their own too. We expect this particularly from the Honourable the Railway Member because he is not a member of the Railway Service. He is a non-official and was appointed to this high post when the Indianisation of the Government of India was decided upon. He represents India now and not the Services and as such he should not bow down to the policy that is dictated by the Secretary of State simply because he can order his Services to carry on that policy. There is a difference between the two. He is on the same level as the Honourable Sir Ramaswami Mudaliar or Sir Sultan Ahmed. They represent India.

Mr. B. Das: But he does not.

Sardar Sant Singh: He should. His mental attitude towards all questions should be that he has been appointed to this post as representing India and not England or the Services, or the Europeans. Therefore, what I submit is that when he submits the recommendation for granting extension to these men of the Services, who have been appointed not because of the policy which India likes to be adopted in this country but because of a certain policy which England likes, he should take a separate view and he should side with his Indian colleagues rather than with the British.

Pandit Lakshmi Kanta Maitra (Presidency Division: Non-Muhammadan Rural): Blood is thicker than water.

Sardar Sant Singh: That is the angle of vision from which the question should be approached. If you approach this question from the angle that the interests of Indians should be nearer to your heart, then there will be no injustice.

Dr. P. N. Banerjea (Calcutta Suburbs: Non-Muhammadan Urban): They always approach these questions from a wrong angle.

Sardar Sant Singh: My submission in this connection would be that the granting of extensions leads to favouritism and nepotism. It leads to the extension of service, which, in turn, leads to discontentment in the service, which you cannot afford to indulge in at this critical period of war. Therefore, they should see that no extensions are granted to anybody. We do not like favouritism and nepotism in services. We are opposed to it. I, therefore, support this motion.

Mr. Lalchand Navalrai: Sir, I must at the very outset draw the attention of the Government to the fact that the younger generation now is on a war path on matters like these. They go so far as to say that even the Members of this Honourable Assembly or the Council of State or the members of the Cabinet or the Presidents or Chairmen who have now become superannuated should go out. But that is a different question. At present we are concerned with the superannuation of the railway employees. Now, Sir, in reply to my starred question which I asked on the 16th November last, it was stated by the Honourable the Railway Member that on the 1st September, 1943, 95 officers had been on extension, and 167 officers had been lent to the Defence Department. The figures relating to the subordinates who have been granted extensions are too many. On the North Western Railway a number of the train examiners and other staff are deprived of their due promotions because of the superannuated personnel. Government have taken up the stand that they do not recognise that the prospects of the employees in the lower grades have been marred by these extensions. There they are wrong. But they insist on what they say just as an autocrat does. They maintain that it is left to them to do this and

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in their discretion these extensions should go on. That is a wrong policy. Then, they say that those officers are indispensable and therefore they will exercise their discretion. If you think they are such that you cannot part with them, then you should make some other arrangement for the younger staff to get promotions. If you ignore them and continue to say that you will do as you like, then it is absolutely wrong. But there is a method to do it if you will follow it. Supernumerary posts may be created.

Mr. N. M. Joshi: What about superannuated Members?

Mr. Lalchand Navairai: Yes, it is not only Members, but even those on the highest pedestal are being asked to go out. What I am submitting is this, there should be some extra appointments created and these men should be given those appointments so that promotion may not be blocked. If you do not give them promotion, they get discontented. They do not turn out efficient work. Take the instance of higher posts to which direct recruitments are made from England. Very recently they appointed a man from England as Director General of Archæology even without consulting Indian public opinion. In like manner you are having your own way here. But this cannot continue for long. Government have to consider this and give promotions to those persons who have earned them. In these days of war, you should not import outsiders and block the promotion of deserving Indians. Under the guise of experts, you bring in all sorts of people, and make the lower people to remain where they are. This is a great injustice. Sir, I support the motion.

Mr. Muhammad Nauman (Patna and Chota Nagpur *cum* Orissa: Muhammadan): Mr. President, Sir, I do not want to take up much of the time of the House as this question has been sufficiently debated upon. I would only support the motion by saying that Government probably realises that this is a wrong principle which it has adopted. This has created great discontent among able officers who are as good as others who have been given extensions. I would refer to the speech of the Honourable Member for War Transport when he gave a chit to the railwaymen, did he mean to confine his chit to those experienced people who were on extensions or did he also refer to those officers and men who were tackling the present difficult situation in the circumstances in which they were placed. Besides this I want to make another point. These older people whose experience is considered an asset are probably less adaptable to the new circumstances than the younger people and I submit the experience which these older people claim cannot be the sort of experience which is required in the conditions created in the country today. Can any officer of the railway claim to have any experience of the circumstances or the conditions that prevail consequent on the present war? Is that any great argument to say that they have certain experience and for that, they shall be continued in service by method of extensions.

The Honourable Sir Edward Benthall: Many of them served in the last war either on the railways or in the war.

Mr. Muhammad Nauman: I do not know whether all of them who have been given extensions had such experience. Besides, I would impress upon the House that in the last war, the conditions were not identical with those that prevail today. The conditions today are far more miserable and our problems today are far more different and difficult than what were facing us in 1914—1918.

The Honourable Sir Edward Benthall: More difficult.

Mr. Muhammad Nauman: Exactly. I suppose the older people have not got the capacity to adapt themselves, as the Honourable Member himself will realise, as the younger generation can do, circumstanced as they are. The younger generation are more intelligent and more easily adaptable than the older people who have been used to certain ways and who find themselves at the far end of their lives faced with different problems and difficult situations as brought about by the present war.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member can continue his speech after lunch. The House will now adjourn for lunch.

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

The Assembly re-assembled after Lunch at Half Past Two of the Clock, Sir Henry Richardson (one of the Panel of Chairmen) in the Chair.

Mr. Muhammad Nauman: Sir, I have already proved that the argument of experience is just an apology and cannot convince any one. It cannot convince even the Honourable Member himself because he cannot claim to have any experience of the Railways although he is doing wonderfully well as Transport Member. If his business experience has given him the capacity to control the railways how can he say that these railway officials would not prove as efficient or as good as the other older people? Then the other question is, do Government realise that by this device of extensions they are restricting recruitment at the base in the gazetted ranks? It means that those vacancies which should have occurred through retirements do not occur. This is an important factor. I know that most of these people who have been granted extensions are Europeans. I do not want to make any reflection on the experience or capacity of individuals, but the Railway Board should not think that people below them are inferior or lack in capacity. I have already said that these younger people are expected psychologically to be more capable of adapting themselves to circumstances than old people who move in a groove. The Honourable Member Sir Edward Benthall interrupted me by saying that some of them have experience of war conditions in 1914. I do not deny it, but the conditions then cannot be compared with the conditions now. Besides, these officers in 1914 could not have had experience of the administration in which they are today. How can they do today what they are expected to do in a position in which they never were in 1914—1918.

The Honourable Sir Edward Benthall: On the basis of their experience.

Mr. Muhammad Nauman: The Honourable Member may give his own reasons but I know he is convinced with my arguments.

Sir, I will not say much more; this side of the House has been agitating this question for a long time, feeling that it is a vicious system which has been introduced. Even in the Indian Civil Service they are not given so many extensions; they are also people with experience and if that argument were valid the Government of India would have maintained them also at any cost. Sir, I support the motion.

Mr. Abdul Qaiyum (North-West Frontier Province: General): Sir, I rise to support this motion moved by the Muslim League Party. This motion is of considerable importance because it raises the very important question of the scope of employment of non-Indians, and the terms and conditions on which they should be employed in our railways. I was of opinion, and I think this opinion is shared by many people, that the conditions in a country,—the climate, the food they eat, the water they drink, the clothes they wear,—have a great influence on the habits and frame of mind of the particular people living in that country. Now one of the effects of the Indian environment on the Indian employees, my own countrymen, that I have noticed is this. There is a tendency among those in service to hang on to their jobs longer than it is desirable or necessary either in the interests of their health or the efficiency of the service. They want to die in harness, as the term is used; but I did not know that even non-Indians who come to this country and stay here for a number of years would so easily be afflicted with this malady. Here we have non-Indians in service—who find themselves safely entrenched,—anxious to carry on as long as they possibly can. We all know that the railway administration in India is also caste ridden. My Honourable friend, Sir Frederick James, yesterday was very anxious to show his generosity to the depressed classes; but he conveniently forgot that his own countrymen had created several castes in the railway administration. Firstly, there is the all-powerful European caste; then they have brought in the Anglo-Indian community with special representation in services. We have no objection to Anglo-Indians having such share of the services, if they begin to live, act, and think, as sons and daughters of India. The reason why it is considered desirable to have these Europeans and Anglo-Indians and others in the railway administration and railway services is

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that the Government of India feel that communications is an important branch through which they can maintain their strangle-hold on this country. That is why this particular department is so jealously guarded; and even when it was considered desirable to transfer this portfolio to a non-official, care was taken that a European non-official was selected for the post. In fact it would be quite appropriate and proper to say that the railways are the arteries through which the life-blood of British imperialism circulates in India. Therefore this is a thing which must be jealously guarded and Indians must be kept out of all key positions,—positions of vantage, responsibility and trust.

The principle of employment of non-Indians should be as follows: Non-Indians should never be employed in the railway services of this country as long as there are Indians with the requisite qualifications available to fill up these posts. And here also I must sound a note of warning. Sir Frederick James remarked yesterday that because Public Service Commissions are dominated by caste Hindus, therefore, it is not possible for the Scheduled Castes to get due and proper representation in the services, and very often very intelligent and capable Scheduled Caste men are turned away because they do not come from the high class Hindu families. Our experience in this connection has been very bitter indeed. Whenever the judges as to the comparative fitness of Europeans and Indians happen to be Europeans, we invariably find that they are of opinion that the Indians lack the requisite qualifications and initiative to hold such posts. This is exactly the policy which has been steadily pursued for so many years in the Indian Army. No Indian was considered fit to command his own countrymen, because there is the same mistrust of the Indian people, which really is behind the policy which has been followed by the British Government in this country. Communications, therefore, being considered to be a very vital necessity for the maintenance of British hold on this country, it is the policy of Government that as many non-Indians should be employed in this particular department as they can lay their hands on.

Now, Sir, the reason advanced by the Honourable the War Transport Member is "Oh! we have got such storehouse, wonderful storehouse, of experience at our disposal: why should this country not benefit from it?" I would not try to be unjust to his own countrymen. His own countrymen have gained wonderful experience in this country: why should not this experience be utilized in their own country where they are engaged in a life and death struggle to preserve their dirty Imperialism. After all it is a predatory war. We know that. We know that every nation—whether it is the Japanese or the British—are out to grab as much country belonging to others as they possibly can in order to exploit the resources of those places and naturally to keep their people under subjection. This thing is absolutely clear: that the underlying object is to subjugate other people. Whether it is British Imperialism or Japanese Imperialism—they are like twins; there is no difference between the two. Why should not this experience be at the disposal of the people in England who can very profitably take advantage from this rich experience which they have gained in this country.

Pandit Lakshmi Kanta Maitra: Because the officers are more anxious to save their own skin now that there is bombing going on in London again.

Mr. Abdul Qaiyum: This is a matter of great importance. It is high time that the Government of India realised their responsibilities and their duties. It is no use trying to base one's argument on logic. The Honourable the War Transport Member said the other day that his proposal of increasing fares by 25 per cent. was steeped through and through in logic and the other side was using violent language because they did not have logic to back their points. Sir, I will give him a bit of the logic which he wants. I can convince him, here and now that my logic is really sound logic. If I were to tell him that it is no business of his and his countrymen to be in our country, I have very good logic. I have in addition justice and fairplay behind this argument. If I were to tell him to stop meddling in the affairs of our country and walk out of our country, how would he like that argument? We certainly have logic. But

we lack the force, we lack bayonets and gunpowder to throw out the predatory people who are out to exploit us. If we are to follow logic, you should get out of this country, you should quit India; you have no business to be in this country. Would you listen to the voice of justice, to the voice of fairplay? And then you trot out logic when it suits your personal interests. We know why this war is being fought. You are going to free Burma! Is it for the Burmans that you are going to free Burma? Have you consulted the people of Burma and are you sure that they want you to free them? And who are you going to employ in your effort to free them? Our kith and kin and our blood are to be sacrificed in order to bring back Burma under your sway, and within the fold of this wonderful Imperialism. And, then, we have been promised absolute freedom after the war. We are told "Don't raise this slogan of 'Quit India'; it jars on our ears; we are good people; we are fighting and if we win this war we will quit this country". Who ever believes in that? Only fools can put their trust in British words and British promises. We know that you will be here and you will exploit the people of this country as long as you can, and it is clear from this very policy that you cannot even tolerate that our countrymen should be promoted when they have got the requisite qualifications to hold the highest posts in the Railway Department. Therefore, this is our view. We are putting forward this view not because we think you are going to listen to us—you will do what you like; you have got several Indians who can conveniently force themselves to agree with you in any matter. They have no conscience. But we are using this forum to show to our countrymen and to tell you what the people of India are thinking about your deeds. As a result of what we say here, the people of India will know that there is no justice, no fairplay to be expected from this Government. A time will come when they have acquired the necessary strength and organisation, that they will rise up and overthrow this hated imperialism from this country. Sir, I support this motion.

Mr. Ananga Mohan Dam (Surma Valley *cum* Shillong: Non-Muhammadan): Sir, I will not take much time of the House, but I will only make one or two observations. Sir it is a wrong principle to allow superannuated officers to hang on the jobs and thus block the way for others. I referred to this when I spoke on the last occasion on another cut motion. I only want to say that this policy stands in the way of the improvement of the Railway Administration. Just now it has been referred to by my Honourable friend, Mr. Abdul Qaiyum, who quoted Sir Fredrick James, that Caste Hindus are getting more at the cost of the Scheduled Class. What I wanted to say is that the quota of Caste Hindus in different services is being reduced day by day because efforts are made to make room for other people who are less qualified than the Caste Hindus. With these words, I support the cut motion.

Mr. Muhammad Azhar Ali (Lucknow and Fyzabad Divisions: Muhammadan Rural): Sir, it is a matter in which we Indians thought that the British sense of justice might come to our rescue, but it is our unfortunate position that even the British nation, whom we thought that it will treat Indians and the Indian cause with justice, have lost all sense of justice and fairplay and have become so unjust. Sir, this policy of granting extensions stands clearly in the way of Indianisation to which the British public, this House and the Honourable Member and his predecessors were bound in honour to do. But it is our misfortune that we have not got self-government here, otherwise they would not have come between Indianisation and the wishes of people. Every time we hear that some key-position has been given to either a European or some Anglo-Indian in the Railway Department, we feel that grave injustice is being done to us. And so we have lost all hope in the British sense of justice. Sir, this complaint is not only against the Railway Department but as every Member of this House knows and will endorse it, it is true of other departments of the Government of India also; it is a fact that Government are getting people from outside and then they are giving extensions. Sir, what is the result of this policy. On the one hand you stand on the way of those people who are experienced in your own department and thus create disaffection, and on the other you stop the younger generation from taking higher responsibilities and

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becoming more useful to their country. The younger generation is greatly handicapped. Is this justice; is this fairplay? Sir, I tell you that there is none in this House who will not vote for this motion of the Muslim League that no more extensions ought to be given in future. If they have been given they ought to be cut short.

It is a fact that these extensions are given not only for war purposes but also to accommodate most of the Europeans in this country in the Railway Department because they cannot find employment anywhere else. So it is very easy to provide for these Europeans and Anglo-Indians to exploit our country all the more.

Sir, it was said that the Railways were a commercial concern. Of course in that way, we recognise that instead of giving anything to the Indians, the commercial enterprises are taken over by the Europeans themselves. They can, by holding key positions, stop, and have stopped all this time the manufacture not only of wagons but of everything else simply because they want to give more food to Manchester and Lancashire for the manufacture of locomotives and other things. It is our misfortune that even today, at this late stage, we find that we are getting materials from outside Europe, i.e., America.

Is not that a misfortune to this country that by holding key positions they can give contracts to their kith and kin in other countries?

Sir, with these few words I support the motion.

An Honourable Member: The question be now put.

Sir Muhammad Yamin Khan: It has always been the convention that the party to whom the time is allotted and whose cut is under discussion should decide whether the time has come for the question to be put.

Maulvi Muhammad Abdul Ghani (Tirhut Division: Muhammadan): Sir, I fail to understand the mind of the Government in these days of favouring the extension of services. There were days when not for a moment did the Government of India like to retain the people who had completed 55 years of age. Perhaps, as someone has just said, there is a great need to protect the fairies from the dangers of life if they are sent outside where their experiences will be of much more value, but they are not being sent because they will be exposed to dangers of life. Here also, in our country, if the Government of India are bent upon providing them with jobs, there are a hundred and one ways to get them engaged. They should discharge these men and employ them in the thousands of avenues open these days and their experience could be utilised in the Supply Department and in the various other departments. Last of all, there has been opened the department called the Salvage Department, which is going from door to door, town to town and village to village collecting old and unserviceable materials of all kinds. They may be given the supervision of all these things. Sitting in towns, they could send their men and they can collect the old irons and the scrap, papers, etc., which will be of much use for the prosecution of the war and they can be well paid. Why should the Government of India bent upon ruining the efficiency of the department which they are always out to proclaim from the tops of their voices—to maintain.

Now, I have a legitimate right to ask the Honourable Member whether by retaining the people whose minds, whose energies, whose mental faculties and whose physical faculties have undergone such changes that they cannot do as much labour, nor exert themselves as enthusiastically and energetically as is required by men who have not completed their service, it is in the interests of the Government. In the interests of the prosecution of the war the old policy of the Government of India is much more suited and more useful than the new one which they are going to adopt at present.

The Muslim League and the whole House has thought it better to raise this point at the proper time and I think the Government should not persist in their ways when their Parliament which they call the Indian Parliament is against. They should take a lesson from it and be benefited by their advice, and for a few persons they should not sacrifice the interests of the war which is most touching these days because the country is spending lots

of money under great hardships. I think this is the time when the Government should contemplate twice before introducing a new system which is not at all in the interests of the country nor for the successful prosecution of the war. I support the motion and I hope the Government of India will be wise in accepting the motion put forward by the Muslim League Party.

(At this stage, the Honourable Sir Edward Benthall rose in his seat.)

Mr. Chairman (Sir Henry Richardson): **Mr. Kailash Bihari Lall.**

Mr. Kailash Bihari Lall: Sir, we have heard the case for superannuated railwaymen. We have heard few words here and there that the same principles should be applied elsewhere. But when the whole administration is charged with the spirit of superannuation, I do not know how much the Railways can escape from that. But duty demands that we should make the Railways careful on what will happen if they go on banking on old spirits. Of course, so far as the question of experience and efficiency is concerned it sometimes appeals to reason that if you require men of old age and experience you should retain them. But this should be the exception and not the general rule. But this evil is creeping into the Government offices as a matter of general rule; and

3 P.M. where people happen to be cliquish and can provide for their own men and favourites, then it takes the form of favouritism and nepotism. An administration which seeks to be above criticism should guard against these things. And for this it is better that a discourse on rejuvenation is given to this Government. I say that unless the Government wakes up in time to see that this policy of theirs is introducing corruption in the administration, they will come to the bad days like the old administrations we have heard of.

We used to read that such and such an empire fell and such and such a state came to revolution because of such and such evils; and it is on account of these evils that revolutions come about, because once you leave some loophole for corruption and favouritism and nepotism, then weakness is bound to creep into the administration and then it may be beyond hope of redemption. That is why I suggest that it is in the interests of the purity of the administration itself that the Government should abandon this policy of keeping on old men hanging on to their coat tails, simply in order to show favour to them. If any excuse is pleaded, like the dearth of capable young men, then I may take the liberty of saying this. I know that appointments on railways are not made on a sound basis—I mentioned this yesterday. I have always been suggesting that appointments in public offices should be made on some healthy principle. Up till now, the reasons may be best known—they have divided the country into religious groups, and they have been behaving in such a way that already there is sufficient loophole for corruption, because appointments are not made on capability or merit, but merely because so and so belongs to such and such a community: there is already sufficient loophole for corruption

Sir Syed Raza Ali (Cities of the United Provinces: Muhammadan Urban): Would you call it corruption or favouritism? I thought the English word was favouritism.

Mr. Kailash Bihari Lall: The difference may be overlooked; one leads to the other; anyway corruption creeps in. I was saying that already there is sufficient loophole for weaknesses in the administration because of the basis on which appointments are made. But if it is carried further in this way, by distributing favours to friends and relatives, not in the best interests of the administration but in their own personal interests; it is for that reason that I have always been advocating for the adoption of some sound principle in the matter of appointments. Justice should be done by distributing services on a territorial basis; and appointments should be made in the railways from the area in which that particular railway runs and in that way justice should be done to the children of the soil. But for reasons that they know best, the Government have not adopted that policy. If they do so, then I would suggest to them to look at the unemployment report of the Bihar Government. In that report they will see that Biharis have been neglected in the railway service, and the recommendation has been made that the Government of India and the Railway Department should look to this particular grievance

The Honourable Sir Edward Benthall: Sir, has this anything to do with extensions?

Mr. Chairman (Sir Henry Richardson): The Honourable Member should confine himself to the motion under discussion.

Mr. Hailash Bihari Lal: Perhaps you are saying that this is irrelevant to the subject before the House. I say, from that point of view that if you have any dearth of men, here is this area from where you can get men for these posts and you need not go on keeping these superannuated men in your service. From that point of view I am giving you some information. These people are there waiting to receive justice at your hands, while you are giving superannuation to those old and bald members of the service. Referring again to the unemployment report of the Bihar Government, I say you can get sufficient men if you were to do justice. The same case may be there with regard to other provinces also—there may be persons who do not get an opportunity to approach you. They are in the background and in the darkness; they do not loom large before your eyes and you naturally go on giving superannuation and favours to those who are before your eyes. If you see that justice is done, the administration will be run in a better way and a healthier way. There is no scope now for the people to see that your administration is run on just and proper lines, but only on the basis of favouritism and nepotism. With these words I support this motion.

Dr. P. N. Banerjee: Sir, I rise to support this motion. The question has been discussed from various points of view, from the point of view of Indianisation and other points of view. But I shall confine my brief observations to only two points of view. I am firmly convinced that extensions are undesirable in the interests of justice and fairness to the younger men and also in the interests of administrative efficiency. If younger men are shut out from rising to the positions to which they naturally aspire, a great deal of injustice arises from that fact. It is also clear that administrative efficiency suffers if younger men are not allowed to realise their ambitions. Therefore, from the point of view of fairness to the younger men and also from the point of view of administrative efficiency I urge that no extensions should be granted to persons who are superannuated. It is not desirable, ordinarily, in this House to cite personal examples, but this is a special case, and I should like to refer to my own case in this connection. I was the Head of the Department of Economics in the Calcutta University till I reached the age of 55. But before I completed the age of 55 I told the authorities of the University that I would not continue in that post any longer, although the rules of the University lay down that a professor of the University normally should continue till he completes the age of 60 and may, after that period, be re-appointed for five years longer, one year at a time. So, if I had continued there, I would have been a Professor in that University even at the present day. But I decided to give up my appointment immediately on my reaching 55 years, for two reasons,— firstly, because I thought that I would do an injustice to the men who were below me and who wanted to occupy this position. Secondly, I thought that administrative efficiency would suffer if I stood in the way of my juniors attaining their ambitions. Although I was strongly urged by the authorities of the Calcutta University to continue at least for some time longer, I refused. There is also another aspect of this question. When a person has acquired experience, it is said that he should give the benefit of that experience to the country. But the benefit of this experience can be made available to the country in other ways than in continuing in service. I think I am able to serve my country better in my present capacity than I would have been if I had continued as a professor of the University. I am able to give the benefit of my experience to my country here in this House to a greater extent than it would have been possible for me as the Head of Economics Department of the University. On these grounds I strongly urge that the Government should reconsider their position and I hope and trust that they will not give any extensions to any persons who are superannuated.

Dr. Sir Zia Uddin Ahmad: There is only one point to which I would like to draw the attention of the House. I do not grudge the services of any individual who is found to be useful on account of war conditions, where we may not be able to find equally good men,—let him be retained in one capacity or another, because, after all, we should have the advantage of his experience. But the point which is really important for us is, if you give the man an extension in the same post, you block the way not only of one man but of a series of persons from the top to the bottom. About 20 persons would be affected and some of them would be persons who would never become permanent in the higher grade and who would thus lose the pension advantages, etc. If a person's services are to be retained, put him on special duty, or you may have a special cadre for him, but do not block the way of those men who legitimately aspire to get promotion in their time. This reminds me of a story. A king said to his ministers and advisers, how good it would have been if there had been no death. The chief minister replied, "Had there been no death you would not have been king at all". Similarly, I do not mind if you retain the person's services on special duty or something of the kind, but do not block the way by giving an extension in the post itself which is very undesirable. The natural aspirations of the younger men who have been serving for years and looking forward for the opportunities which they would get if men on the higher grade retired—these younger men should not be deprived of their natural ambitions which they legitimately entertained when they joined the service. Their enthusiasm will slow down, they would not have the same heart in their work if they found that men at the top were retained and thus they blocked the way of their promotion. If you like, put the man on special duty, or appoint him for a certain number of years, but do not stop the regular flow of promotions by giving extensions in the existing posts and thus blocking the way of the younger men.

Sir Cowasjee Jehangir: There have been several truisms expressed in the House to-day. One was expressed by my Honourable friend, the present Leader of the Congress Party. He said that whenever an Indian happens to be fit for a post it should be an Indian that should be appointed, and that Indians should be given preference in every way in appointments in this country and it is only in exceptional cases when an Indian cannot be found suitable for an important post, a specialist post, a man should be imported. It is a truism which we have admitted for years. Another truism that has been expressed in this House is that when a man gets to the age of 55 he cannot be as good as he was at the age of 45 and it is about time that he thought of going on the retired list.

An Honourable Member: What about us?

Sir Cowasjee Jehangir: The Assembly is an exception. We should long ago have been superannuated—my Honourable friend on my left, Dr. Sir Zia Uddin Ahmad, my Honourable friend, Dr. Banerjee, and myself, we all would have been superannuated long ago. When I am talking about Dr. Banerjee, may I congratulate the University of Calcutta on having released him of his service so that we in this Assembly have benefited. What the Calcutta University has lost we have gained. At any rate there is one important point which we seem to have forgotten. We are in times of war and we have heard and we know that countries that are at war have to make great exceptions in general principles, and one of those important exceptions is that men of mature age who would be thinking of retiring have to continue in harness to relieve the younger men to do service which only young men can do in war. That principle seems to have been forgotten completely and we have been enunciating principles well known to all Governments, which have been put into practice in India for years in pre-war times. All these statements would never have been uttered in this House in pre-war times because they were recognised principles which every Government had to follow and no man was given an extension unless it was under very exceptional circumstances. Now, human nature is the same for all peoples in all parts of the world and whether the second man happens to be an Englishman or an Indian, whether he be

[Sir Cowasjee Jehangir.]

a Muhammadan or Hindu or a Parsi or a Christian, he always looks forward, and naturally too, to the time when the superior is about to retire and he can take his place. I have known many cases in my experience when Englishmen have come up to Government and said that it is time that a superior officer went and he got a chance. Indians feel the same and rightly too. The younger men must get a chance. The old men cannot stick to offices but these are times of war.

Sir Muhammad Yamin Khan: Don't qualify it. That is no excuse.

Sir Cowasjee Jehangir: I repeat that these are times of war. Let me say that it is a pity that Government do not adopt, if I may say so with due respect to my Honourable friends on the Treasury Benches, the practice that was common years ago when one or two Members of Government spoke. It is not fair to this House or to Government that the Member of Government should speak last and nobody else should be allowed to follow. As far as my experience goes, a Member of Government spoke in the middle of the debate and placed facts before the House, so that those who spoke after him knew what they were talking about. Now, I would like to know how many persons have received extensions and since this matter has been made into a racial one, how many were Indians and how many were Europeans. I would like to know the number of men that have been taken out of the department by the Defence Services. How many men have you lost whom you would not have lost had it not been for the war. I believe it must run into a large number, for I know that large numbers have had to go and leave the department on account of war conditions who would have been here today. How are these to be replaced suddenly unless you give extensions and to give extensions in war time is an ordinary practice just as much as making men retire at the age of 55 in peace times is an ordinary practice.

Sardar Sant Singh: May I put one question?

Sir Cowasjee Jehangir: I am not a Member of Government. I am just one of you. You can put your question to the Honourable Member of Government when he gets up. I am not in a position to answer questions.

This question of extensions is quite exceptional during times of war in all countries that are at war and therefore the principles enunciated in this Honourable House by several Members were to a great extent truisms.

Pandit Lakshmi Kanta Mahtta: But they have national Governments there.

Sir Cowasjee Jehangir: We have not yet been told the exact position with regard to the numbers that have left the department, the numbers that have been given extensions and I will repeat that it was quite unnecessary to make this question into a racial one. There must be a large number of Englishmen who have been given extensions just as much as there must be a large number of Indians who have received extensions, who would otherwise have not got them. Therefore to try to give this question a racial turn is not fair to ourselves or to the department which we do hope will function efficiently, as efficiently as it can under war conditions. I will again repeat for the third time that these truisms to which expression has been given are absolutely correct in peace time but not in war time. Therefore, it is unfair to raise this question unless it can be shown that extensions were given when they need not have been given and that extensions were given either to Indians or to Europeans which smacked of favouritism. My Honourable friend the Leader of the Congress Party said that Indians like to stick to office and die in harness and that was contagious and that Europeans were beginning to wish to serve as long as they could. I do not think that is quite true. Indians are just as human as Europeans and if they feel that they are fit and capable of serving they desire to do so and I do not see why my Honourable friend should have said that about us, because after all if I feel that I have the strength and the energy, although I am much older than he is, to serve in a certain capacity and if I am deprived of that on account of my age, I might also feel hurt that I am not given a chance of doing the service that I am capable of. Therefore, it is only human nature and it is also human nature with all of us

to believe that we are capable of doing things which we are not capable of doing. We are not the best judges. That is also human nature and therefore to make this into a completely racial question is, I think, unfair to ourselves and unfair to many of our countrymen who are serving faithfully in the Railway Department and we will not come to a fair decision on this question if we take up this attitude of racialism at this particular juncture.

Nawabzada Muhammad Liaquat Ali Khan: But for the last speaker, I would not have felt justified in taking up the time of this Honourable House. We are being reminded again and again of this terrible war. The other day my Honourable friend the War Transport Member said that during the speeches that were made during the course of these debates Members seemed to have forgotten that there was such a thing on as war. How can we forget about the war? Is not the presence of my Honourable friend and his colleagues a constant reminder that there is a war on? Is it not a fact that on account of this war they have begun to believe in quantity rather than in quality? Is it not a fact that on account of this war millions of our countrymen have lost their lives due to starvation? How can any one in this House say that we seem to have forgotten that there is such a thing as a war on, and that India is directly and intimately affected by it.

Of course, the concern of my Honourable friends on the Treasury Benches is to the extent to which India can be used as a base and India's resources can be exploited to carry out the devices of the Allied Nations. Our interest is more intimate and close. We have to think of our own hearths and homes and, therefore, if any Honourable Member gets up in this House and taunts us that we have forgotten about this war, he is ignoring facts as they are today.

My Honourable friend, Sir Cowasjee Jehangir, stated that in war times many things have to be done which are unjustifiable in peace times. A just war cannot brook injustice and if injustice is to be done, then this war is not a just war.

Sir, the motion that was placed by the Members of this House was that the Government, in our opinion without any justification, have been going on giving extensions to people who should have retired long ago. I entirely agree with my friend, Sir Cowasjee Jehangir, that it would have been much better if some Member on behalf of the Government had got up earlier during the course of the debate and put their case before us. The whole speech of my friend, Sir Cowasjee Jehangir, was a hypothetical one. He went on saying: "If this is so, then it is so and so". I think that the speech of my Honourable friend is a sufficient justification for the motion which we have placed before this Honourable House. We take it that it is so and there is no 'if' about it, that these extensions are being given in the interests of certain vested interests and that by this method a number of deserving men—to me it is immaterial whether they are Europeans or Indians, because everyone is entitled to claim equal justice—are being deprived of their due and it becomes more objectionable and more dishonest when we find that the discrimination is based on racial grounds.

Sir, the proposition which has been placed before the House is a very simple one. If the Government feel and if these senior men who are in the service feel that, instead of retiring and taking rest, they must serve their Empire, then why should they ask for such big salaries? Service does not depend on high salaries. Can't they work in some other capacity and be of equal benefit to the successful prosecution of this war? Must it be necessary that they must be drawing these fat salaries to be useful to the war effort? I am afraid that the arguments which have been advanced by the apologist of the Government are neither convincing nor substantial. I wait to hear what the Honourable the War Transport Member has to say and I request him not to mention, and not to insinuate, that we do not know that we are in the midst of this terrible war. Every moment of our life it is brought home to us, the Indians; every day that passes we know what terrible calamities are happening to our people in this country. If we do not get up and talk about war, war and war and nothing

[Nawabzada Muhammad Liaquat Ali Khan.]

else, it does not mean that we do not know how terrible a war it is and for what particular interests it is being fought.

The Honourable Sir Edward Benthall: Sir, in spite of the temptation to reply to some of the political tirades directed at me from the other side, I propose to adhere to the question at issue and try to answer the questions that have been put to me with reason and to give the reasons for the Government's policy. I will deal first with the non-gazetted staff. The number of non-gazetted personnel, who have been extended, is comparatively small, about 667 up to March 1943, and the bulk of them are, of course, Indians. That figure is, however, about six and a half times the number of officers who have been extended. These extensions in the non-gazetted staff have only been given where there has been a shortage in any department and where technical qualifications are required. I think that in view of the fact that a very large number of temporary posts have been created, there is no justification for any complaint whatsoever. The General Managers are fully aware of the desirability that no extension should be given in such cases unless it is positively necessary.

Passing to the gazetted staff, Sir Cowasjee Jehangir asked how many officers had gone to the war from the Railways. The number of officers released on account of the war, not only to the Army but to the Supply Department and other departments, including the War Transport Department, comes to about 250. They have gone to other departments and to other services and many of them are holding very responsible posts there.

Sir Muhammad Yamin Khan: Get them back.

The Honourable Sir Edward Benthall: Apart from that, the Railways have created a very large number of temporary posts in order to meet the new strain which has been put upon them. The House knows that it is a constant struggle to try to meet the present demands which are put upon the railways. The House itself is very ready in coming forward with complaints of different sorts, such as, shortage of wagons and things of that kind. The only way in which the railways have been able to meet this strain is by the good services of the railwaymen, including the men who are on extensions. Many of those on extension are holding very responsible posts and they are the men whom the House is now condemning instead of, as they should, offering their gratitude for the performance which they have put up.

Now, Sir, it is not easy to replace these men. We have to meet a crisis, as everybody knows, and the trained men are not readily available nor can you in a short space of a year or two train up sufficient new hands to meet the very serious strain which is put upon the Railways. I should like to ask how many officers does the House suppose there are on the State-managed Railways? I think there must be some misapprehension on this point alone. On the State-managed Railways, looking after some 600,000 men, there are 1,112 officers, of which 398 are Europeans. Mr. Jamnadas Mehta in a previous debate talked about 2,000 European officers as if there are thousands of jobs in the hands of European officers on the railways. I think some Members are under a complete misapprehension about the actual position. In fact, there is a great paucity of trained officers at the present moment. I think it will be a great eye-opener to many people to realise how few officers there are on the railways who are struggling to meet the present emergency, about eight times the number of this House spread over all the railways in India, both Indians and Europeans.

Maulana Zafar Ali Khan (East Central Punjab: Muhammadan): Why not simply British? What claims Europeans have on us?

The Honourable Sir Edward Benthall: Call them what you like. The task that is thrown upon these people is increasing daily. To meet the emergency, we could do with even double the number of officers because as the quantity of work increases, so the strain on officers also grows.

(Interruptions by Pandit Lakshmi Kanta Maitra.)

Sir, my time is short and I cannot afford to be interrupted. Sir, more than one Honourable Member, particularly in the early part of the debate, spoke as if railways existed solely for the benefit of promotion. Sir, we are, as I said

before, trying these days to meet a crisis and my main theme in my Budget speech last year was the service which the railwaymen as a whole, a corporate body, were trying to give to the people. In those conditions that is the only thing which counts and in the question of extension no consideration prevails except whether it is necessary to extend an officer's service in order to meet what in order to please the Nawabzada I will describe as the present emergency.

(Sardar Sant Singh stood up to interrupt.)

Mr. Chairman (Sir Henry Richardson): Order, order. The Honourable Member must be allowed to continue his speech without interruption. There has been a very long debate and he has to reply to all the points.

The Honourable Sir Edward Benthall: In the first place no extension is given for more than one year or for the duration of the war, whichever is less, so that all these extensions are given solely for the one purpose of meeting the present emergency. Each case is judged entirely on its merits and out of consideration for the public interest and there is no discrimination practised in granting these extensions. I see myself a very large number of files of officers on which comments or recommendations are made, European officers' comments on Indian officers and Indian officers' comments on European officers, and I cannot help but being struck, in the eighteen months or so that I have been here, by the fairness of the comments, whichever way they are made. Of the numbers who have been extended, Europeans and Indians have been extended without any discrimination and the only considerations are whether they are efficient, whether they are in good health and whether it is in the public interest that an extension should be given to them. In parenthesis, I should like to add that no Member of the Railway Board has asked for extension as some Honourable Members have insinuated and in many cases officers have to be asked to continue and in many cases they have also refused.

Mr. Muhammad Nauman: What difference does it make so long as they get it?

The Honourable Sir Edward Benthall: They do not all get it.

Passing to my next point, the House also is under an illusion as to what the effect of this extension is. Possibly as my Honourable friend, Sir Cowasjee Jehangir, said, I might well have had these points put before the House before I spoke. On the State-managed Railways, there are 1,356 posts, permanent posts before the war. Since the war, there have been created 486 temporary posts and 105 officers are still away on loan to other departments. We have got back a number of officers, but a great many of these efficient railway officers are so urgently required by other departments that they cannot be spared, and we cannot get back as many as we would like. There are 541 posts which have to be filled, new posts which are available for men who are to be promoted. Now these are filled to the extent of 100 out of 541 by extensions and of the 100, in response to Sir Cowasjee Jehangir's request, 45 are Europeans. Therefore only 20 per cent. of the 541 posts are filled by extensions and 371 officers have been promoted who would otherwise not have been promoted. One or two Honourable Members said that the men at the bottom suffer. The answer is quite to the contrary. The war conditions—I am sorry I have to use the word—the conditions of the emergency have resulted in junior officers as a whole actually benefiting. Junior officers are occupying 371 posts which they would not otherwise be occupying, if it were not for the emergency. These junior officers have therefore no cause for complaint. Their promotion is not blocked as my Honourable friend said: on the contrary the cadres are being expanded. In fact these junior officers have benefited from the emergency.

Mr. Muhammad Nauman: May I ask one question?

The Honourable Sir Edward Benthall: I had better make no exception. There are officers who have suffered and they are senior officers largely of the administrative rank. Some of them have indeed suffered because many of the

[Sir Edward Benthall.]

extensions have been of officers who are performing particularly valuable services right at the top. It must be admitted that these officers, relatively very few, these officers who have suffered are making a war sacrifice. But, I can assure the House that it is only with reluctance that we cause this modicum of sacrifice to these men and we do only keep on trusted men for the purpose of seeing us through this emergency.

Sir Cowasjee Jehangir: Will you compensate these officers after the War?

The Honourable Sir Edward Benthall: I would not like to commit myself, but naturally such officers will have our sympathy. As regards the future, we have after a great struggle succeeded in getting back a number of officers who have been on loan to other departments. That is a very great help to us; they are young and active people who volunteered for the war. Also I think it is correct to say that more officers than before are unwilling to stay owing to the strain which they have been under during the last few years, they are unwilling to stay on even when they are requested to do so. Sometime ago, in view of the first consideration that we are now getting back a certain number of officers, orders were issued to limit the extensions so far as possible, to tighten up on the question of extensions, and extensions will be limited in duration and in numbers. Each extension will continue to be considered entirely on its merits. There will be no question, as one Honourable Member said, of a general rule, and the men will only be extended if it is necessary to meet this emergency.

Sir, my Honourable friend opposite asked me to use logic. Well, Sir, with this paucity of officers to which I referred, with the increasing strain that is being thrown upon the railways, and with the increasing demand of every Member of this House for more wagons and more passenger trains, if we were to dispense with 100 key men all at once, what would happen? Sir, it is not too strong a word to say that there would be a breakdown, and who would be the first to complain if conditions get more difficult than they are today? I think the issue must be squarely faced. I am quite prepared to take into account the feeling of the House in granting extensions; in fact we have done so already. But the present emergency must be our sole consideration. We have got to continue to keep industry going; we have got to move the coal; we have got to keep the food moving; and we have got to have capable officers to carry through the work. If it is necessary to extend any particular officer on the merits of the case in order to help us perform this onerous task we shall have to continue to do it in the future as in the past.

Sir, I oppose the motion.

[At this stage, Mr. President (The Honourable Sir Abdur Rahim) resumed the Chair.]

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

"That the demand under the head 'Railway Board', be reduced by Rs. 100."

The Assembly divided:

AYES—44.

Abdul Ghani, Maulvi Muhammad.
Abdul Qaiyum, Mr.
Abdullah, Mr. H. M.
Azhar Ali, Mr. Muhammad.
Banerjee, Dr. P. N.
Choudhury, Mr. Abdur Rasheed.
Choudhury, Mr. Muhammad Hussain.
Dam, Mr. Ananga Mohan.
Das, Mr. B.
Deshmukh, Mr. Govind V.
Essak Sait, Mr. H. A. Sathar H.
Ghuznavi, Sir Abdul Halim.
Gupta, Mr. K. S.
Habibar Rahman, Dr.
Hegde, Sri K. B. Jinaraja.
Hosmani, Mr. S. K.
Ismail Khan, Hajee Chowdhury Muhammad.
Joshi, Mr. N. M.

Kailash Bihari Lall, Mr.
Krishnamachari, Mr. T. T.
Lahiri Chaudhury, Mr. D. K.
Lalchand Navalrai, Mr.
Liaquat Ali Khan, Nawabzada Muhammad.
Maitra, Pandit Lakshmi Kanta.
Mangal Singh, Sardar.
Mehta, Mr. Jamnadas M.
Misra, Pandit Shambhudayal.
Murtuza Sahib Bahadur, Maulvi Syed.
Naidu, Mr. G. Rangiah.
Nairang, Syed Ghulam Bhik.
Nauman, Mr. Muhammad.
Pande, Mr. Badri Dutt.
Parma Nand, Bhaji.
Raza Ali, Sir Syed.
Reddiar, Mr. K. Sitarama.
Sant Singh, Sardar.

Sham Lal, Lala.
Siddique Ali Khan, Nawab.
Srivastava, Mr. Hari Sharan Prasad.
Subbarayan, Shrimati K. Radha Bai.

Umar Aly Shah, Mr.
Yamin Khan, Sir Muhammad.
Zafar Ali Khan, Maulana.
Zia Uddin Ahmad, Dr. Sir.

NOES—42.

Ahmad Nawas Khan, Major Nawab Sir.
Ambedkar, The Honourable Dr. B. R.
Azizul-Huque, The Honourable Sir M.
Benthall, The Honourable Sir Edward.
Bewoor, Sir Gurunath.
Caroe, Sir Olaf.
Chapman-Mortimer, Mr. T.
Chatterji, Mr. S. C.
Daga, Seth Sunder Lall.
Dalal, Dr. Sir Ratanji Dinshaw.
Gwilt, Mr. E. L. C.
Habibur-Rahman, Khan Bahadur Sheikh.
Haider, Khan Bahadur Shamsuddin.
Imam, Mr. Saiyid Haider.
Ismaiel Alikhan, Kunwer Hajee.
James, Sir F. E.
Jawahar Singh, Sardar Bahadur Sardar Sir.
Jehangir, Sir Cowasjee.
Khare, The Honourable Dr. N. B.
Krishnamoorthy, Mr. E. S. A.
Kushal Pal Singh, Raja Bahadur.
Lawson, Mr. C. P.

Maxwell, The Honourable Sir Reginald.
Miller, Mr. C. C.
Muazzam Sahib Bahadur, Mr. Muhammad.
Mudaliar, The Honourable Dewan Bahadur
Sir A. Ramaswami.
Ogilvie, Sir Charles.
Piaré Lall Kureel, Mr.
Raisman, The Honourable Sir Jeremy.
Richardson, Sir Henry.
Roy, The Honourable Sir Asoka.
Shahban, Khan Bahadur Mian Ghulam Kadir
Muhammad.
Siva Raj, Rao Bahadur N.
Spence, Sir George.
Stokes, Mr. H. G.
Sultan Ahmed, The Honourable Sir.
Thakur Singh, Capt.
Trivedi, Mr. C. M.
Tyson, Mr. J. D.
Wagstaff, Col. H. W.
Zahid Husain, Mr.
Zaman, Mr. S. R.

The motion was adopted.

Stoppage of large number of Passenger Trains.

Mr. H. A. Sathar H. Essak Sait (West Coast and Nilgiris: Muhammadan):
Sir, I move:

"That the demand under the head 'Railway Board', be reduced by Rs. 100."

I wish to raise the subject of the stoppage of a very large number of passenger trains all over the country. Even so late as the 3rd February last there was a notification from the Railway Board, which was published in the newspapers of the 4th February, declaring the stoppage of no less than 71 trains in one part of the country served by the North Western Railway.

This alone is not the grievance. For the last two or three years, passenger trains are being stopped all over the country, and this is being done indiscriminately. This very notification of 71 trains being stopped in a particular section of the country shows how indiscriminate, how inconsiderate is the action of this wonderful Railway Board of ours. Even before this notification hundreds of trains all over the country have been stopped. I have some figures here which I would like to quote. These are given on page 14 paragraph 30.1 in the Administration Report of the Railway Board:

" . . . that the reductions carried out by the end of year 1942-43, went up to about 37 per cent, in the mileage of public passenger train service."

That is up to the end of March 1943. Since then eleven months have passed and in these eleven months the stoppages have been much more than in the past. I have referred to this Notification which mentions 71 trains. I want this House to consider what the effect of such wholesale reduction in one particular section of the country must have been. It is not the inconvenience caused to the travelling public alone that we have to consider. The whole economic condition of that part of the country is adversely affected. Already the position of the country has been very severely affected by war conditions—there is famine, pestilence

The Honourable Sir Edward Benthall: In the Punjab?

Mr. H. A. Sathar H. Essak Sait: All parts of the country.

Sardar Sant Singh: Not in the Punjab.

Mr. H. A. Sathar H. Essak Sait: I am not referring to the Punjab alone.

The severe curtailment of passenger trains coupled with the fact that there are extra passengers that are travelling now-a-days on all the lines, has already

[Mr. H. A. Sathar H. Essak Sait.]

created a situation which is bordering on chaos all over the country. At such a time this great Railway Board of ours brings forward this Notification.

They have certainly given some reasons for doing so. They say it is the coal position which is responsible. Sometimes they say it is the rolling stock, and so on. But, really speaking, it has never been explained to the satisfaction of the country what actually lies behind this curtailment. About coal, it is true that there is some shortage of coal, but when we look at the figures supplied by the Railway Board itself, one finds that the reduction in raisings for the year ending March 1943 is not so great that it should affect the economy of this country to such an extent. On page 21, paragraph 47, of the same Report it is stated:

"In 1942, the coal mined in the various provinces of British India amounted to 25,949,835 tons as against 26,088,573 tons in 1941, a decrease of 138,738 tons."

In my opinion, the decrease does not justify all this great horror of cutting down of trains and the crippling of the industrial activities in this country. Sir I am looking for the figures of export of coal from this country—I do not find them here

Sardar Sant Singh: In paragraph 49.

Mr. H. A. Sathar H. Essak Sait: I cannot find from this Report how much coal is really exported from this country. My Honourable friend, Sardar Sant Singh, refers me to paragraph 49. It only states 'coal exported to Ceylon'. But what about other parts of the world. Is really no coal being shipped outside India?

The Honourable Sir Edward Benthall: No coal is being shipped outside India, except to Ceylon.

Mr. H. A. Sathar H. Essak Sait: Then I take it that out of all the coal that had been raised according to paragraph 47 of the Report only such coal as is mentioned in paragraph 49 was sent out of India; no more and no less. Even if that were the position, my complaint would be that this Railway Board and this wonderful Government of ours should have realized what was coming on. This war has been with us for the last four or five years. In England preparations were made and arrangements were completed even before the war started. We have seen that. But here we have this wonderfully wise Government which will not allow us any say in the matter of the military budget. That is all closed to us. It is stated that the defence of the country is their own concern. This House has nothing to do with it: the public of India has nothing to do with it. They spend millions of our money—almost 50 per cent. of our taxes on the military side. But the result is that when the war has actually started we find them unprepared for anything. They go on bungling from one difficult position to another and the people go on suffering and suffering. It is time, Sir, that they realise that along with the war a very difficult situation is developing in this country. We are heading towards a very dangerous chaos and my intention in moving this cut is just to bring them to their sense of the realities existing in this country.

Sir, I move.

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

"That the demand under the head 'Railway Board', be reduced by Rs. 100."

Sir Abdul Halim Ghuznavi (Dacca cum Mymensingh: Muhammadan Rural): Mr. President, the Honourable The Transport Member has just informed us that no coal has been exported from India since several months.

The Honourable Sir Edward Benthall: Except to Ceylon.

Sir Abdul Halim Ghuznavi: Except to Ceylon! I should like the Honourable Member to be more definite because then I could have contradicted his statement. Several months means what? They may mean one year: they may mean two years. What does the Honourable Member mean by several months?

The Honourable Sir Edward Benthall: If the Honourable Member proposes to contradict me, perhaps he could give his own figures.

Sir Abdul Halim Ghuznavi: I could contradict provided you definitely tell me how many months. By using the words 'several months' you put me in a difficult position. If I take it as twelve months, then I am right.

The Honourable Sir Edward Benthall: I did not say twelve months.

Sir Abdul Halim Ghuznavi: Sir, just imagine the position. They have been exporting coal to their utmost capacity.

The Honourable Sir Edward Benthall: The Honourable Member is quite wrong.

Sir Abdul Halim Ghuznavi: The Honourable Member says I am quite wrong. Wait till you hear me. Then you can say whether I am quite wrong. I am a Director of several coal companies. So I know the position as to where my coal goes. I am in a better position to speak about coal. Since war has been declared coal has been exported, if I may say so, unnecessarily and without taking any account that this coal should have been conserved in India for use on Indian railways. They could have had this coal from outside when the war was not so widespread. They could have had this coal exported to this country from Africa, which they did not do. Even then, Sir, even twelve months ago, when there was such a shortage their own officers were buying coal in Calcutta. I am sure from the beginning of last year they have been buying coal in Calcutta at a higher price for exporting to the Middle East and other countries. When they had trouble last year about coal, and when the railways felt that they would find it difficult to carry on their services, they did not even then stop. They went on exporting coal.

Now, Sir, the position in this country about travelling is this. Apart from the travellers travelling for war purposes, look at the number of trains that has been increased for carrying troops. Did they take that into account? Did they consider the number of trains they would require for carrying the troops for the East Asia Command? And now the trouble comes on the poor traveller in the cutting down of 70 trains. Go to the station any day and see the hundreds and hundreds of people waiting for a train and no trains are available.

Sir, first class and second class tickets have been discontinued from Delhi to Muttra. I have never heard of such a thing. Muttra is 90 miles either by the B., B. and C. I. or the G. I. P. railway. These tickets are not sold neither are they available, far from being the third class. We could have the third class tickets only two months ago but owing to the so-called shortage of coal, even the first class and second class passengers cannot travel up to Muttra until they pay the fare up to Agra.

The Honourable Sir Edward Benthall: Nonsense, nonsense.

Sir Abdul Halim Ghuznavi: Nonsense? It is not nonsense. As I said, "Pay more" campaign is going on, resulting in paying towards the Rs. 10 crores with the promise of getting benefits for the lower class passengers, perhaps, on doomsday. Sir, I support this motion.

Mr. President (The Honourable Sir Abdur Rahim): Sardar Mangal Singh.

Sardar Mangal Singh (East Punjab: Sikh): I support the motion moved by the Muslim League Party. My Honourable friend the Railway Member has just said that coal is not being exported except to Ceylon. I first tried to get the latest figures. I am sorry they are not available in the Library. The latest figures we have got are: the total exports during the three months ending June 1943 of 97,000 tons as against 37,000 tons during the corresponding period of the previous year. The point is that last year during April, May and June the Government exported coal from this country to other countries to the tune of 60,000 tons. If you compute at this rate, the whole year's export comes to 2,40,000 tons. Already there was a shortage in this country. Why did the Government export this coal out of the country? The latest figures of coal mined in this country in the railway collieries come to 90 lakhs tons during

[Sardar Mangal Singh.]

this year. Last year it was 36 lakhs tons. So, when according to the railway figures, 6 lakhs tons less was produced, we exported 2,40,000 tons out of the country. Then again last year also the production was already decreasing. In 1942 the coal mined in the various provinces of British India amounted to 25,949,835 tons, as against 26 millions in the previous year. Last year, 188,000 tons less were mined in this country; and when the Government of India was aware of the coal shortage from the beginning of the war, the Government of India should have moved His Majesty's Government to get more shipping space and import coal from other countries into this country. What were they doing? Their own collieries were not being properly worked; other collieries were not also being properly worked. The number of labourers was less; and surely there is something wrong with the working of the coal mines and also with the plan of the Railway Department. The only reason given for the cutting down of these trains is the shortage of coal. On the general discussion I complained that in my part of the country alone on the North Western Railway, they have cut down 71 trains at a stroke; and does the Honourable the Railway Member realise what this cutting down means? He has cut down all other means of transport; sea transport is gone, and the motor transport has gone; only the bullock cart remains; you are now a monopolist, and you cannot say like the Delhi tongawalla "*Ham nahi Jainge.*" It amounts to this; you are a monopolist and you cannot dictate your terms; you have already increased the fare. Now, if the Government of India have any foresight they must immediately rectify this mistake; they must find out coal for the transport system. I want to remind the Government of India what will happen if tomorrow Calcutta is bombed and other important cities are bombed; the people will rush out from those places to other places and your transport system will be paralysed and will fail, and there will be chaos in the country. You may shake your head. What happened last year when Calcutta was bombed? What happened the year before last when Rangoon was bombed? I was in Calcutta in those days; the people were travelling on footboards and sometimes on the roofs of the trains. The figures in their own reports show that the coal mines were not being properly worked; they say there was shortage of labour; coal labour is mainly Sonthalis—they are not recruited into the army; that labour must be there; it should be properly utilised. . . .

Mr. N. M. Joshi: Properly paid.

Sardar Mangal Singh: . . . and properly paid provident fund and dearness allowances. So I think the Railway Department deserve to be strongly censured on this point; they have mismanaged the affairs of the Railway Department; they have not paid any attention to this most important matter of coal in this country; and if they carry on like this, they will land the country into chaos and trouble, and—God knows where this Transport Member will be by that time, but we are here in this country and we have to suffer all the hardships and trouble. Sir, I support.

Maulana Zafar Ali Khan: Sir, it is an age-long cry that the Government of India is out of touch with the feelings that are surging in the breasts of four hundred million people in this country; that is a fact. The Government is treating the people of this country like so many children, rules them with a rod of iron and rams unpalatable decrees down their unwilling throats. The arguments that it is in the habit of trotting out in justification of its point of view are exasperatingly frivolous. One fine morning the Railway Member suddenly stops 71 railway trains in the Punjab. . . .

The Honourable Sir Edward Benthall: Not the Railway Member, Sir.

Maulana Zafar Ali Khan: Well; he and the railway manager are birds of the same feather: The trains are stopped on the flimsy plea that coal cannot be had for love or money, and because the people of this country travel for luxury's sake and not for the sake of necessity. He tries to convince us that

lower class passengers were never so well-to-do as they are at the present moment, that they have accumulated wealth and as they do not know what to do with this surplus wealth they spend it on travel. He seems to think that the conditions of travel in this country are ideal. How have the lower classes suddenly become so rich? The explanation would make Aristotle turn in his grave. We are told by the Railway Member, the War Transport Member, that in pre-war times the price of food grains was Rs. 10 a maund, and that now as the war proceeds the farmers, who are growers of food, are earning profit at the rate of Rs. 40 a maund. But he ignores the other side of the medal. Certainly the farmer gets some profit out of his produce; but this profit is neutralised by the high rate of other commodities which he has to buy in the market.

Now, what was the condition of travel on the North Western Railway before these 71 trains were stopped? One would think that according to the Honourable Member's logic, the travel conditions were ideal; but what were these conditions in reality? Compartments hopelessly overcrowded, passengers hanging on to footboards, sometimes falling down and losing their lives, no light in the compartments except a single bulb, no lights in the lavatories; and when Government were called upon to give an explanation of this cinematic darkness, they said "We have got no bulbs: 80,000 bulbs were stolen." But who stole them?

An Honourable Member: The railway servants.

Maulana Zafar Ali Khan: Why have they not carried out any inquiry into the causes of this theft? Then look at the logic of it. We are called upon to travel with an electric torch. When there are no bulbs where are we to get these electric torches from? These were the conditions which obtained before these 71 trains were stopped. What is the condition now? It is simply horrible. Just now I met a gentleman who had come from Peshawar; he said he was a second class traveller, and he could not get into the train; and when he was able to get into a compartment, in the next train there was no berth or even a seat, he had simply to spend the whole night sitting on a box. Those were the conditions of present day travel. I appeal to the better sense of the Honourable Member to judge what the conditions are. Is he not going to relieve us of this terrible misery? Coal, he says, cannot be had, and some gentlemen, the Mover of the motion and Sardar Mangal Singh, have challenged him to prove that coal has not been exported out of India. You might say it was sent to Ceylon, but Ceylon is out of India. You have your own needs to look to, and why should you send large quantities to Ceylon? You send rice to Ceylon when your own people were lying here.

An Honourable Member: To the Middle East.

Maulana Zafar Ali Khan: I would appeal to my Honourable friend to rectify his past blunders and to look to the comforts and conveniences of the travelling public. I will end this short speech, because I have not got very much time at my disposal, by quoting a Persian couplet:

*"Khuffa bar Sanjab-i-Shahi Naznenay ra che gham
Gar zi khar o khara sazal bistar o balin ghareeh."*

In English this would mean, wrapped up in a royal coverlet of silk, what does the nobleman care if the poor man sleeps on a bed of thorns and thistles? This is the condition of the poor man. You are travelling in saloons, but people cannot even travel third class. So, for God's sake take some pity upon these poor travellers and earn the money that you are making out of them.

Sardar Sant Singh: I would not take long in making some observations on this question. I will place the issue straight before the Honourable the Railway Member. 71 trains on one system, namely, the N. W. Railway were stopped at very short notice. Conditions of travel in the Punjab have been

[Sardar Sant Singh.]

Mangal Singh. I had occasion to write a letter to the Agent of the N. W. Railway describing the conditions under which women travellers with their babes were standing on the footboards and on the roof of the train and the train could not move because the guard refused to allow the train to proceed under such circumstances that the passengers might fall down and lose their lives. The guards and the staff of the station for half an hour persuaded the people to come down from the roof and get into the compartments, but there was no room in the compartments. The result was that they had to open all the first and second class compartments and crowd them with women so that there might be no accidents. I wrote a long letter describing this incident to the Agent. The result was that he was graciously pleased to introduce one more train between Lyallpur and Lahore, but suddenly on the 3rd February, that train was stopped. I have been travelling to and fro and on my last travel I found that a second class compartment which was meant for 12 passengers was crowded with no less than 25 passengers sitting there. With the amenities gone, no lighting, no water, no peg to hang the clothes even.

Nawabzada Muhammad Liaquat Ali Khan: To hang your grievances on.

Sardar Sant Singh: . . we find that so many trains have been stopped. May I ask one question, why this reduction on the N. W. Railway alone? The reply is that there was shortage of coal. When my Honourable friend was running short of coal on the transport system, coal was being exported to countries other than India. Does not the same proverb apply here, Nero was fiddling while Rome was burning? Does it not apply to the Government of India?

The Honourable Sir Sultan Ahmed (Leader of the House): And you were making money in courts!

Sardar Sant Singh: I was making money in courts, but all the same, the transport system was sending out coal, that does not save the transport system. I made a complaint to the railway authorities of the N. W. Railway. I gave a letter to my Honourable friend the Financial Commissioner regarding conditions of travel in the Punjab. I know that 7 trains have been re-introduced 3 or 4 days back. But may I say, if he is serious about keeping the transport system in order, he must look to the conditions of travel that are prevailing in the Punjab to-day. I wish that they should have a long range policy about railways too so that it may not happen one fine morning we may get up to find that the whole transport system has collapsed. This is a warning which the Government should take, and the Railway Board should busy themselves with looking to the running of trains more than with any other affairs which are not probably relevant to the system of railways and do not appertain directly to the railway system.

Some Honourable Members: Let the question be now put.

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

"That the question be now put."

The motion was adopted.

The Honourable Sir Edward Benthall: I will be as brief as possible out of deference to my Honourable friends. The main complaint that has been lodged against the Railway Department on this occasion is that we have cut 71 trains in the Punjab. As I explained previously on the floor of the House, that cut was due to the coal situation, and a great deal of the debate has developed into a coal debate rather than a debate on passenger trains. But I should like, first of all, to say one or two words about what fell from the Honourable Mover. He said that the agricultural economy of the Punjab has thereby been upset, and later on he used the phrase that the cutting of these trains had led to the crippling of industrial activity. What would the Honourable Member have had us do in those circumstances? So far as passenger trains are concerned, we took care to see that there were still trains running on those sections of the lines

where the particular 71 trains were cut. There are still services on those lines. As regards the agricultural economy, if we had not cut passenger trains we should have had to cut goods trains, and then the Honourable Member might have had a complaint. A certain number of vans were cut off to assist the position, but, generally speaking, we were able to keep the agricultural economy of the Punjab going.

Sardar Mangal Singh: You have stopped loading in the Punjab.

The Honourable Sir Edward Benthall: That is not so. As regards industrial activity, one of the principal reasons why railways are short of coal at the present moment is that coal which ought to have gone to the railways during the last 4 or 5 months, has in fact been going to industry to keep industry going. Whether it was a right policy or not is another matter, but it is not a case of industry being sacrificed to railways, it is the other way round. Another Member asked why in this particular case there should be a reduction on the N. W. Railway alone? The answer is, of course, that the shortage of coal was sufficiently acute only on that railway to justify the action taken.

Sardar Mangal Singh: And still you are exporting.

The Honourable Sir Edward Benthall: I will deal with that. My Honourable friend, Sir Abdul Halim Ghuznavi, said that he could not buy a ticket to Muttra, first class or second class. Perhaps my Honourable friend does not travel very much or he would know that it is a regular practice not to book first and second class passengers, or other passengers, I think, by mail trains under 100 miles.

Sir Abdul Halim Ghuznavi: No, Sir. I bought several tickets two months ago to Muttra. There was no difficulty.

The Honourable Sir Edward Benthall: Then he must probably have evaded the rules. This is really a sensible rule on the mail trains, because obviously if trains are put on for long distance passengers it is not fair or reasonable that they should be filled with short distance passengers for whom other trains are provided.

Sir Abdul Halim Ghuznavi: First and second class passengers are booked from Howrah to Burdwan, a distance of only 67 miles. There is no restriction.

The Honourable Sir Edward Benthall: I will look into that.

My Honourable friend opposite said that we were monopolists but I can assure him that since the war began we have been doing our utmost to get passengers off the lines on to buses or to any other means of travel that we can. We do not want traffic, we do not want passengers during the war and there is no consideration of profit or wanting to carry either passengers or goods and if we can encourage bus traffic and if we can produce buses and get chassis converted into buses to relieve the railways, we will do so. We are looking into that.

I think the only other point I should really touch on is the coal question. The Honourable Mover took the Indian Railway Administration Report for 1942-43, rather a long time ago, rather a superannuated report, and he quoted that as a reason against a shortage in 1944. Well, I might once again tell the House briefly what the coal position has been during the last 6 or 7 months. Up to July there was plenty of coal. There was no shortage. The difficulty up to that date was wagons. We were only barely able to carry enough coal to keep industry and railways going up to the time when the breaches took place on the East Indian Railway on July 18th. After that date we had great difficulty, of course, in getting enough coal through to the East but we were able to build up stocks in other parts of India where stocks were required. We were able once again to provide ample wagons for the time being but from about, I think, the end of September, the coal shortage developed. The miners were lured away by the demands of agriculture and by the high wages on air fields and other activities and during the months of October, November and December and part of January, raisings were very low indeed, with the result that we simply have not had the coal to put into wagons to distribute round India. This resulted, as I have said just now, in railways going short of coal and to a

[The Honourable Sir Edward Benthall.]

large extent industry was kept going at the expense of railways. Today raisings are again more satisfactory. February is normally a good raising month and raisings have very considerably improved and the wagon position at the moment—during the last fortnight or so—has been satisfactory but it is a continual strain to try to get enough wagons into the Bengal and Bihar coal fields. That gives you the brief history of coal. The shortage in the last few months has not been due to lack of foresight on the part of the railways but merely to the physical absence of coal.

Lastly, I shall deal with the subject of exports. My Honourable friend, Mr. Neogy, asked a question not long ago and I promised to lay a statement on the table of the House, which, I am sure, has been done. In case it has not, I would now like to quote these figures again. I have the figures from August 1943 to January 1944, the last six months. The total exported to Ceylon in August was nil, September 4,831 tons, October 17,526, November 36,000, December Nil, January 6,754, a total in six months of about 65,000 tons or 10,000 tons a month. As regards the Middle East, we exported in August 1,673 tons and in November 11,549 tons and in all the other four months nil and the arrangement at the present moment is that we shall continue to export nil, except to Ceylon, until Indian requirements are amply satisfied and there is coal available for export without any harm to India's economy. Sir, I oppose.

Mr. President (The Honourable Sir Abdur Rahim): The question is: "That the demand under the head 'Railway Board', be reduced by Rs. 100."

The Assembly divided:

AYES—47.

Abdul Ghani, Maulvi Muhammad.
Abdul Qaiyum, Mr.
Abdullah, Mr. H. M.
Azhar Ali, Mr. Muhammad.
Banerjee, Dr. P. N.
Chandavarkar, Sir Vithal N.
Choudhury, Mr. Abdur Rasheed.
Choudhury, Mr. Muhammad Hussain.
Dam, Mr. Ananga Mohan.
Das, Mr. B.
Datta, Mr. Akhil Chandra.
Deshmukh, Mr. Govind V.
Essak Sait, Mr. H. A. Sathar H.
Ghuznavi, Sir Abdul Halim.
Gupta, Mr. K. S.
Habibar Rahman, Dr.
Hegde, Sri K. B. Jinaraja.
Hosmani, Mr. S. K.
Jamal Khan, Hajee Chowdhury Muhammad.
Joshi, Mr. N. M.
Kailash Bihari Lall, Mr.
Krishnamachari, Mr. T. T.
Lahiri Chaudhury, Mr. D. K.

Lalchand Navalrai, Mr.
Lalljee, Mr. Hooseinbhoj A.
Liaquat Ali Khan, Nawabzada Muhammad.
Maitra, Pandit Lakshmi Kanta.
Mangal Singh, Sardar.
Mehta, Mr. Jamnadas M.
Misra, Pandit Shambhudayal.
Murtuza Sahib Bahadur, Maulvi Syed.
Naidu, Mr. G. Bangiah.
Nairang, Syed Ghulam Bhik.
Nauman, Mr. Muhammad
Pande, Mr. Badri Dutt.
Parma Nand, Bhai.
Raza Ali, Sir Syed.
Reddiar, Mr. K. Sitarama.
Sant Singh, Sardar.
Sham Lal, Lala.
Siddique Ali Khan, Nawab.
Srivastava, Mr. Hari Sharan Prasad.
Subbarayan, Shrimati K. Radha Bai.
Umar Aly Shah, Mr.
Yamin Khan, Sir Muhammad.
Zafar Ali Khan, Maulana.
Zia Uddin Ahmad, Dr. Sir.

NOES—40.

Ahmad Nawaz Khan, Major Nawab Sir.
Abedkar, The Honourable Dr. B. R.
Azizul Huque, The Honourable Sir M.
Benthall, The Honourable Sir Edward.
Bewoor, Sir Gurunath.
Caroe, Sir Olaf.
Chatterji, Mr. S. C.
Daga, Seth Sunder Lall.
Dalal, Dr. Sir Ratanji Dinshaw.
Gwilt, Mr. E. L. C.
Habibur-Rahman, Khan Bahadur Sheikh.
Haidar, Khan Bahadur Shamsuddin.
Imam, Mr. Saiyid Haidar.
Ismaiel Alikhan, Kunwer Hajee.
James, Sir F. E.
Jawahar Singh, Sardar Bahadur Sardar Sir.

Khare, The Honourable Dr. N. B.
Krishnamoorthy, Mr. E. S. A.
Kushal Pal Singh, Raja Bahadur.
Lawson, Mr. C. P.
Maxwell, The Honourable Sir Reginald.
Miller, Mr. C. C.
Muazzam Sahib Bahadur, Mr. Muhammad.
Mudaliar, The Honourable Dewan Bahadur
Sir A. Ramaswami.
Ogilvie, Sir Charles.
Piare Lal Kureel, Mr.
Raisman, The Honourable Sir Jeremy.
Richardson, Sir Henry.
Roy, The Honourable Sir Asoka.
Shahban, Khan Bahadur Mian Ghulam Kadir
Muhammad.

Siva Raj, Rao Bahadur N.
 Spence, Sir George.
 Stokes, Mr. H. G.
 Sultan Ahmed, The Honourable Sir.
 Thakur Singh, Capt.

Trivedi, Mr. C. M.
 Tyson, Mr. J. D.
 Wagstaff, Col. H. W.
 Zahid Husain, Mr.
 Zaman, Mr. S. R.

The motion was adopted.

Mr. President (The Honourable Sir Abdur Rahim): There are only four minutes left. I do not know if the Members want to move any further cut motions.

Honourable Members: No more motions.

Mr. President (The Honourable Sir Abdur Rahim): Then, I will go on with the Demands.

Mr. Abdul Qaiyum: Sir, with your permission can I ask a question from the War Transport Member? We, on this side of the House, wish to know whether the Government still persist in increasing the fares by 25 per cent. or not, because on that answer will depend how we vote on these Demands.

The Honourable Sir Edward Benthall: Sir, I do not think I am called upon to give an answer to that question.

Mr. Abdul Qaiyum: Then we will give you the answer.

Sir Muhammad Yamin Khan: Sir, the demand that you are going to put is the demand on which an inquiry has been made so that Honourable Members may be in a position to come to some conclusion. I do not think the Honourable Member is justified in shirking the reply which he owes to the House. It is the duty which he owes to the House to inform us what decision the Government has come to and we insist on getting an answer to that question.

The Honourable Sir Edward Benthall: I am very sorry but I am not in a position to give a reply because the Honourable Member gave me
 5 P.M. no notice of the question.

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

"That a reduced sum not exceeding Rs. 14,54,700, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Railway Board'."

The Assembly divided:

AYES—43.

Ahmad Nawaz Khan, Major Nawab Sir.
 Ambedkar, The Honourable Dr. B. R.
 Azizul Huque, The Honourable Sir M.
 Benthall, The Honourable Sir Edward.
 Bewoor, Sir Gurunath.
 Caroe, Sir Olaf.
 Chandavarkar, Sir Vithal N.
 Chapman-Mortimer, Mr. T.
 Chatterji, Mr. S. C.
 Daga, Seth Sunder Lall.
 Dalal, Dr. Sir Ratanji Dinshaw.
 Gwilt, Mr. E. L. C.
 Habibur-Rahman, Khan Bahadur Sheikh.
 Haidar, Khan Bahadur Shamsuddin.
 Imam, Mr. Saiyid Haidar.
 Ismaiel Alikhan, Kunwer Hajee.
 James, Sir F. E.
 Jawahar Singh, Sardar Bahadur Sardar Sir.
 Jehangir, Sir Cowasjee.
 Khare, The Honourable Dr. N. B.
 Krishnamoorthy, Mr. E. S. A.
 Kushal Pal Singh, Raja Bahadur.
 Lawson, Mr. C. P.

Maxwell, The Honourable Sir Reginald.
 Miller, Mr. C. C.
 Muazzam Sahib Bahadur, Mr. Muhammad.
 Mudaliar, The Honourable Dewan Bahadur
 Sir A. Ramaswami.
 Ogilvie, Sir Charles.
 Piere Lall Kureel, Mr.
 Raisman, The Honourable Sir Jeremy.
 Richardson, Sir Henry.
 Roy, The Honourable Sir Asoka.
 Shahban, Khan Bahadur Mian Ghulam Kadir
 Muhammad.
 Siva Raj, Rao Bahadur N.
 Spence, Sir George.
 Stokes, Mr. H. G.
 Sultan Ahmed, The Honourable Sir.
 Thakur Singh, Capt.
 Trivedi, Mr. C. M.
 Tyson, Mr. J. D.
 Wagstaff, Col. H. W.
 Zahid Husain, Mr.
 Zaman, Mr. S. R.

NOES—43.

Abdul Ghani, Maulvi Muhammad.
 Abdul Qaiyum, Mr.
 Abdullah, Mr. H. M.
 Azhar Ali, Mr. Muhammad.
 Banerjee, Dr. P. N.
 Choudhury, Mr. Abdur Rasheed.
 Choudhury, Mr. Muhammad Hussain.
 Dam, Mr. Ananga Mohan.
 Das, Mr. B.
 Datta, Mr. Akhil Chandra.
 Deshmukh, Mr. Govind V.
 Essak, Sait, Mr. H. A. Sathar H.
 Ghuznavi, Sir Abdul Halim.
 Gupta, Mr. K. S.
 Habibar Rahman, Dr.
 Hegde, Sri K. B. Jinaraja.
 Hosmani, Mr. S. K.
 Ismail Khan, Hajee Chowdhury Muhammad.
 Kailash Bihanri Lall, Mr.
 Krishnamachari, Mr. T. T.
 Lahiri Chaudhury, Mr. D. K.
 Lalchand Navalrai, Mr.

Lalljee, Mr. Hoosinbhoj A.
 Liaquat Ali Khan, Nawabzade Muhammad.
 Maitra, Pandit Lakshmi Kanta.
 Mangal Singh, Sardar.
 Misra, Pandit Shambhudayal.
 Murtuza Sahib Bahadur, Maulvi Syed.
 Naidu, Mr. G. Rangiah.
 Nairang, Syed Ghulam Bhik.
 Nauman, Mr. Muhammad.
 Pande, Mr. Badri Dutt.
 Raza Ali, Sir Syed.
 Reddiar, Mr. K. Sitarama.
 Sant Singh, Sardar.
 Sham Lal, Lala.
 Siddique Ali Khan, Nawab.
 Srivastava, Mr. Hari Sharan Prasad.
 Subbarayan, Shrimati K. Radha Bai.
 Umar Aly Shah, Mr.
 Yamin Khae, Sir Muhammad.
 Zafar Ali Khan, Maulana.
 Zia Uddin Ahmad, Dr. Sir.

Mr. President (The Honourable Sir Abdur Rahim): The result of the voting is: Ayes: 43 and Noes: 43.

Following the principle that the Chair will, in such cases, try to maintain the *status quo*, I must give my casting vote with the Ayes, because otherwise the Railway Board which is an existing fact will have to be abolished.

I declare that the Ayes have it.

The motion was adopted.

DEMAND No. 2—AUDIT.

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

“That a sum not exceeding Rs. 14,29,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of ‘Audit’.”

The motion was adopted.

DEMAND No. 3—MISCELLANEOUS EXPENDITURE.

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

“That a sum not exceeding Rs. 18,45,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of ‘Miscellaneous Expenditure’.”

The motion was adopted.

DEMAND No. 5—PAYMENT TO INDIAN STATES AND COMPANIES.

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

“That a sum not exceeding Rs. 2,64,14,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of ‘Payment to Indian States and Companies’.”

The motion was adopted.

DEMAND No. 6-A—WORKING EXPENSES—MAINTENANCE OF STRUCTURAL WORKS.

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

“That a sum not exceeding Rs. 11,39,79,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of ‘Working Expenses—Maintenance of Structural Works’.”

The motion was adopted.

DEMAND No. 6-B—WORKING EXPENSES—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER.

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

"That a sum not exceeding Rs. 31,63,21,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Working Expenses—Maintenance and Supply of Locomotive Power'."

The motion was adopted.

DEMAND No. 6-C—WORKING EXPENSES—MAINTENANCE OF CARRIAGE AND WAGON STOCK.

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

"That a sum not exceeding Rs. 7,86,75,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Working Expenses—Maintenance of Carriage and Wagon Stock'."

The motion was adopted.

DEMAND No. 6-D—WORKING EXPENSES—MAINTENANCE AND WORKING OF FERRY STEAMERS AND HARBOURS.

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

"That a sum not exceeding Rs. 38,29,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Working Expenses—Maintenance and working of Ferry Steamers and Harbours'."

The motion was adopted.

DEMAND No. 6-E—WORKING EXPENSES—EXPENSES OF TRAFFIC DEPARTMENT.

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

"That a sum not exceeding Rs. 13,97,42,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Working Expenses—Expenses of Traffic Department'."

The motion was adopted.

DEMAND No. 6-F—WORKING EXPENSES—EXPENSES OF GENERAL DEPARTMENTS.

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

"That a sum not exceeding Rs. 5,19,44,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Working Expenses—Expenses of General Departments'."

The motion was adopted.

DEMAND No. 6-G—WORKING EXPENSES—MISCELLANEOUS EXPENSES.

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

"That a sum not exceeding Rs. 20,07,58,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Working Expenses—Miscellaneous Expenses'."

The motion was adopted.

DEMAND No. 6-H—WORKING EXPENSES—EXPENSES OF ELECTRICAL DEPARTMENT.

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

"That a sum not exceeding Rs. 4,07,74,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Working Expenses—Expenses of Electrical Department'."

The motion was adopted.

DEMAND No. 7—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION FUND.

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

"That a sum not exceeding Rs. 17,12,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Working Expenses—Appropriation to Depreciation Fund'."

The motion was adopted.

DEMAND No. 8—INTEREST CHARGES.

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

"That a sum not exceeding Rs. 97,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Interest charges'."

The motion was adopted.

DEMAND No. 10—APPROPRIATION TO RESERVE.

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

"That a reduced sum not exceeding Rs. 10,84,08,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Appropriation to Reserve'."

The motion was adopted.

DEMAND No. 11—NEW CONSTRUCTION.

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

"That a sum not exceeding Rs. 2,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'New Construction'."

The motion was adopted.

DEMAND No. 12—OPEN LINE WORKS.

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

"That a sum not exceeding Rs. 51,69,13,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1945, in respect of 'Open Line Works'."

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Monday, the 28th February, 1944.