

THE
LEGISLATIVE ASSEMBLY DEBATES
Official Report

Volume I, 1945

(8th February to 23rd February, 1945)

TWENTY-SECOND SESSION
OF THE
FIFTH LEGISLATIVE ASSEMBLY,
1945



LEGISLATIVE ASSEMBLY

President :

The Honourable Sir ABDUR BAKI, K.C.S.I.

Deputy President :

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

Panel of Chairmen :

Mr. ABDUL QAIYUM, M.L.A.

Syed GHULAM BHIK NAIRANG, M.L.A.

Mr. K. C. NEOGY, M.L.A.

Sir HENRY RICHARDSON, M.L.A.

Secretary :

Mian MUHAMMAD RAFI, Barrister-at-Law.

Assistants of the Secretary :

Mr. M. N. KAUL, Barrister-at-Law.

Khan Bahadur S. G. HASNAIN.

Marshal :

Captain HAJI SARDAR NUR AHMAD KHAN, M.C., I.O.M., I.A.

Committee on Petitions :

Mr. AKHIL CHANDRA DATTA, M.L.A. (*Chairman*).

Syed GHULAM BHIK NAIRANG, M.L.A.

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

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

Sardar SANT SINGH, M.L.A.

CONTENTS

Volume I—8th February to 23rd February, 1945

	PAGES		PAGES
THURSDAY, 8TH FEBRUARY, 1945—		MONDAY, 12TH FEBRUARY 1945—contd.	
Members Sworn	1,68	Indian Merchandise Marks (Amendment) Supplementary Bill Referred to Select Committee	267—72
Starred Questions and Answers	1—30	Indian Patents and Designs (Amendment) Bill—Motion not moved	272
Unstarred Question and Answer	31—46	WEDNESDAY, 14TH FEBRUARY, 1945—	
Statements laid on the Table	47—48	Starred Questions and Answers	273—320
Deaths of Mr. Umar Aly Shah and Mr. Khedan Lal	48	Transferred Starred Questions and Answers	320—43
H. E. the Governor General's Assent to Bills	48—49	Transferred Unstarred Question and Answer	343—46
Motion for Adjournment re Withdrawal by Government of India of Assurance to feed Calcutta—Withdrawn	77—78	Motions for Adjournment re—	
Declaration of Exemption under the Registration of Foreigners Act	49—50	Violation by Government of terms of Delhi Railway Station Hindu Refreshment Room Catering Contract—Disallowed	346
Amendment to the Insurance Rules	50—53	Granting War Allowance for Senior Members of Indian Civil Service—Disallowed	346—47
Indian Tea Control (Amendment) Bill—Introduced	54	Declaration directing certain Budget Heads of Expenditure open to discussion by the Legislative Assembly	347
Indian Companies (Amendment) Bill—Introduced	54	Appointment of the Honourable Sir Edward Benthall to perform functions of the Finance Member at Railway Budget General discussions	347
Indian Patents and Designs (Amendment) Bill—Introduced	54	Notifications under the Central Excise and Salt Act	348—49
Indian Merchandise Marks (Amendment) Supplementary Bill—Introduced	54	The Hindu Marriage Disabilities Removal Bill—Discussion on the motion to refer to Select Committee—Not concluded	349—80
Report of the Public Accounts Committee—Motion to consider adopted as amended	54—77, 78—85	THURSDAY, 15TH FEBRUARY, 1945—	
FRIDAY, 9TH FEBRUARY, 1945—		Starred Questions and Answers	381—402
Starred Questions and Answers	87—125	Unstarred Question and Answer	402
Unstarred Questions and Answers	125—26	Short Notice Questions and Answers	402—40
Motion for Adjournment re failure to enforce Economic Sanctions against South Africa and to recall the High Commissioner—Adopted	126—27, 150—67	Amendment to Coorg Motor Vehicles Rules	404
Nomination of the Panel of Chairmen	127	* Presentation of the Railway Budget for 1945—46	404—15
Committee on Petitions	127	Statement of Business	415
Resolution re National War Front—Discussion not concluded	127—50	MONDAY, 19TH FEBRUARY, 1945—	
SATURDAY, 10TH FEBRUARY, 1945—		Member Sworn	417
Starred Questions and Answers	169—202	Starred Questions and Answers	417—45
Unstarred Question and Answer	202	Transferred Starred Questions and Answers	445—64
Short Notice Question and Answer	202—03	Transferred Unstarred Questions and Answers	464—67
Motions for Adjournment re—		Motion for Adjournment re War Allowance for Senior Members of Indian Civil Service—Negatived	467—69, 495—513
Accident to Punjab Mail near Arrah—Disallowed	203	* General Discussion of the Railway Budget	469—96
Outrage within the Premises of Hamayun Railway Station—Disallowed	203—04	TUESDAY, 20TH FEBRUARY, 1945—	
Immediate need of Nutrition Research in India—Disallowed	204	Member Sworn	515
Appointment of an Army Reorganisation Committee—Disallowed	204	Starred Questions and Answers	515—39
Bombing of Pathan Villages in North Waziristan—Disallowed	204—05	Unstarred Questions and Answers	539—46
Banning of certain Public Meetings, etc., in Karachi and other Towns in Sind—Disallowed	205	Short Notice Question and Answer	546—48
Simla Deputy Commissioner's Order to Messrs. Keventers re sale of Eggs—Disallowed	205	Motion for Adjournment re Restriction on Sale of Matches in Ahmedabad Municipal and Cantonment Limits—Disallowed	548
Misuse of Congress Flags in Delhi Courts—Not moved	205	The Railway Budget—List of Demands	548—82
Reducing Supply of Paper for Printing of Hindu Calendar in Bengali—Not moved	206	• Demand No. 6-G.—Working Expenses—Miscellaneous Expenses	549—75
Recent Racial and Religious Distinction set up by Labour Department about Allotment of Quarters—Withdrawn	206—07	Refusal to grant Funds to run Motor Lorries	549—75
Use of Unfair Means on the Public of Bihar for Purchase of National Savings Certificates—Adopted	207—08, 224—43	Demand No. 1.—Railway Board	575—82
Demands for Excess Grants for 1942—43	208—24	Paucity of Muslims in Railway Services	575—82
The Insurance (Second Amendment) Bill—Presentation of the Report of the Select Committee	224	WEDNESDAY, 21ST FEBRUARY, 1945—	
MONDAY, 12TH FEBRUARY, 1945—		Member Sworn	583
Member Sworn	245	Starred Questions and Answers	583—630
Starred Questions and Answers	245—61	Unstarred Questions and Answers	630—32
Motion for Adjournment re Failure to apprise the Governor General about situation re Recruitment to Indian Civil Service and Indian Police Service—Ruled out of Order	261—63	Railway Budget—List of Demands	632—66
Indian Tea Control (Amendment) Bill—Passed	263—64	Demand No. 1.—Railway Board	632—66
Indian Companies (Amendment) Bill—Motion to consider adopted	264—66	Inconveniences to Third Class Passengers Indianization of the Higher Grades	632—60, 660—66
		THURSDAY, 22ND FEBRUARY, 1945—	
		Starred Questions and Answers	667—82
		Unstarred Questions and Answers	682—83
		Railway Budget—List of Demands	685—719
		Demand No. 1.—Railway Board	684—719
		Financial Position of the Railways	684—704
		Inadequacy of the Scale of Dearness Allowance to Railwaymen	704—19
		Indian Merchandise Marks (Amendment) Supplementary Bill—Presentation of the Report of the Select Committee	719

FRIDAY, 23RD FEBRUARY, 1946—

PAGES

Starred Questions and Answers . . .	721—87
Postponed Questions and Answers . . .	787
Unstarred Question and Answer . . .	787
Statements laid on the Table . . .	738—47
Railway Budget—List of Demands . . .	747—88
Demand No. 1.—Railway Board . . .	747—84
Hours of work for Railway Staff . . .	747—55
Non-employment of Oriyas on Bengal Nagpur Railway . . .	755—58
Paucity of Sikhs in Railway Services . . .	759—65
Post-War Policy re Ownership and Management of Steam Vessels plying in Indian Waters . . .	765—77
Desirability of Judicial Enquiries into Railway Accidents involving Loss of Human Life . . .	777—84
Demand No. 2.—Audit . . .	784
Demand No. 3.—Miscellaneous Expenditure . . .	784
Demand No. 5.—Payments to Indian States and Companies . . .	784
Demand No. 6-A.—Working Expenses—Maintenance of Structural Works . . .	784
Demand No. 6-B.—Working Expenses—Maintenance and Supply of Locomotive Power . . .	784

FRIDAY, 23RD FEBRUARY, 1946—*contd.*

PAGES

Demand No. 6-C.—Working Expenses—Maintenance of Carriage and Wagon Stock . . .	784
Demand No. 6-D.—Working Expenses—Maintenance and Working of Ferry Steamers and Harbours . . .	785
Demand No. 6-E.—Working Expenses—Expenses of Traffic Department . . .	785
Demand No. 6-F.—Working Expenses—Expenses of General Departments . . .	785
Demand No. 6-G.—Working Expenses—Miscellaneous Expenses . . .	785
Demand No. 6-H.—Working Expenses—Expenses of Electrical Department . . .	785
Demand No. 7.—Working Expenses—Appropriation to Depreciation Fund . . .	785
Demand No. 8.—Interest Charges . . .	785
Demand No. 10.—Appropriation to Reserve . . .	785
Demand No. 10-A.—Withdrawal from Reserve . . .	785
Demand No. 11.—New Construction . . .	785
Demand No. 12.—Open Line Works . . .	785

LEGISLATIVE ASSEMBLY

Friday, 23rd February, 1945

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

SCHEME FOR AMALGAMATION OF RAILWAYS

492. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable the Railway Member please lay a statement on the Table of the House on the scheme of the amalgamation of Railways?

(b) Is the Honourable Member contemplating to appoint a Committee to consider and recommend the amalgamation on territorial basis?

The Honourable Sir Edward Benthall: (a) The question of a more rational regrouping of railways is under the active consideration of Government, but no conclusions have so far been reached and no scheme can, therefore, be placed before the House.

(b) The answer is in the negative.

Dr. Sir Zia Uddin Ahmad: Will the Honourable Member lay the scheme before the House and give the Assembly a chance to discuss the matter before a decision is arrived at? If he is not prepared to appoint a committee will he take the other alternative?

The Honourable Sir Edward Benthall: Yes. I have said no scheme has been arrived at. We are communicating with the railways and still ascertaining their technical opinion as to how best the regrouping can be effected.

Dr. Sir Zia Uddin Ahmad: I think the House should have some opportunity to express an opinion either in the shape of the committee in which the House may be represented or the final opinion should be laid before the Assembly in the form of a resolution.

The Honourable Sir Edward Benthall: I will give consideration to the question how this should be brought before the House.

Mr. Manu Subedar: What is the basis on which scheme of regrouping will be decided—an economic basis or a provincial basis?

The Honourable Sir Edward Benthall: This is a matter for consideration by experts after which presumably the Post-war Policy Committee will be consulted on it and ultimately I presume it will come before the Central Advisory Council; if financial considerations are involved it will come before the Standing Finance Committee and then this House will be seized of the matter.

Dr. Sir Zia Uddin Ahmad: I think you will give opportunities to the House also?

The Honourable Sir Edward Benthall: I have already answered that question.

IMPORTED ROLLING STOCK

493. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable the Railway Member be pleased to mention the rolling stock we have received from abroad; mentioning particularly the locomotives for (i) broad gauge and (ii) metre gauge?

(b) How many locomotives have already been received?

(c) How many locomotives is he expecting to get in the calendar year 1945?

The Honourable Sir Edward Benthall: I lay on the table a statement giving the required information.

Statement

(a) and (b). Imported Rolling Stock put into service from the 1st January 1942 to 1st February 1945.

	Locomotive. Wagons, Coaching Stock.		
<i>Broad Gauge. —</i>			
New Orders	277	...	
Returned from overseas . . . . .	...	2	

<i>Metre Gauge. —</i>			
New Orders	343	8,881	...
Returned from overseas	38	788	...

(c) The approximate number of locomotives which are expected to be put into service in India in 1945 (from the 1st February).

<i>Broad Gauge. —</i>			
New Orders	550	...	...
Returned from overseas . . . . .	...	...	...
<i>Metre Gauge. —</i>			
New Orders	70	...	...
Returned from overseas	50	...	...

Dr. Sir Zia Uddin Ahmad: Have you received any metre gauge engines?

The Honourable Sir Edward Benthall: Yes, they are included in the statement.

Dr. Sir Zia Uddin Ahmad: How many? There are only two or three figures.

The Honourable Sir Edward Benthall: New orders 343; returned from overseas 38, during the period 1942 to the 1st of February 1945.

Mr. Manu Subedar: Is it a fact that the bulk of these metre gauge and broad gauge locomotives are used on the Assam Bengal Railway by the Americans?

The Honourable Sir Edward Benthall: In the case of the metre gauge engines they are almost entirely used on the Bengal and Assam Railway in the case of the broad gauge they are spread over various railways.

INADEQUATE DEARNESS ALLOWANCE TO POSTAL SUBORDINATE STAFF.

494. *Dr. Sir Zia Uddin Ahmad: (a) Is the Secretary for Posts and Air aware of the great dissatisfaction among the subordinate staff of the Postal Department on account of inadequate dearness allowance?

(b) Is it not a fact that a large number of them cannot provide clothes and the necessary minimum food for their families?

(c) Has the attention of Government been drawn to the irregularities in the delivery of letters which are sometimes delayed in transit for more than a week between two places connected directly by train service? Are Government aware that this delay is due to the dissatisfaction of ill-paid, ill-fed and ill-clothed subordinate staff of the Postal Department?

Sir Gurunath Bewoor: (a) Government are aware of the existence of some dissatisfaction in this matter.

(b) Representations making allegations to this effect have been received.

(c) The reply to the first part is in the affirmative; as regards the last part, Government do not agree that the cause is as stated by the Honourable Member. Such delays as do occur are due to late running of trains, heavy increase in traffic and the large number of inexperienced temporary clerks employed to cope with increased traffic. Government have no reason to attribute such delays to any dissatisfaction on the part of the Posts and Telegraphs staff whose loyalty and devotion to duty are well-known and well-proved.

Dr. Sir Zia Uddin Ahmad: With reference to part (c), may I request the Honourable the Secretary to attend one of the meetings of the Federation and hear some of the poems which they recite and he will realize the amount of dissatisfaction and the miseries among the lower paid staff.

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: That is poetic dissatisfaction?

Sir Gurunath Bewoor: I have already said I am aware of the dissatisfaction.

FAILURE TO GIVE TIMELY INTIMATION TO COLLIERIES ABOUT COAL DEMANDS BY GOVERNMENT

†495. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to state whether it is a fact that in the matter of distribution of wagons for coal, the collieries are not regularly informed in good time what different percentages of their estimated output will be required to be delivered for Government, Railways and other public utility concerns, for which the orders are to be directly placed by the Deputy Coal Commissioner (Distribution) during the ensuing month or months, and that the failure to give such timely intimation makes it difficult for the collieries to adjust the execution of orders received from consumers other than the above parties?

(b) Have complaints to this effect been received? If so, with what result?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) This has happened in some cases mainly because of the failure of a large number of collieries to produce coal up to the estimates given by them and the consequent adjustments in the programme of supplies to the Railways, other Government consumers and public utility concerns. With the improvement that is now taking place in raisings, the position is being stabilised and Government expect to be able to give collieries intimation well in advance of the approximate supplies to be made by them to the Railways, other Government consumers and public utility concerns.

(b) Complaints have been received, but are unlikely in future in view of the position stated under part (a).

HILL ALLOWANCE TO WORKERS IN CORDITE FACTORY, ARAVANKADU

496. *Sri K. B. Jinaraja Hegde: Will the Honourable the Supply Member be pleased to state:

(a) if it is a fact that no Hill Allowance is granted to the workers of the Cordite Factory, Aravankadu; and

(b) whether Government will consider the advisability of granting Hill Allowance to all workers of the Cordite Factory, Aravankadu?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) Yes.

(b) I presume that wages have been fixed in consideration of the fact that Aravankadu is a hill station, in which case, no hill allowance would be admissible in addition.

I am, however, making further enquiries.

CASUAL LEAVE, ETC. TO SWEEPERS IN CORDITE FACTORY, ARAVANKADU.

497. *Sri K. B. Jinaraja Hegde: Will the Honourable the Supply Member be pleased to state:

(a) if it is a fact—

(i) that sweepers working in the Cordite Factory, Aravankadu, are not entitled to casual leave or warm clothing;

(ii) that the climate of Aravankadu is extremely cold especially during the winter months; and

(iii) that sweepers have to do out-door work and frequently fall sick owing to their being ill-clad; and

(b) whether Government propose to take necessary steps for the supply of warm clothing to the sweepers of the said Factory and the grant of casual leave to them for fifteen days in a year?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) (i) Yes.

(ii) I am aware that it is cold in winter at Aravankadu.

(iii) Sweepers have to do outdoor work but no information is available to show that incidence of sickness is higher in their case than in the case of other workers in the factory.

(b) I shall have the question examined.

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

SICK LEAVE TO WORKERS IN CORDITE FACTORY, ARAVANKADU

498. *Sri K. B. Jinaraja Hegde: Will the Honourable the Supply Member be pleased to state:

(a) if it is a fact that workers in the Cordite Factory, Aravankadu, are not entitled to any sick leave;

(b) if he is aware that the conditions of work in the Factory, especially in the Acid Section, are such that tell seriously on the health of the workers; and

(c) whether he proposes to consider the advisability of granting sick leave with full pay for one month in a year to the workers?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) Yes. Cordite Factory workmen with more than three years' service are, however, entitled to the following leave with pay:

<i>Length of service</i>	<i>Amount of leave</i>
3 years and over but less than 10 years	10 days in a year.
10 years and over but less than 20 years	15 days in a year.
20 years and over	20 days in a year.

(b) No, but I am making enquiries.

(c) No. The question of granting some sick leave to the workmen is, however, under consideration.

Shrimati K. Radha Bai Subbarayan: May I ask if the Government will inform the House of the result of the enquiries which the Honourable Member promises to make?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: If a question is put down, certainly.

GOVERNMENT CONTRIBUTION TO PROVIDENT FUND OF WORKERS IN CORDITE FACTORY, ARAVANKADU.

499. *Sri K. B. Jinaraja Hegde: Will the Honourable the Supply Member be pleased to state:

(a) what the Government contribution to the Provident Fund of workers in the Cordite Factory, Aravankadu, is;

(b) what the scale contribution to the Provident Fund of employees of State Railways is;

(c) the reason for this difference in the scale of contribution; and

(d) whether Government will consider the proposal that contribution to the Provident Fund of workers in the Cordite Factory, Aravankadu, is made on the same scale as for State Railway workers?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) 75 per cent. of an individual's subscriptions.

(b) 100 per cent.

(c) It is not possible to have uniform terms for all kinds of services.

(d) No. A representation made by the Ordnance Factories Division for the grant of a contribution of 100 per cent. to members of the Indian Ordnance Factories Workmen's Provident Fund was considered, but Government agreed only to raise the amount of its contribution from 50 per cent. to 75 per cent. with effect from 1st April 1941.

REFUSAL OF CASUAL LEAVE TO WORKERS IN CORDITE FACTORY, ARAVANKADU

500. *Sri K. B. Jinaraja Hegde: Will the Honourable the Supply Member be pleased to state whether he is aware:

(a) that casual leave is refused to the workers of the Cordite Factory, Aravankadu, even in case of extreme emergency so much so that many workers have not had any casual leave given to them for years;

(b) that great discontent prevails among these workers on this account; and

(c) that at the last Annual Conference of the Labour Union, a resolution was unanimously passed protesting against such refusal of casual leave?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) No. Whenever possible casual leave due is granted subject to the exigencies of service.

(b) I am not aware of this.

(c) I understand that a resolution was passed but as only about a hundred out of the 3,500 workers employed in the Factory attended this conference, the resolution cannot be taken as an indication of the prevalence of general discontent among the workers in question.

TOLL TAX AND PROHIBITION ON VEHICULAR TRAFFIC AT LANSDOWNE RAILWAY BRIDGE SUKKUR

†501. ***Mr. Lalchand Navalrai:** (a) Will the Honourable the Railway Member be pleased to say whether the pedestrian traffic alone is allowed to go on the Lansdowne Railway Bridge at Sukkur (Sind) and not the vehicular traffic?

(b) If so, since when is this system in force?

(c) Is it a fact that prior to 1939 no toll tax was being levied from the public?

(d) Is it a fact that this Railway bridge is near the gate of Rohri town and is, therefore, convenient to the public?

(e) Is it also a fact that besides this bridge the other barrage bridge is at a distance of about three miles from the town of Rohri and to reach Sukkur they have to go round about a distance of five miles which is a great hardship?

(f) Is it a fact that poor people of Rohri and Sukkur have made various representations to the Sind Government and to the Railway to remove the toll tax and the prohibition on vehicular traffic, in view of the fact that they have to cross the bridge for their business several times a day?

(g) Will the Honourable Member be pleased to state what the view of the Government of Sind is in this matter?

(h) Do Government propose to give that convenience to the public? If not, why not?

The Honourable Sir Edward Benthall: (a) No. Vehicular traffic is also allowed over the Sukkur Channel of the Lansdowne Bridge.

(b) From 1st April 1939.

(c) No.

(d) Yes, the bridge is near Rohri town.

(e) The Barrage Bridge is about 3 miles from Rohri and the distance between Rohri and Sukkur via the barrage Bridge is about 5 miles.

(f) No representation has been received by the Railway Administration; but Government have no information if any representation has been made to the Sind Government.

(g) The Government of Sind accepted the proposal to close the roadway for vehicular traffic on the Rohri Channel of the Lansdowne Bridge and to the levy of tolls.

(h) The replacement of the Lansdowne Bridge girders as a post-war measure is under investigation, and if it is decided to replace them, the Sind Government will be consulted in regard to the provision of a roadway for vehicular traffic over both the Rohri and Sukkur Channels.

HANCOX MALHOTRA COMMISSION

502. ***Dr. Sir Zia Uddin Ahmad:** (a) Will the Honourable the Railway Member be pleased to state the terms of reference of the Hancox Malhotra Commission?

(b) Has the Commission written any interim report? If so, will the Honourable Member lay the report on the table of the House?

(c) Is the Honourable Member expecting that the investigations of the Commission will increase the life of the boilers? Has any experiment been performed in any other country in this direction?

(d) Are Government contemplating to carry on the research on the deposits of different kinds of water?

The Honourable Sir Edward Benthall: (a) A copy of the terms of reference handed to this Committee is being placed on the table of the House. These two officers do not constitute a Commission. They are on special duty.

(b) No interim report has been received by the Railway Board to date.

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

- (c) The answer to both parts of the question is in the affirmative.
 (d) Yes, an extension of existing research.

Terms of reference for Messrs. Hancock and Malhotra.

The Board desire that Mr. Hancock and associated with him Dr. Malhotra will consider :
 (a) the steps which railways have already taken to introduce water softening plants and the results obtained therefrom ;

(b) the proposals submitted by railways for the introduction of additional water softening plant and the financial aspects of these proposals ; and

(c) the desirability of providing for other water softening schemes not so far envisaged by individual administrations ;
 and report under the following heads :

(i) The extent to which water softening schemes proposed by individual administrations are recommended for adoption either as proposed or suitably modified.

(ii) Any other schemes which it is recommended should be taken up to give improved utilization of locomotives.

(iii) The period over which the work covered by (i) and (ii) is recommended for distribution.

Dr. Sir Zia Uddin Ahmad: Are the terms of reference a long one or are they one or two?

The Honourable Sir Edward Benthall: They cover two-thirds of a page of foolscap. These officers are enquiring into the question of water softening. That is all.

Dr. Sir Zia Uddin Ahmad: Are you expecting any interim report? This question has never been investigated in this country.

The Honourable Sir Edward Benthall: That is not correct. Investigation has been going on for a long time and a great deal of water softening has been in operation.

Dr. Sir Zia Uddin Ahmad: What is this commission for?

The Honourable Sir Edward Benthall: It is a question of extending existing research.

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

EXPANSION OF GOVERNMENT TELEGRAPH WORKSHOPS

503. *Mr. Manu Subedar: (a) Will the Secretary for Posts and Air please state whether any expansion has taken place in the Government Telegraph workshops since the outbreak of the war? If so, of what nature and to what extent?

(b) How many men are now engaged and how many men were engaged before the war?

(c) What items or articles are now produced, which were not produced before the war?

(d) Have Government made arrangements for the continuance of this increased activity?

(e) Can an entire telephone instrument be now made in India?

(f) Which items in the requirements of the Posts and Telegraphs Department have still to be imported from abroad?

Sir Gurunath Bewoor: (a) Yes. As regards the extent of expansion, the manufacturing capacity of the telegraph workshops at Alipore has been more than doubled. A new telegraph workshop has been established at Jubbulpore. The telephone workshop attached to the late Bombay Telephone Company has been taken over and considerably expanded. In regard to the nature of expansion, generally speaking the same items are manufactured as before the war but in much larger quantities.

(b) The number of men fluctuates somewhat but the total in the three workshops taken together is over 10,000 which is about four times the pre-war figure.

(c) As stated in reply to part (a), manufacture is mainly of articles similar to those manufactured before the war. An important exception is telephone-cord, the manufacture of which has been developed in the telephone workshop at Bombay.

(d) If the Honourable Member refers to the position of the telegraph workshops in the post war period, the matter is under consideration in connection with the post war plans of the Department.

(e) No. Certain parts are still imported from abroad.

(f) Generally speaking, the following are the main items which have still to be imported:

(i) Automatic telephone exchange equipment and certain parts of telephone instruments. (ii) Long distance transmission equipment.

(iii) Most types of high speed telegraph equipment.

(iv) Power Plant, Motor Generators, etc.

In addition, many items such as manual telephone equipment, cables, etc., which can be produced in India have still to be imported as the present manufacturing capacity is insufficient to meet the greatly increased requirements due to the war.

Mr. Manu Subedar: May I know what ways and means Government have adopted in order to produce in India the items which have still to be imported and which are not manufactured in this country?

Sir Gurunath Bewoor: During the war our policy has mainly to be determined by expediency. It is evidently of the greatest value to the war effort to concentrate the available capacity on items which we already know how to manufacture. As regards the post-war scheme, I may tell the Honourable Member that we are investigating in consultation with certain private interests the possibilities of developing the manufacture in India of certain telegraph and telephone equipment not previously manufactured here.

Mr. Manu Subedar: May I know whether Government want to be in the same helpless position, should there be another war after ten years, as they had been during the last and this war?

Sir Gurunath Bewoor: No, Sir.

Mr. Manu Subedar: In that case, what active steps Government are taking and if they are unable to take any steps, will they invite private enterprise to take such steps?

Sir Gurunath Bewoor: I have already mentioned Sir, that we are investigating in consultation with certain private interests the possibilities of developing the manufacture in India.

Mr. T. T. Krishnamachari: What portion of the 16 crores expansion programme undertaken by the Honourable Secretary's Department is being spent on the purchase of goods manufactured in this country?

Sir Gurunath Bewoor: I am sorry I am unable to give an answer without notice.

PROGRESS IN MANUFACTURE OF FLEXIBLE WIRE, INSULATED CABLE, ETC.

504. *Mr. Manu Subedar: (a) Will the Honourable the Supply Member please state what has been the progress in India since the outbreak of the war, with regard to the manufacture of flexible wire and insulated cable for transmitting power?

(b) What is the progress in India with regard to the manufacture of—

(i) small electrical motors from 1 to 20 H.P.;

(ii) large electrical motors from 20 to 400 H.P.; and

(iii) dynamos and generators?

(c) Are there any factories already working in this direction?

(d) Are there any schemes under consideration for the production of these items?

(e) Is it Government's considered policy to encourage their production in India?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) Production of flexible and insulated cable has increased since the outbreak of the war from 8 million yards to 21 million yards per annum on account of Government orders. This increase in production has been obtained by working extra shifts.

(b) (i). The pre-war production of small electrical motors from 1 to 25 H.P. was 200 motors a year, aggregating 1,000 H.P., made by one firm. The pre-

sent rate of production is 12,000 motors a year of the same sizes, aggregating 60,000 H.P., made by eight firms.

(ii) and (iii). No electric motors above 25 H.P. and no dynamos and generators are made in India.

(c) Yes, one factory making cables and eight factories making small electrical motors.

(d) One cable factory, encouraged by Government, is coming into production during 1945. About three or four private enterprises are known to be planning production of small electrical motors.

(e) Yes. A panel is being constituted to report on the question of developing the manufacture of items of electrical machinery and equipment.

Mr. Manu Subedar: In view of the fact that India experienced great difficulty on account of the lack of motors of higher horse power than 25, will Government immediately undertake to set up in this country a factory for the manufacture of these motors of higher horse power than 25?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The panel constituted is examining that question.

Mr. Manu Subedar: Have Government got any proposals themselves on this subject?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Not for Government-owned and Government-managed factories.

Dr. Sir Zia Uddin Ahmad: In reply to part (c) of the question the Honourable Member has said that there is one factor which manufactures this thing. May I know what is the name of the factory?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The firm that was referred to which was responsible for cable production is the Indian Cable Co. The assisted firm referred to is the National Insulated Cable Co.

Prof. N. G. Ranga: Are these Indian-owned and Indian-managed factories?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I know that the second one (the assisted firm) is Indian-owned and Indian-managed.

Mr. Manu Subedar: Are there any factories already working in this direction? Are there any factories which are producing or propose to produce motors of higher horse power than 25?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I cannot say anything about factories which propose to produce motors of higher horse power than 25?

Mr. Manu Subedar: Have they approached Government with any proposals for assistance?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I should like to have notice of that question.

MISSING OFFICE FILES OF THE CONTROLLER GENERAL OF CIVIL SUPPLIES.

505. ***Mr. T. Chapman-Mortimer:** Will the Honourable the Supply Member be pleased to state:

(a) whether there is any truth in the report published in the *Dawn*, dated Tuesday, the 6th February, that some office files were recently stolen from the room of the Controller General of Civil Supplies; and

(b) if the answer to part (a) of the question is in the affirmative, what the subject matter was of the missing files?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) Some files were found to be missing from a section in the Leather Manufactures Directorate of the Directorate General of Supply.

(b) They consisted of office copies of some indents and a Progress Register, all of which were of a routine nature. Duplicate copies have since been obtained.

Dr. Sir Zia Uddin Ahmad: May I know whether Government took any action to find out the causes of this theft. Have they handed over the matter to the C. I. D. or the Anti-Corruption Officer?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The Police are investigating the matter but if a guess can be made as to the causes of this theft, I am told that the cause may well take the form of the high prices which used paper fetches in the black market.

Mr. T. Chapman Mortimer: Is it a fact that other kinds of waste paper are being stolen?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Not to my knowledge.

Dr. Sir Zia Uddin Ahmad: Certain files have been missing from a certain office. Is it not the duty of the Government to report the matter to the Police?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: They have made enquiries and have handed the case over to the Police for further investigation and this investigation is now going on.

†506.*

NOTICE SERVED ON A CERTAIN COLLIERY PROPRIETOR UNDER DEFENCE OF INDIA RULES

†507. ***Mr. K. C. Neogy:** (a) With reference to the reply given by the Honourable the Supply Member to part (f) of starred question No. 27 on the 8th February, 1945, will he please lay on the table a copy of the notice served on the colliery proprietor concerned under the Defence of India Rules?

(b) Was the said notice initially decided upon for the purpose merely of obtaining the address of the proprietor concerned? If not, what was the original object?

(c) What procedure was followed on the appearance of the colliery proprietor in response to the notice under the Defence of India Rules?

(d) Will the Honourable Member please lay on the table copies of such representations as may have been made to any authority by the said party in this connection?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) A copy of the Order is laid on the table.

(b) The Honourable Member's attention is invited to the answer given to starred question No. 27 on the 8th February, 1945. I would amplify that answer by saying that Government considered necessary in view of its suitability to utilise the Jambad Colliery for the purpose of open cut coal mining. But the owner could not be contacted for negotiations and as it was feared that he would prove intractable action was taken as in the Order issued.

(c) The Order was withdrawn and negotiations started. Agreement has since been reached with the owner.

(d) No representation was received by Government from the owner.

GOVERNMENT OF INDIA
DEPARTMENT OF SUPPLY
Branch Secretariat (Coal).

No. O.C.M./12.

Calcutta, the 14th December, 1944

Order

Whereas it appears to the Central Government that in the interests of the efficient prosecution of the war and for maintaining supplies and services essential to the life of the community it is necessary to exercise control over the whole of the undertaking known as the Jambad Selected Colliery (Proprietors: Devji Ghelabhai & Bros., P. O. & T. O. Kajoragram, Dist. Burdwan):

Now therefore the Central Government in exercise of the powers conferred by sub-rule (3) of rule 81 of the Defence of India Rules, is pleased to make the following order in respect of control of the aforesaid undertaking:

†This question has been postponed to be answered on the 2nd March, 1945.

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

The Deputy Coal Commissioner (Production) is hereby appointed with effect from 1st January, 1945, as the authorised controller of the above undertaking and shall exercise the following functions :—

- (1) He shall take an inventory of all plant, machinery, buildings, sidings, stores, etc., on or appertaining to the undertaking;
- (2) He shall enter the property of the undertaking and work such property in accordance with the existing mining lease or leases of that undertaking;
- (3) He shall use all plant, machinery, buildings, sidings, stores, etc., on or appertaining to the undertaking;
- (4) He shall use all surface lands in possession of the undertaking;
- (5) He shall employ such of the existing staff of the undertaking as he may require and appoint such other staff as he may require;
- (6) He shall take over and maintain all existing accounts maintained by the undertaking and open any such additional accounts as he may require;
- (7) He shall take over and maintain all, existing plans and records belonging to the undertaking.

A. A. WAUGH,

Secretary to the Government of India.
14th December, 1944.

GOVERNMENT REQUISITIONING A CERTAIN PIECE OF LAND LET TO MESSRS. FORD MOTOR CO. OF INDIA IN KIDDERPORE

†508. ***Mr. K. C. Neogy:** (a) Will the Honourable the Supply Member be pleased to state if it is a fact that Messrs. Dorman Long and Company, Limited, of Calcutta who had let by mutual agreement a piece of land in Kidderpore area to Messrs. Ford Motor Company of India, Limited, and wanted to re-occupy it, were informed in January, 1943, by the Deputy Secretary to the Government of India in the Supply Department that "it has been decided by the Government of India that the Ford Motor Company shall not be required to vacate the premises"? If so, will the Honourable Member please indicate the legal authority under which this intimation was given?

(b) Is it a fact that formal requisitioning is the usual procedure followed for the purpose of occupation of immovable property on behalf of Government in such cases? If so, was this procedure followed in this instance? If not, why not?

(c) Is it a fact that, when in the absence of any formal requisition, Messrs. Dorman Long and Company, Limited, subsequently asked Messrs. Ford Company to vacate the premises, an Order under the Defence of India Rules gave protection to the said Messrs. Ford Motor Company against eviction? In what circumstances was this Order issued?

(d) Is it a fact that the purpose of Messrs. Dorman Long and Company, Limited in asking for the restoration of the land to their possession, was to store Indian steel there so as to enable them to distribute it under instructions from the Steel Commissioner, and that, due to its non-restoration, Messrs. Dorman Long and Company, Limited, had to procure on lease and equip another yard for storing steel at considerable cost?

(e) Is it a fact that Messrs. Dorman Long and Company, Limited, claimed rupees 44 thousand and odd as compensation from Government on this account, and that the said claim has been rejected? Is it a fact that the real reason for the said rejection is that no formal requisition was made in respect of the land and no claim for compensation, therefore, arose in the opinion of Government?

(f) Do the Government of India propose to take advantage of the technical ground that no formal requisition was made for the purpose of refusing compensation to the party concerned?

(g) Will the Honourable Member be pleased to state the policy of the Government of India in all such matters and indicate how far that policy has been followed in this particular instance?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) and (b). The facts are that in 1941 Messrs. Dorman Long & Co., had leased this land to the Ford Motor Co. subject to three months notice to vacate it, and in January 1943 the Controller of Supplies, Bengal had discussions with Messrs. Dorman Long about using the land as a stockyard for imported steel. The Co.

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

was willing to do so, but gave Fords no notice of termination of the lease. Government, however, decided that in view of the important war work being done by Fords on the laud, the Controller should not appoint Dorman Long as steel stockists if they could only act as such by terminating the lease which they had given to Fords. It was in these circumstances that the letter of the Deputy Secretary was written and it went on to request the Co. to give Fords the same facilities as they had done in the past. The letter was not, therefore, a legal order and as Messrs. Dorman Long had given no notice to terminate the lease, there was in the circumstances of the case at that time no reason for issuing a requisition order or any other legal order.

(c) In May 1944 an order was issued under the Defence of India rules preventing Messrs. Dorman Long from evicting Messrs. Fords from the premises. This was done because Messrs. Dorman Long had served a 3 months notice on Messrs. Fords on April 12, 1944 terminating the lease.

(d) Yes, but Messrs. Dorman Long were under no compulsion to agree to act as steel stockists and to create another storage yard.

(e) The answer to the first part is, 'yes'. The claim for compensation was not admitted both because the premises had not been requisitioned and because Messrs. Dorman Long had not been under any compulsion to agree to act as steel stockists and erect another storage yard, services which are covered by the remuneration which they obtain as stockists.

(f) Does not arise.

(g) The policy of the Government of India is not to pay compensation where no compensation is due. That policy has been followed in the present case.

FIXING PRICES OF COAL IN DIFFERENT MINING AREAS

†509. ***Mr. K. C. Neogy**: (a) With reference to the statement made by the Honourable the Supply Member in reply to my starred question No. 18 of the 1st November, 1944, relating to prices fixed by Government for different grades of coal in different mining areas, will the Honourable Member be pleased to explain why different principles have been followed in fixing the prices in different areas, indicating, particularly, the reasons for fixing the prices of the Central Provinces coal on the basis of grade II coal from the Jharia field and for basing the prices of Assam coal "on the recommendation of the local authorities"?

(b) What are the ash and moisture content of the Central Provinces coal and Assam coal, respectively, of different grades? Is it a fact that in the case of the Central Provinces coal, representations have been made urging the revision of the prices? If so, what is the purport of these representations and what action has been or is proposed to be taken thereon?

(c) As regards Assam coal, what are the names of the local authorities on whose recommendation their prices were fixed, and what factors were taken into account for fixing the prices? Were any of these authorities connected at any time, directly or indirectly, with any of the coal concerns in Assam? Which superior and independent authorities made or checked any analysis of the elements that went to make up the recommended prices? Will the Honourable Member please give detailed figures of the said analysis in the case of each colliery of Assam?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) Prices for Bengal and Bihar were based on quality because of the wide differences in the ash and moisture contents of the coals produced in these Provinces. Prices in other areas were based mainly on factors such as difficulties in operation, transport costs from pit-head to delivery point, geographical position and prices prevailing prior to the introduction of price control by the Central Government. The prices of Assam coal were fixed having regard to these considerations. The prices for C. P. coal were based on those fixed for Grade II Jharia coal as the two resemble closely in quality and had also common

markets. Provision was, however, made for a revision in those cases in which collieries could not get a fair margin of profit under the prices fixed.

(b) The average ash and moisture contents of C. P. coal and Assam coal are as follows :

C. P. Coal :	Ash 18·5 per cent,	Moisture 4 percent.
Assam Coal	Ash 6 per cent.	Moisture 5 per cent.

No separate grades, based on ash and moisture content, have been fixed for these coals.

Representations asking for a revision of prices based on the higher cost of working in the C. P. as compared with the Bengal and Bihar coal fields were received. After careful consideration, the prices originally fixed for C. P. coal were in some cases increased by Rs. 2 per ton in the case of Pench Valley coal and Rs. 3 per ton in the case of Kanhan Valley coal.

(c) The prices were fixed on the recommendation of the Coal Commissioner who had consulted, among others, the Provincial Coal Controller, Assam. The factors generally taken into account in fixing the prices of Assam coal have been mentioned in the reply to part (a). The Provincial Coal Controller was connected with the Assam Railways and Trading Company. Information regarding the elements that went to make up the prices decided upon is not available.

FIXING PRICES OF COAL IN DIFFERENT MINING AREAS

†510. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to refer to the Department of Supply Notification No. 640, dated the 31st May, 1944, giving prices of coal under the sub-head "v. Collieries in Assam", and state whether in the original notification under the entry "Cherra-Chattack Ropeway Company's Cherapunji Colliery" there was a further entry of "Ballygunje" (Bholagunj), and the price indicated against the entry was Rs. 23-8-0?

(b) Is it a fact that the difference between the price of the Cherapunji coal and that shown against Bholagunj, being Rs. 11-8-0, represents the cost of carriage of coal over a ropeway seven miles in length connecting the colliery with Bholagunj? If so, was any enquiry made into the legitimacy or otherwise of a charge of Rs. 11-8-0 per ton for the carriage of coal over a ropeway length of seven miles before it was approved? What detailed scrutiny was made into the elements of cost before prices of Assam coal were fixed? What was the average price paid for Cherapunji coal delivered at Bholagunj in the years 1941, 1942, and 1943, respectively? What was the price which Cherapunji coal delivered at Bholagunj actually fetched during the period immediately preceding the aforesaid notification fixing its price, and what are the elements that are responsible for the difference, if any, between the said price and the price that was officially fixed of the coal delivered at Bholagunj? What proportion of the total despatches of Cherapunji coal approximately, is generally delivered at Bholagunj in any year?

(c) Was the cost of Bengal or Bihar coal delivered in Assam, among the factors determining the price of Assam coal? Did any similar consideration influence the fixation of price of the Central Provinces coal? If not, why not?

(d) Will the Honourable Member be pleased to explain the reasons that led to a revision of the prices of coal produced in the Bengal and Bihar coalfields as announced in a notification published in the *Gazette of India, Extraordinary*, dated the 30th January last?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) Yes.

(b) Yes. The ropeway is 8½ miles long and the legitimacy of the transport charge of Rs. 11-8-0 per ton was investigated by the Coal Commissioner. As regards the other elements of cost, the Honourable Member's attention is invited to parts (a) and (c) of my reply to starred question No. 509 earlier today.

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

The average prices for Cherrapunji coal delivered at Bholagunj during the years 1941, 1942 and 1943 are believed to have been as follows:

1941—Rs. 10.17.

1942.—Rs. 11.35.

1943—Rs. 18.35.

The price in May, 1944, is reported to have been Rs. 33-8-0. per ton. This is also the price fixed by Government with effect from the 1st June, 1944. As far as is known all despatches of Cherrapunji coal have been delivered at Bholagunj except during the last few months when some coal has gone by road to Shillong.

(c) No. I have already explained in my reply to the Honourable Member's question No. 509 the factors taken into consideration in fixing prices.

(d) The reason for the recent revision of the prices of coal produced in the Bengal and Bihar coal fields was the need for checking the tendency among certain colliery owners to despatch unscreened run-of-mine coal as slack, which resulted in the loss of good steam coal. To encourage colliery owners to screen their coal, the prices have been revised so as to provide a difference of rupees one per ton between the prices of run-of-mine, dust coal and slack coal and those of steam coal, rubble and smithy nuts.

PROPAGANDA ABOUT INDIA CARRIED ON IN AMERICA BY BRITISH AND INDIAN GOVERNMENTS.

511. *Mr. K. S. Gupta: (a) Will the Foreign Secretary please state whether it is not a fact that copies of "Mother India" are still distributed free in America by the British Information Service which is under the direct Supervision of Lord Halifax, ex-Viceroy of India?

(b) Is it not a fact that the office of the Agent General in America became the centre of guidance on anti-Indian propaganda to the various British publicity agents?

(c) Is it not a fact that such guidance notes and data are usually supplied by the Secretary of State for India, the Home Secretary of the Government of India and the Information officer in the India office in London?

(d) Is it not a fact that cocktail parties and tea parties are specially arranged in honour of anti-Indian propagandists of the British Information Service at the British Embassy in America?

(e) Is it not a fact that an anti-Indian editorial in the well-known paper *The Nation* was reprinted and widely circulated by Sir Girja Shankar Bajpai's office in Washington? Does he require a sanction from the Government of India to do so? If so, has he obtained it in this special case?

Sir Olaf Caroe: With your permission, Sir, I will deal with Questions 511, 512 and 513 together.

These three questions will be answered by my Honourable friend the Leader of the House on the appropriate day.

Mr. Manu Subedar: Is it a fact that Government propose to get a new edition of "Mother India" printed in this country and whether the rumour

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has said that these questions will be answered by the Leader of the House on the appropriate day. Next question.

PROPAGANDA ABOUT INDIA CARRIED ON IN AMERICA BY BRITISH AND INDIAN GOVERNMENTS

†512. *Mr. K. S. Gupta: (a) Will the Foreign Secretary please state if it is not a fact that there were about 10,000 British propagandists in the United States who were devoting their time exclusively to India? If so, how many of them are (i) officials and (ii) non-officials?

†For answer to this question, see answer to question No. 511.

(b) Are the Government of India aware of a thousand or more of "Beaver-brooks Bright Boys" who actively carry on *anti-Indian* propaganda.

(c) What is the subsidy or remuneration paid from the Indian exchequer to this particular class mentioned in part (b)?

(d) How many American missionaries received in India *Kaisar-i-Hind* medals and such other favours during the period ranging from 1930 to 1940?

(e) How many of those favoured have become the paid agents of the Government of India and His Majesty's Government to carry on an *anti-Indian* Propaganda since 1930 up-to-date?

PUBLICATION "INDIA, AGAINST THE STORM"

†513. *Mr. K. S. Gupta: (a) Is the Foreign Secretary aware of the publication 'India, against the Storm' in America?

(b) Who is the author?

(c) Was he honoured by any Indian University with a "doctorate"? What is the name of the Indian University which conferred the "doctorate" on him?

(d) Are the Government of India aware of the fact that prepared reviews of the book were sent by the British Information Service to various news-papers and the book was also distributed free all over America? Is it at the cost of Indian exchequer? If so, what is the amount contributed in this direction?

SALARIES OF SIR GIRJA SHANKAR BAJPAI AND MR. HENNESSY

514. *Mr. K. S. Gupta: (a) Will the Foreign Secretary please state how much Sir Girja Shankar Bajpai gets from the Indian Government? Is his salary free from Income-tax?

(b) What is the salary of Mr. Hennessy, the Information Officer from the Government of India?

Sir Olaf Caroe: (a) £5,500 per annum divided into salary £2,500 and *frais de representation* £3,000. This is free of income-tax.

(b) Rs. 2,500 plus £30 overseas pay per mensem.

Prof. N. G. Ranga: Is it more than what Sir Girja Shankar Bajpai used to get as an Executive Councillor?

Sir Olaf Caroe: Yes, it is a little more.

Mr. Manu Subedar: What is the meaning of the French word used by the Honourable Member in his reply?

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

PREPONDERANCE OF MUSLIMS IN MECHANICAL BRANCH OF LAHORE TELEPHONE EXCHANGE

515. *Mr. Ananga Mohan Dam: (a) Will the Secretary for Posts and Air be pleased to state whether it is a fact that the communal representation in the mechanical branch of Lahore Telephone Exchange is as follows:—

Muslim mistries	.	.	.	.	.	.	.	.	.	23
Non-muslims.	.	.	.	.	.	.	.	.	.	7
Assistant mistries—Muslims	.	.	.	.	.	.	.	.	.	9
" " Non-Muslims	.	.	.	.	.	.	.	.	.	2
Cleaners (Muslims)	.	.	.	.	.	.	.	.	.	5
" (Non-Muslims)	.	.	.	.	.	.	.	.	.	3

(b) Is it also a fact that in the new recruitment of mistries, cleaners and wiremen, the non-Muslims have got no place at all and if so, is it not against the Government of India orders regarding communal representation?

(c) Is it a fact that sometime ago, the Head of the Punjab Postal Circle issued orders that in future only Muslims should be promoted as Supervisors and Telephone Inspectors? Was this order taken back, and all the appointments and promotions made under that order cancelled?

(d) Is it a fact that three Muslim gentlemen were appointed as a result of the above order and are still holding those posts?

(e) Is it a fact that the Divisional Engineer, Telegraphs, Lahore, held an examination for Telephone Inspectors in October, 1944, but invited only six Muslims for the written examination, debarring all non-Muslims from their right to have an opportunity to prove their ability?

†For answer to this question, see answer to question No. 511.

Sir Guranath Bewoor: (a) The facts are not as stated by the Honourable Member.

The correct position is as follows:

Muslim Mistries—permanent	.	.	.	15	}	Total 24
Muslim Mistries—temporary	.	.	.	9		
Non-Muslim Mistries—permanent	.	.	.	8	}	Total 10
Non-Muslim Mistries—temporary	.	.	.	2		
Assistant Mistries—Muslim	.	.	.	2	}	Total 2
Assistant Mistries—Non-Muslim	.	.	.	Nil		
Cleaners—Muslim—temporary	.	.	.	4	}	Total 9
Cleaners—Non-Muslim—temporary	.	.	.	5		

(b) As regards the first part, the reply is in the negative; the latter part does not arise.

(c) and (d). No.

(e) The Divisional Engineer, Telegraphs, called nine candidates for the examination and out of them three were non-Muslim.

AMALGAMATION OF SELECTIONS MADE FOR POST OF ELECTRICIAN (GRADE I) ON NORTH WESTERN RAILWAY

516. *Mr. Ananga Mohan Dam: Will the Honourable Member for Railways please state:

(a) whether it is a fact that on the North Western Railway the results of two selections held to consider the suitability of candidates for the post of Electrician, Grade I, one in March, 1941, and the other in October, 1941, were amalgamated and seniority fixed on the basis of marks obtained by each candidate of the two selections;

(b) whether it is a fact that some of the unsuccessful candidates of the first selection who were successful in the second selection were given better seniority than the successful candidates of the first selection by reason of the amalgamation indicated in (a) above;

(c) whether it is a fact that the written paper and the practical test for each of the two selections were different from each other; and

(d) if the replies to (a) to (c) above are in the affirmative, will the Honourable Member please state the reasons for ordering the amalgamation referred to in part (a) above?

The Honourable Sir Edward Benthall: (a) and (b). The reply is in the affirmative.

(c) Government understand that the written papers and practical tests referred to were of the same standard.

(d) A second technical examination was held, as some of the men who were eligible to be considered for the post of Electrician, Grade I, had not been allowed to sit for the first examination through an oversight, and the amalgamation of the results of the two examinations was, therefore, considered to be the best means of rectifying the omission. Government do not consider it desirable or necessary at this distant date to make any alteration in the order of seniority, which would in fact entail still further examinations.

RESTRICTIONS ON USE OF BUILDING MATERIALS BY CIVILIAN POPULATION

517. *Mr. Manu Subedar: (a) Will the Honourable the Supply Member please state how much building material, generally, and specifically how much (i) cement, (ii) timber, (iii) bricks, and (iv) sand, have been taken by the Army in India since the commencement of the war?

(b) How much has been made available to, or permitted to be used by the civil population?

(c) Are Government aware that restrictions on the use of building material by the civil population is causing much trouble, particularly in Bombay where the Central Services and Military personnel have increased and where available housing space has been destroyed by the explosion?

(d) Is it a fact that no buildings have actually come into existence since the 14th of April last, when the explosion took place, for the use of the civil population and the trade, whereas since April last, numerous buildings have been put up for the use of military personnel in Bombay and the surrounding districts?

(e) Are Government aware of their promise given during the last Session that more building material will be released to the public?

(f) To whom have these directions been given?

(g) Have they considered whether some modification cannot be made?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) Figures are not available.

(b) The Government of India have placed no restrictions on the purchase by the Civil population of timber, bricks and sand available in the market. Control of cement was imposed in August 1942 and up to December 1944 on the average 51,660 tons per month were despatched from the Cement Works against the civil quota from which supplies were made to the essential industries, Provincial Services, C. P. W. D., public, etc., Separate figures of actual despatches against each group are not available. From June 1943 to December 1944, on the average 15,523 tons were despatched for repairs, etc., to private buildings.

(c) I would refer the Honourable Member to my answer to part (d) of his question No. 355 in the last Session.

(d) Government have no information in respect of buildings for the use of civil population and trade. The main military work carried out in Bombay since the explosion is the reconstruction of the Docks.

(e) No such promise was made nor was it possible to do so.

(f) Does not arise.

(g) The Honourable Member is referred to the answer at (b) above in respect of timber, bricks and sand. As for cement, the amount of material available is limited and priority for construction must be given to works required for the war effort. There is no prospect in the immediate future of reduction in requirements for essential war purposes.

Mr. Manu Subedar: Are Government aware of the restrictions imposed by Provincial Governments over the use of building materials by civil population, or are they not aware of it?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I am not aware of the nature and extent of those controls, but I am aware that some general control has been imposed by some Provincial Governments.

Mr. Manu Subedar: Since the civil population has to suffer, whether the control is imposed by one or the other authority, will the Honourable Member see that the position is made easier. He promised last time to look into the matter.

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I do not remember to have promised that I would look into the orders of Provincial Governments and try to intervene in those orders.

Mr. Manu Subedar: The promise was made by the Defence Department that they would see that some relief was given to the civil population.

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Then the question may be addressed to the Defence Department.

Prof. N. G. Ranga: Are Government aware that within the quotas allotted for the civil population there is a great necessity for working out priorities as between rural and urban areas?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: That has to be done by Provincial Governments.

Prof. N. G. Ranga: Will Government be pleased to consider advising Provincial Governments to see that rural areas are not starved?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I do not think, Sir, that it is necessary for us to point out to Provincial Governments what they obviously would know regarding the relative merits of rural and urban needs.

HIGH PRICES OF FRUITS, ETC., SOLD AT DELHI RAILWAY STATION.

‡518. ***Mr. Muhammad Azhar Ali:** Will the Honourable the Railway Member please state:

(a) if it is a fact that fruits and other articles are sold at the Delhi Railway Station on prices which are *cent per cent* higher than those prevalent in the market of Delhi city; if not so, what the fact is; and

(b) if the reply to part (a) be in the affirmative, the reasons for not taking action against the vendors under the Hoarding and Profiteering Ordinance?

The Honourable Sir Edward Benthall (a) No.

(b) This does not arise.

POSTPONED STARRED QUESTIONS AND ANSWERS

‡280* and 281*

UNSTARRED QUESTION AND ANSWER

FIRST AND SECOND CLASS BERTHS RESERVED FOR DEFENCE SERVICES AND OTHER PUBLIC FROM DELHI AND LAHORE RAILWAY STATIONS

23. **Mr. Ananga Mohan Dam:** Will the Honourable Member for Railways please state:

(a) the average number of berths per day per train of the average total number of berths provided in the train for First and Second Class, which were reserved for the personnel of the Defence Services and for the other public, separately, from Delhi and Lahore Railway Stations, respectively, during the preceding two years or as far as available;

(b) the average number of the personnel of Defence Services, for whom berths were reserved but who could not avail themselves of them and which therefore remained unoccupied in those trains on those days during those periods; and

(c) the percentage of such reservation amongst the Defence Services and the other public?

The Honourable Sir Edward Benthall: (a) and (c). I regret I am only able to give an estimate of the accommodation in terms of coaches or compartments reserved exclusively for Defence Services on trains starting from Lahore and Delhi Stations, and the proportion of such reservation to the total normal accommodation available for the public.

(b) As no record is maintained of reservations not utilised by personnel of Defence Services, I regret the information is not available.

Statement showing the number of coaches or compartments reserved exclusively for Defence Services on trains ex-Delhi, and Lahore.

	Upper class coaches in normal composition of the train.	Exclusively reserved for Defence services.
<i>Ex-Delhi.</i>		
Frontier Mails	6	1
G. I. P. Mails	4	1
Howrah Delhi Mails	4	1
Delhi Kalka Mails	6	2
Grant Trunk Express	4	1
Peshawar Express	3	1
Coaching Express . . . . .	..	1 Compartment.
Dehra Dun Express . . . . .	..	2 Compartments.

Ex-Lahore.—As no record of the normal composition of the trains concerned is maintained in the Board's Office, the information asked for is being obtained from the N. W. Railway and will be laid on the table of the House when received.

NOTE.—The accommodation exclusively reserved for Defence Services has varied from time to time and the normal composition of trains is not always constant.

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

‡These questions were further postponed to be answered on the 2nd March, 1945.

STATEMENTS LAID ON THE TABLE

Information promised in reply to part (c) of starred question No. 16 asked by Mr. K. C. Neogy on the 1st November 1944

HIGHER GRADE OFFICERS EMPLOYED IN THE COAL (COMMISSIONER'S ORGANIZATION)

Staff under Deputy Coal Commissioner (Production) as on 1st February, 1945

1	2	3	4	5	6
Name of the Officers	Present duties	Present pay per month including special pay, if any	Previous qualifications and experience	Name of any private firm to which any of them may have belonged before their present appointment	Emoluments which each Officer enjoyed in his immediately previous employment
1. Mr. J. B. Harrison, C. I. E.	Dy. Coal Commissioner (Production) and Chief Mining Engineer, Railway Board.	Rs. 3,000 plus £13-6-8 plus Rs. 500 for Grading Board and Soft Coke Cess Committee.	29 years' service in the State Rlys. Coal Department.		Rs. 3,000 plus £13-6-8 plus Rs. 500 for Grading Board and Soft Coke Cess Committee.
2. Mr. A. Orr	Supdt. of Collieries, Kargali	Rs. 2,500 plus £13-6-8	25 years' service in the State Rlys. Coal Department.		Rs. 2,500 plus £13-6-8.
3. Mr. W. A. Spray	Colliery Supdt., Giridih	Ditto.	26 years' service in the State Rlys. Coal Department.		Ditto.
4. Mr. W. T. Stanton	Manager, Kurharbaree Colliery	Rs. 1,250 plus £30	Ditto		Rs. 1,250 plus £ 30.
5. Mr. W. Fairfield	Regional Coal Controller, Punjab.	Rs. 2,200 plus £13-6-8	24 years' service in the State Rlys. Coal Department.		Rs. 2,200 plus £13-6-8.
6. Mr. H. J. B. Reynolds	Regional Coal [Controller, C. P.	Rs. 1,350 plus £30	22 years' service in the State Rlys. Coal Department.		Rs. 950 plus £30 plus Rs. 150 special pay.
7. Mr. L. W. Morgan	Regional Coal Controller, Baluchistan.	Rs. 2,000 plus £13-6-8	21 years' service in the State Rlys. Coal Department.		Rs. 2,000 plus £13-6-8.
8. Mr. J. W. Milne	Regional Coal Controller Talcher and Asstt. Supdt. of Collieries, Talcher.	Rs. 1,500 plus £30	Ditto		Rs. 950 plus £30.
9. Mr. G. A. Carver	Asstt. Coal Commissioner, Rly. Collieries.	Rs. 1,200 plus £30 plus Rs. 150 (Moisty of emoluments drawn from Cosimbazar Estate).	19 years service in the State Rlys. Coal Department, including 8½ years' in Government of Bengal (Cosimbazar Raj Wards Estate).	Officers of the State Railway's Coal Department.	Rs. 1,700.
10. Mr. L. S. Corbett	Asstt. Supdt. of Collieries, Bokaro.	Rs. 1,250 plus £ 30	15 years' service in the State Rlys. Coal Department.		Rs. 950 plus £30.

11. Mr. M. L. Shome	Asstt. Supdt. of Collieries, Kurasia.	Rs. 1,250	Ditto	Rs. 950.
12. Mr. A. B. Guha	Asstt. Coal Supdt., Bokaro	Rs. 950	14 years 10 months' service in the State Rlys. Coal Department.	Rs. 950.
13. Mr. D. R. Bagrey	Manager, Bhurkunda Colliery	Rs. 950	8 years' service in the State Rlys. Coal Department.	Rs. 950.
14. Mr. B. S. Marwah	Manager Serampur Colliery	Rs. 750	Ditto	Rs. 750.
15. Mr. S. N. Sahgol	Manager Kurasia Colliery	Rs. 800	Ditto	Rs. 800.
16. Mr. C. R. Sharma	Asstt. Coal Supdt., K. P. Dooks	Rs. 750	4 years' service in the State Rlys. Coal Department.	Rs. 750.
17. Mr. M. G. Fell	Manager, Kargali Colliery	Rs. 750	2 years' service in the State Rlys. Coal Department.	Rs. 375.
18. Mr. C. L. Dhowan	Manager, Bokaro Colliery	Rs. 750	2 years' Service in the State Rlys. Coal Department.	Rs. 375.
19. Mr. W. J. Bevan	Elec. and Mech. Engineer, Girdih.	Rs. 1,150 plus £30.	17 years' service in the State Rlys. Coal Department.	Rs. 1,150 plus £30.
20. Mr. A. S. West.	Manager, Bye-Products, Girdih	Rs. 1,050 plus £30.	24 years' service in state Rlys. Coal Deptt.	Rs. 1,050 plus £30.
21. Mr. A. Ballie	Asstt. Manager, Bye-Products, Girdih.	Rs. 800	20 years' service in State Rlys. Coal Deptt.	Rs. 800.
22. Mr. E. H. Daniels	Elec. & Mech. Engineer, Bokaro	Rs. 850	12 years' service in State Rlys. Coal Deptt.	Rs. 800.
23. Mr. S. N. Bannerji	P. A. to Chief Mining Engineer, Railway Board and Hony. Assstt. Coal Superintendent.	Rs. 600 plus Rs. 375 for Coal Grading Board and Soft Coke Cess Committee.	27 years' service in State Rlys. Coal Deptt.	Rs. 600 plus Rs. 375 for Coal Grading Board and Soft Coke Cess Committee.
24. Mr. P. Sen	Manager, Jarangdih	Rs. 750	1st Class Colliery Manager Certificate, 23 years' experience in Private Collys.	Associated Cement Co. Rs. 1,000
25. Major W. F. Masterton.	Asstt. Coal Commissioner Projects.	Rs. 1,255	12 years' experience in coal mining in Great Britain, U. S. A. and China. 4 years in Royal Engineering.	Kaillan Mining Administration North China. Rs. 1,180
26. Mr. J. Hamilton White.	Stores Procurement Officer	Rs. 1,800	12 years' with Messrs. Bird & Co.	Naval Headquarters Rs. 1,150 plus about Rs. 450 paid by the firm Messrs. Bird & Company. Rs. 500.
27. Mr. S. K. Ghose	Dy. Asstt. Coal Commissioner (Stores).	Rs. 600	3 years' Naval Staff. 5 years' E. I. Railway 1½ years Bengal Iron. 13 years Martin & Co.	Rohtas Cement Co. Rs. 500.

1	2	3	4	5	6
28. Mr. K. Mitra	Indents Officer	Rs. 500	1 year Hindusthan Stores and Industries.	Birla Brothers	Rs. 400.
29. Mr. N. Barracough	Regional Coal Controller (P), Bengal and Bihar.	Rs. 1,750 + £30 Spl. Pay—Rs. 400.	2 years D. G. M. P., 1½ years Birla Bros. Officer of the Mines Department.	Mines Deptt., Govt. of India.	Rs. 1,750 + £30 + Rs. 150 Calcutta Coal Committee allowance.
30. Mr. T. H. Williams	Dy. Regional Coal Controller, Baraboni.	Rs. 1,750	First Class Colliery Manager's Certificate with 16 years' experience.	Coal Mines Stowing Board.	Rs. 1,500
31. Mr. M. M. Mukherjee	Asstt. Regional Coal Controller, Bengal and Bihar.	Rs. 1,500	First Class Colliery Manager's Certificate with 25 years' experience.	Martin and Company.	Rs. 1,300
32. Mr. B. K. Bose	Asstt. Regional Coal Controller, Jharja.	Rs. 1,200	First Class Colliery Manager's Certificate with 20 years' experience.	Jaipuria Collieries, Limited.	Rs. 900.
33. Mr. V. S. Chopra	Asstt. Regional Coal Controller, Ballarpur.	Rs. 600	Officer of the Mines Department.	Mines Deptt., Govt. of India.	Rs. 525.
34. Mr. W. M. Peet	Dy. Regional Coal Controller, Bengal and Bihar (Production).	Rs. 1,500	Officer of State Railways' Coal Deptt.	State Railways' Coal Department.	Rs. 1,100 + £30.
35. Mr. E. Dixon	Asstt. Coal Commissioner (Stores.)	Rs. 1,750	He is A. M. I., Mech. E. In continuous Govt. service from 26-11-27. Served and Inspection and Purchase Officer in the Late I. S. D. and Supply Department from 26-11-27 to 31-7-42 transferred to Labour Department on 1-8-42.	Special Officer, Stores and Purchase Section, Geological Survey Labour Department.	Rs. 1,600 pay. Rs. 160 Sp. pay. Rs. 1,750
36. Mr. W. J. Page	Asstt. Manager, Giridih Collieries.	Rs. 700	Promoted from subordinate service in the State Rlys. Coal Deptt.	State Railways Coal Deptt.	Rs. 650.
37. Mr. A. C. Roy	Dy. Asstt. Regional Coal Controller, Bengal/Bihar.	Rs. 500	II Class Mine Manager's Certificate, 20 years' experience in Collieries.	Asstt. Manager at Sendra Colliery.	Rs. 300.
38. Mr. G. C. Mukherjee	Dy. Asstt. Regional Coal Controller, Bengal/Bihar.	Rs. 500	Technical Training in Mining at Shibpur College, 20 years' experience in Collieries.	Manager of Amar Singh Gowanai's Tisra Colliery.	Rs. 400.

Note.—This statement relates to the position as on the 1st February 1945. Officer drawing less than Rs. 500 p. m. are excluded.

Staff under Deputy Coal Commissioner (Distribution) as on the 1st February, 1945

Name of the Officers	Present duties	Present pay per month including special pay, if any	Previous qualifications and experience	Name of any private firm to which any of them may have belonged before their present appointment	Employment which each officer enjoyed in his immediate previous employment
1	2	3	4	5	Rs.
1. Mr. G. Faruque *	Deputy Coal Commissioner (Distribution).	2,500	About 24 years' experience in B. N. Railway.	Controller Coal Distribution under War Trans. Department and Transport Advisory Officer, Railway Board.	2,500
2. Mr. C. A. Rayneau	Joint Deputy Coal Commissioner (Distribution).	2,050	2nd and 1st Class Colliery Manager 29 years under State-Railways' Coal Department.	State Railways' Coal Department.	1,800
3. Lt.-Col. K. W. Brand	Assistant Coal Commissioner	2,095	29 years experience in Army	Army Department	2,095
4. Mr. S. A. Yousoof	Ditto	1,750	24 years experience in the Transportation Department, B. N. R.	Deputy Controller Coal Distribution under War Trans. Department.	1,750
5. Major W. H. S. Michelmore	Ditto	1,530	12 years' in Bird and Co., Coal Department, 3½ years in Military Staff.	D. A. Q. M. G.	1,530
6. Mr. E. F. Ager	Ditto	1,300	24 years' experience in Transportation and Commercial Department under E. I. Railway.	Deputy Controller Coal Distribution under War Trans. Department.	1,300
7. Mr. N. F. George	Assistant Coal Commissioner (Distribution).	1,050	23 years' experience in Transportation Department, B. N. R.	Assistant Controller Coal Distribution under War Trans. Department.	1,000
8. Mr. S. Basu	Assistant Coal Commissioner	800	B. Sc. Min. (Durham Univ.) B.Sc. Cal., 7 years' experience as Geologist Bird and Co. (1919-25). 12 years as Mining Asstt. M. S. M. Rly. 2 years Supply Department, Government of India.	Industrial Planning Officer (Provision), D.G.M.P., Supply Department.	635

* First he was appointed as T. A. O. under the Railway Board, subsequently with effect from 14th March 1942 he was also appointed as C. C. (D), under Communication Department. His present designation is Dy C. C. (D.) and T. A. O.

1	2	3	4	5	6
		Rs.			Rs.
9. Mr. L. P. Farrell	Assistant Coal Commissioner (Distribution).	760	23 years' in E. I. R. qualified Transportation, Commercial and Railway Accounts.	Assistant Controller Coal Distribution under War Trans. Department.	760
10. Mr. R. G. M. Scott	Deputy Assistant Coal Commissioner (Distribution).	725	26 years' experience in the E. I. R. Trans. and Commercial including several years on Coalfield area.	Ditto	725
11. Mr. N. Khuda Bakhsh	Ditto	606/4	9 years' service in Commercial and Trans. Department.	Ditto	606/4
12. Mr. A. K. Dutt	Ditto	600	7 years' coal Mining and 10 years' Trans. Department, experience in E. I. Rly.	Ditto	600
13. Mr. G. A. Khan	Ditto	600	11 years in the Transportation Department, B. N. Railway.	Ditto	600
14. Mr. W. J. Avietmall	Ditto	600	35 years' experience in E. I. Railway.	Senior Inspector, T. A. O.'s Office, Railway Board.	500
15. Mr. Y. Ahmad	Combustion Engineer	700	B. Sc. Met. Graduate from Tech. Institute tired 14 years' practical experience in Fuel Economy-Tatas.	C. E. Under War Trans. Department.	700
16. Mr. S. Moizuddin	Ditto	700	B. Sc. Met. Graduate from Tech. Institute tired 8 years' practical experience in Fuel Economy-Tatas.	C. E. under War Trans. Department.	700
17. Mr. Bedrick Kubanek	Chief Combustion Engineer	1,500	Experience with TISCO and the Coal Blending Sub-Committee of Fuel Research Organisation.	TISCO	1,300
18. Mr. W. Wallace	Regional Coal Controller (Distribution), Bengal/Bihar Dhanbad.	2,250	Retired Officer of the State Rlys. Coal Department.	Lent to War Department by Rly. Dept. and was in charge of the Head Quarters No. 2, Army Workshops Group, Calcutta.	2,155

NOTE.—This statement relates to the position as on the 1st February 1945. Officers drawing less than Rs. 500 are excluded.

Information promised in reply to parts (a) and (b) of starred question No. 107 asked by Sardar Sant Singh, on the 6th November 1944.

SIKH REPRESENTATION IN HIGHER POSTS OF THE SUPPLY DEPARTMENT.

Information compiled upto 1st November 1944 (inclusive)

Part (a). Number of posts held by various communities

Community to which incumbents belong	Rs. 500 to Rs. 750	Rs. 750 to Rs. 1,000	Rs. 1,000 to Rs. 1,500	Rs. 1,500 to Rs. 2,000	Rs. 2,000 and above	Remarks
Europeans	416	170	238	119	68	
Anglo-Indians	45	9	8	..	1	
Christians	25	4	1	3		
Muslims	91	16	11	6	3	
Hindus	346	72	43	16	11	
Sikhs	17	5	3	..	..
Total	940	276	304	144	83	

Part (b). Number of posts created and filled in the following manner from 4th August, 1943 to 1st November, 1944 (inclusive).

	Rs. 500 to Rs. 750	Rs. 750 to Rs. 1,000	Rs. 1,000 to Rs. 1,500	Rs. 1,500 to Rs. 2,000	Rs. 2,000 and above	Remarks
1. Created	180	80	78	38	28	
2. Filled by promotions	83	16	16	6	5	
3. Filled by promotion of Sikhs in the Department.	3	..	..	..	..
4. Filled by recruiting Sikhs from outside.	5	1	1	..	..

Information promised in reply to part (e) of starred question No 285, asked by Mr. Manu Subedar on the 13th November, 1944

RADIO LICENCES AND RADIOS IMPORTED UNDER LEND-LEASE

Statement showing the percentages of the total programme time devoted to War reviews news, relays etc., at A. I. R. Stations for the period April to September, 1944

Name of A. I. R. Stations	*News (which includes both local news and B. B. C. news, relay)	War reviews and topics (which include talks, plays and features, etc. connected with war).	Relays and discourses relating to war from other countries
1	2	3	4
Delhi	16.6	4.2	.3
Bombay	20.9	4.2	.8
Calcutta	13.4	9.0	.7
Madras	17.5	5.9	.3
Lahore	21.0	5.9	.5
Lucknow	20.9	4.2	.5
Trichinopoly	20.6	8.4	1.0
Dacca	17.1	8.2	.9
Peshawar	27.0	7.6	.3
Additional South Indian Service.	14.2	4.9	.1

*NOTE.—Column 2 gives the percentage of the total programme time devoted to News—War and non-war. The time and labour involved in separating War and non-war news would not be commensurate with the result achieved. Broadly speaking, however, in the present emergency, it is only natural that news relating to war should predominate in all news broadcast.

Information promised in reply to starred question No. 303, asked by Sir Abdul Halim Ghuznavi, on the 13th November, 1944.

LEND LEASE AGREEMENT WITH CANADA

7 GEORGE VI

CHAPTER 17

An Act for granting to His Majesty aid for the purpose of making available Canadian War Supplies to the United Nations.

(Assented to 20th May, 1943)

Preamble.—Whereas Canada, in association with other nations, is at war with Germany, Italy, Japan and their associates; and whereas it is essential to the defence and security of Canada and to the cause of world freedom that Canada should make the utmost contribution to the victory of the United Nations; and whereas it is necessary that the products of Canadian war industry be made available not only for use by Canadian forces, but also to other United Nations, in accordance with strategic needs, in such manner as to contribute most effectively to the winning of the war; and whereas it is expedient that the conditions upon which Canadian war supplies are made available to other United Nations should not be such as to burden postwar commerce or lead to the imposition of trade restrictions or otherwise prejudice a just and enduring peace: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. *Short Title.*—This Act may be cited as The War Appropriation (United Nations Mutual Aid) Act, 1943.

2. *Definitions.*—In this Act and in any regulation made thereunder, unless the context otherwise requires:

(a) “Board”.—“Board” means the Canadian Mutual Aid Board constituted by section three of this act;

(b) “Regulation”.—“Regulation” means a regulation made under the authority of section six of this act;

(c) “United Nations”.—United Nations” means the signatories to the Declaration by United Nations, done at Washington on the first day of January, one thousand nine hundred and forty two, and includes any other nation or authority which may be designated by the Governor in Council as being associated with Canada in the prosecution of the present war;

(d) “War Supplies”.—“War Supplies” means:—

(i) any weapon, munition, aircraft or ship;

(ii) any machinery, facility, tool, material or supply necessary for the manufacture, production and processing repair, servicing or operation of any article described in this paragraph;

(iii) any component material or part of or equipment for any article described in this paragraph;

(iv) any agricultural product; and

(v) such other commodities, articles or services as may from time to time be designated by the Governor in Council as essential to the conduct of the war or to the relief and maintenance of any United Nation.

(3) (1) *Canadian Mutual Aid Board.*—There shall be a Board to be called the Canadian Mutual Aid Board consisting of the Minister of Munitions and Supply, the Minister of National Defence, the Minister of Finance, the Minister of Agriculture and the Minister of Justice, acting as a committee of the King’s Privy Council for Canada, which shall be charged with the administration of this Act.

(2) *Chairman.*—The Minister of Munitions and Supply shall be the chairman of the Board.

(3) *Officers, Clerks and employees.*—The Board, with the approval of the Governor in Council, may appoint and fix the remuneration of such officers, clerks and other employees as are necessary for the proper conduct of its business and for that purpose may require the services of any department or agency, or of any officer or employee of any department or agency, of the Government of Canada.

4. (1) *Board may make war supplies available to the United Nations.*—The Board may on behalf of His Majesty, in accordance with the strategic needs of the war, contribute, exchange, deliver, transfer title to or possession of or otherwise make available war supplies to any of the United Nations other than Canada and for that purpose or as incidental thereto may cause to be purchased or otherwise acquired or procured war supplies in Canada through the agency of the Minister of Munitions and Supply or any other agency of His Majesty and, subject to the provisions of section five of this Act, may provide or make available the funds required to pay expenditures incurred in carrying out the purposes described herein.

(2) *Consideration terms and conditions to be approved by the Governor in Council.*—It shall be good and sufficient consideration for making war supplies available to any of the United Nations hereunder that the said war supplies are to be used in the joint and effective prosecution of the war, but no war supplies shall be so made available to any of the United Nations except upon terms and conditions approved by the Governor in Council or by regulations, and the Governor in Council may require, in respect of specific classes of supplies or any specific transfer of supplies under sub-section one of this section, such payment or repayment in kind or property or such reciprocal action or provision of supplies or such other direct or indirect benefit as the Governor in Council deems appropriate.

5. (\$1,000,000,000) may be paid out of the C. R. F.—There may be paid out of the Consolidated Revenue Fund, for the purposes of this Act, a sum or sums not exceeding one thousand million dollars (\$1,000,000,000) exclusive of any sums paid for war supplies for which payment shall be made in cash by any of the United Nations to which such supplies shall be made available hereunder.

6. *Regulations.*—The Governor in Council, may on the recommendation of the Board, making regulations for the purposes of carrying out the objects of this Act, according to its true intent and purpose, and, in particular, but without limiting the generality of the foregoing, may make regulations :

(a) prescribing the terms and conditions under which war supplies may be made available to any of the United Nations;

(b) prescribing the procedure to be followed by the Board in carrying out its duties under this Act;

(c) prescribing rules to determine the value of war supplies.

7. (1) *Loan Authorised 1931, C. 27.*—The Governor in Council may, in addition to the sums now remaining unborrowed and negotiable of the loans authorised by Parliament by any Act heretofore passed, raise by way of loan, under the provisions of the *Consolidated Revenue and Audit Act 1931*, by the issue and sale or pledge of securities of Canada in such form for such separate sums, at such rate of interest and upon such other terms and conditions as the Governor in Council may approve, such sum or sums of money, not exceeding in the aggregate the sum of one thousand million dollars (\$1,000,000,000) as may be required for the purposes of this Act.

(2) *Charge upon Consolidated Revenue Fund.*—The principal raised by way of loan under this Act and the interest thereon shall be charged upon and payable out of the Consolidated Revenue Fund.

8. *Annual report to Parliament proviso.*—As soon as practicable after the close of each fiscal year, the Board shall prepare and lay before Parliament a report of operations under this Act: Provided that such report shall not contain any information the disclosure of which would, in the opinion of the Governor in Council, be prejudicial to the Security of Canada or of any other United Nation.

Agreement between the Governments of India and Canada on the principles applying to the provision by Canada of Canadian War Supplies to India under the war appropriation (United Nations Mutual Aid) acts of Canada 1943 and 1944.

Whereas India and Canada are associated in the present war, and

Whereas it is desirable that war supplies should be distributed among the United Nations in accordance with strategic needs of the war and in such manner as to contribute most effectively to the winning of the war and the establishment of peace, and

Whereas it is expedient that the conditions upon which such war supplies are made available by one United Nation to another should not be such as to burden post-war commerce, or lead to the imposition of trade restrictions or otherwise prejudice a just and enduring peace, and

Whereas the Governments of India and Canada are mutually desirous of concluding an agreement in regard to the conditions upon which Canadian War supplies will be made available to India,

The Undersigned, being duly authorized by their respective Governments for the purpose, have agreed as follows :—

Article I

The Government of Canada will make available under the War Appropriation (United Nations Mutual Aid) Acts of Canada, 1943 and 1944, to the Government of India such war supplies as the Government of Canada shall authorize from time to time to be provided.

Article II

The Government of India will continue to contribute to the defence of Canada and the strengthening thereof and will provide such articles, services, facilities, or information as it may be in a position to supply and as may from time to time be determined by common agreement in the light of the development of the war.

Article III

The Government of India will, in support of any applications to the Government of Canada for the provision of war supplies under this agreement furnish the Government of Canada with such relevant information as the Government of Canada may require for the purpose of deciding upon the applications and for executing the purposes of this agreement.

Article IV

The Government of India agrees to use any war supplies delivered to it under this agreement in the joint and effective prosecution of the war.

Article V

The Government of India will not without the consent of the Government of Canada still to any other Government or to persons in other countries war supplies delivered to it under this agreement.

Article VI

The Government of Canada will not require the Government of India to re-deliver to the Government of Canada any war supplies delivered under this agreement except as specifically provided in Articles VII and VIII and subject to any special agreement which may be concluded in the circumstances contemplated in Article IX.

Article VII

Title to any cargo ships delivered under this agreement will remain with the Government of Canada and the ships shall be chartered to the Government of India on terms providing for their re-delivery.

Article VIII

Upon the cessation of hostilities in any major theatre of war, any war supplies which have been transferred to the Government of India under this agreement and are still in Canada or in ocean transit shall revert to Canadian ownership, except those supplies destined for a theatre of war in which hostilities have not ceased or supplies made available for relief purposes or such other supplies as the Government of Canada may specify.

Article IX

The Government of Canada reserves the right to request :

(a) the delivery, after the cessation of hostilities in any theatre of war, for relief and rehabilitation purposes, to another United Nation or to an international organisation of automotive equipment supplied under this agreement;

(b) the transfer to Canadian forces serving outside Canada after the cessation of hostilities of vehicles, aircraft, ordnance or military equipment supplied under this agreement to the Government of India if such war supplies are required for the use of such Canadian forces and are not required by the Government of India for Military operations; and

(c) the return to Canada after the war, if required in Canada for Canadian purposes, of aircraft and automotive equipment supplied under this agreement which may still be serviceable, due regard being had to the degree of wastage likely to have been suffered by these articles provided that when the identity of such Canadian equipment has been lost as a result of pooling arrangements or for other reasons, the Government of India may substitute equipment of a similar type.

The Government of India agrees to use its best endeavours to meet any such requests on such reasonable terms and conditions as shall be settled in consultation with the Government of Canada.

Article X

The Governments of India and Canada re-affirm their desire to promote mutually advantageous economic relations between their countries and throughout the world. They declare that their guiding purposes include the adoption of measures designed to promote employment, the production and consumption of goods, and the expansion of commerce through appropriate international agreements on commercial policy, with the object of contributing to the attainment of all the economic objectives set forth in the Declaration of August 14th, 1941, known as the Atlantic Charter.

Article XI

This agreement will take effect from this day's date. It shall apply to war supplies furnished to the Government of India by the Government of Canada under the authority of the War Appropriation (United Nations Mutual Aid) Acts of Canada 1943 and 1944, or substituted Act, including supplies furnished under the said Acts before the conclusion of this agreement. It shall continue in force until a date to be agreed upon by the two Governments.

Dated at Ottawa, this _____ day of August, nineteen hundred and forty four.

Signed for and on behalf of the Government of India

Signed for and on behalf of the Government of Canada.

PRESS NOTE*Indo-Canadian Mutual Aid Agreement*

New Delhi, November 27, 1944.

It is announced that a Mutual Aid Agreement has been concluded between Canada and India. The Agreement was signed in Ottawa by Sir Girja Shankar Bajpai, Agent General for India in the U. S. A. on behalf of the Government of India, and by the Prime Minister Mr. Mackenzie King and the Hon'ble Mr. G. D. Howe on behalf of the Government of Canada.

The Agreement is identical in its contents with previous Mutual Aid Agreements concluded by Canada with the Governments of the United Kingdom, Australia and New Zealand, the Provisional Government of the French Republic, and the Soviet and Chinese Governments.

A large part of the supplies of motor transport required for the Indian Army is being furnished by Canada and it is expected that the war supplies to be furnished to the Government of India in accordance with this Mutual Aid Agreement will consist of automotive equipment (i.e., motor vehicles and material connected therewith), for the military forces in India.

Information promised in reply to Unstarred Question No. 63, asked by Mr. G. Rangiah Naidu, on the 14th November, 1944

CHECKING AND AUDITING OF ACCOUNTS OF SHAHDARA (DELHI) SAHARANPUR LIGHT RAILWAY

(a), (b) and (d). The accounts of the Shahdara (Delhi)*Saharanpur Light Railway for the years 1938 and 1943, were audited by a private firm of Registered Accountants and Auditors, Messrs. Lovelock & Lewes, Chartered Accountants. A check over accounts connected with local and foreign traffic was also being conducted by the Financial Adviser and Chief Accounts Officer, East Indian Railway on an agreed payment up till 1st July 1943, in accordance with an old agreement, dated 1908, between the Shahdara Saharanpur Light Railway Company and the East Indian Railway Company. The Central Government are entitled to a 50 percent share in the surplus profits in excess of 4 percent after setting aside such reasonable sum as the Directors may deem proper to carry forward. The Financial Adviser and Chief Accounts Officer, is responsible for a limited test-audit of the accounts of this Railway. The staff of the Auditor General of India exercise a general scrutiny of the test-audit conducted by Financial Adviser and Chief Accounts Officer, East Indian Railway. This scrutiny did not reveal any irregularities for the year ending March, 1943.

(c) The station accounts were audited in 1943 by two Travelling Inspectors of Accounts of the East Indian Railway—one junior and the other senior. The former is a qualified Accountant having passed departmental examinations while the latter is an ex-company employee with 7 years' service as Senior Inspector.

Information promised in reply to parts (a) and (b) of Starred Question No. 478, asked by K. C. Neogy, on the 16th November, 1944

UTILIZATION FOR INDUSTRIAL PURPOSES OF SALT MANUFACTURED IN BENGAL COASTAL AREAS BY CERTAIN CALCUTTA FIRMS

(a) Yes. The reply to the latter part is also in the affirmative but whatever difficulties were experienced at the time when the rationing of salt was first introduced in Bengal, have since been overcome.

(b) Yes, but the prosecution in question was subsequently withdrawn under orders of the provincial authorities concerned.

Information promised in reply to Starred Question No. 641, asked by Mr. Sami Vencatachelum Chetty, on the 21st November 1944

DISMISSALS OF VICEROY'S COMMISSIONED OFFICERS, ETC., ON ACTIVE SERVICE

The Commander-in-Chief, in exercise of the powers conferred on him under Section 13 of the Indian Army Act, has dismissed 11 V.C.Os. from service since the commencement of the present hostilities.

Information promised in reply to parts (e) and (f) of Starred Question No. 692, asked by Mr. Sri Prakasa, on the 21st November, 1944

SECURITY AND CIVIL DISOBEDIENCE PRISONERS

Of the persons undergoing detention on 21st November 1944, under the orders of Chief Commissioners, the families of 2 security prisoners both belonging to Delhi, were in receipt of a maintenance allowance. The amounts were Rs. 30 p.m. and Rs. 50 p.m. respectively.

THE RAILWAY BUDGET—LIST OF DEMANDS—Concl'd.

Demand No. 1—Railway Board—Concl'd.

Mr. President (The Honourable Sir Abdur Rahim): The cut motions given notice of by unattached Members will be taken up. Mr. Anthony has not come.

Hours of work for Railway Staff.

Mr. N. M. Joshi (Nominated Non-Official): I shall move my cut motion. That cut is to discuss the question of hours of work for railway staff:

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

Sir, as stated in the notice of the cut motion, I want the question of hours of work of the railwaymen in India to be discussed, and suggest to the Government of India that the hours of work of the railwaymen be now reduced. I have several times stated during the discussion of this year's budget that at present there is great physical strain on the energies of the railway men. Their work has increased, and on the whole they have to put in greater exertion. It is not only so during the war period, but has been so even in ordinary times.

[Mr. N. M. Joshi.]

when they have had to work very hard, in any case much harder than railway men in other countries. In India the hours of work for all classes of railway employees are not regulated by legislation. The hours of work of those Railway employees who work in factories are regulated by the Factories Act. As regards other railway employees the hours of work of certain class of railwaymen only, i.e., those whose work is concerned continuously by the Railway Board are regulated. Even in the case of people who do continuous work, such as the running staff, and although their work is continuous their hours are not yet regulated, the hours of work of those people whom the Railway Board considers to be working intermittently are not regulated. So in the first place a large number of railwaymen are excluded from regulation of their hours of work. Moreover, what regulation exists now is out of date. Those railwaymen in India whose hours of work are regulated by State have to put in 60 hours of work in a week, i.e., ten hours a day. Now, that is longer than even the hours of work done in factories. I therefore think that the Government of India should review this question of hours of duty of railwaymen and reduce the hours to not more than 8 hours a day. My proposal today to the Railway Board is that no railwayman should be asked to do more than 8 hours of work in a day. Sir, for a number of years railwaymen in Great Britain have not to work more than 8 hours a day, and in America the hours of work are still less. I therefore feel that the Government of India should immediately take up this question of hours of work. The hours of work which some railwaymen have to do are too long. I have stated that in the case of some railwaymen the hours of work are 60 a week, but there are a large number of railwaymen who have still to work 12 hours a day. There are people who constantly from year to year work at night for twelve hours. Take for instance the class of Assistant Station Masters in a small station. Both the Station Master and Assistant Station Master have to do twelve hours duty, but the Senior Station Master or the main Station Master does duty by the day, so that he at least sleeps by night, but the Assistant Station Masters from year end to year end, for ten or fifteen years have to work every night, the whole of the night. The man does not get undisturbed sleep at night even for 15 years until he becomes the Station Master. When he becomes the Station Master, then he can sleep at night, although during the day he is not free to do any other work. The Railway Board's argument is that they do intermittent work. The Assistant Station Master, I think, according to the view of the Railway Board, can sleep at night. But if the Assistant Station Master sleeps at night, he does so at the cost of accidents to the public. Therefore it is wrong, in my judgment, for an Assistant Station Master to sleep at night. As a matter of fact, very few can sleep in that disturbed atmosphere of a railway station. I therefore feel that the time has come when the Government of India should act as a civilised government should do and reduce the hours of work for all railwaymen to eight hours a day. No railwayman should be asked to work for more than eight hours a day. There is no doubt that the Government of India, if they take up this reforms will have to employ more staff, that means it will cost more to the Government of India.

The Honourable Sir Edward Benthall (Member for Railways and War Transport): Increase the fares.

Mr. N. M. Joshi: Whether that cost should come by increasing the fares or by any other method, I do not propose to discuss today. That question, I am prepared to discuss with the Government of India on some other occasion. But today, I can say this that the Government of India have got a large surplus. The question of increasing the fares does not arise. If proper allocation is made, then certainly they have enough money. The Government of India are also putting money into the railway reserve. But what is the use of railway reserve fund, if it is not intended to introduce reforms of this kind. Is the railway reserve fund only intended for some other cause and not for the purpose of doing justice to your employees. I say that one of the objects of the railway

reserve fund is that if the Government of India want to undertake certain reforms, they should be able to do so. I have no doubt that the reforms will cost the Government of India something. But if that reform can ever be effected, this is the best time when Railway finances are prosperous. There is surplus and if the Government of India have to spend more money, they have enough money now. I therefore suggest that the Government of India, as an act of justice to their employees, as an act of humanity, should immediately undertake this reform. I hope, Sir, that the Government of India will give their sympathetic consideration to the question which I have placed before them and I hope, Sir, that the Legislative Assembly will also give me the necessary support because the question is of great importance and if it is going to cost the Railways something then the best thing is that when the Railways are prosperous they should undertake this reform. I hope that the House also will support me.

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

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

Prof. N. G. Ranga (Guntur cum Nellore: Non-Muhammadan Rural):

Mr. President, I fail to understand the attitude of the Honourable Member for War Transport when he says that if he were to reduce suitably hours of labour for railway staff, he may have to increase the fares. This is a very queer attitude on the part of the Government of India. I should like to remind him of the fact that while his working expenses have gone up only by 100 per cent. his income has gone up by 200 per cent. He is getting three times what he was getting in pre-war years, whereas his working expenses have gone up only by 100 per cent.

The Honourable Sir Edward Benthall: The Honourable Member's facts are not correct.

Prof. N. G. Ranga: I will refer the Honourable Member to the Explanatory Memorandum. As my Honourable friend Mr. Joshi already pointed out, the railways have earned a surplus and they can certainly afford to spare a portion of this surplus in order to reduce the number of hours of work for railway staff and thus increase the staff and thus assure for themselves a more satisfied and satisfactory railway staff than they have today. At present the railway staff are expected to work continuously. The Assistant Station Masters are specially obliged to invoke the aid of their booking clerks because they are not able to cope with the work, and especially during war time their responsibility has grown much greater. What happens in a factory when any accident takes place? The worker is not liable to be punished. If he loses any of his limbs, he is entitled to workmen's compensation. But on the other hand if a railway accident takes place, the railway staff is liable to be produced before a court of law and liable to be punished and sent to jail, not to mention even worse punishments. Railway accidents do take place and they are very serious matters. The public is concerned in it. The public do not want these accidents to take place. How can anybody assure himself that railway accidents do not take place as a result of over-work of the railway employees so long as these railway employees are expected to work continuously for twelve hours and that too at nights. It always happens that a large number of railway staff are expected to work only during nights for months and months and therefore it is not possible for them to cope with the work and to discharge their responsibilities satisfactorily. It is therefore necessary to reduce the hours of labour and even eight hours a day for certain sections of railway labour is really too long a period and eight hours of labour is about the maximum that the railway authorities can expect from railway employees. If Government are not prepared to accede to this request, it only shows that the Government are not very particular about the railway accidents that take place in different parts of the country. Sir, the working expenses will certainly go up if hours of labour are to be reduced, but that is no reason why the hours of labour should be maintained at the high level at which they prevail in this country. As my Honourable friend Mr. Joshi has put it, in various other countries, the hours of work

[Prof. N. G. Ranga]

for railway labour are much lower. I therefore think there is a very strong case indeed for the Government to take immediate action in reducing the hours of labour. They cannot plead the excuse of war time and therefore they cannot get the necessary staff. I can assure the Government that there is plenty of skilled labour available in this country to take up this responsibility if only Government were to make up their mind to reduce the hours of labour and invite applications for these various posts. Sir, I support the motion.

Mr. Muhammad Nauman (Patna and Chota Nagpur cum Orissa: Muhammadan): Sir, while supporting the principle which has been enunciated by the Honourable the Mover of this motion, I should like to impress on the House that particularly the Muslim employees have a very different tale to tell to this House. In the different workshops on the railways at Jamalpur, Lillooah, Lucknow and other places, the Muslims are not allowed to offer their Jumma Prayers because they are not allowed the usual time of 1½ hours to 2 hours necessary for the same. When I say, they are not allowed, I mean to convey that this period, if availed of by a Muslim employee, is deducted against his leave hours. Therefore, if they are permitted to go for prayers, that particular hour is written down against their leave hours. It is nothing less than a tragedy that people should not be allowed even leave to pray at the proper time. We put questions on that year before last and also last year, but nothing has been done so far. In Jamalpur I was told recently that Muslim apprentices are not given leave even for Juma prayers; not only that, but leave is not given even for *Id* and *Bakr-Id* prayers, unless a special application is put in, and the leave may be granted to a few and refused to others. It is a peculiar position in Jamalpur; in other places also it may be the same, although I have no personal knowledge.

As regards the hours of work for railwaymen I must say that the categories of railwaymen have to be described. Those whose work involves strenuous, physical labour should not work for more than eight hours, and that is the case in other parts of the world. When you are making a general rule you should define the different categories because the hours of work for a clerk in the office cannot be the same as those of a guard, or station master or the checking staff, who have to do strenuous duties and have to be on the alert all the time. If you do not do that there are sure to be accidents because of sheer physical inability on their part to do their duty properly. I do not think a huge amount of money will be required if this suggestion is carried out because inquiry will show that people who have to do these strenuous duties are not in a big majority. That is the point of view that I want to stress. I have placed the viewpoint of the Muslims, that there is no leave for Juma prayers and for Muslim festivals which are few in number as compared to the religious festivals of other communities, for which leave is sanctioned. Not only that, but there are also vacations which are perhaps ten times more than the Muslims can claim. Sir, I support the motion.

Mr. Frank R. Anthony (Nominated Non-Official): Sir, in rising to support this motion I fully endorse the views that have been expressed by my Honourable friend Mr. Joshi. As I have repeatedly explained, I appreciate the tremendous and unprecedented strain under which the railways have had to work and are continuing to work. I appreciate that they have carried and are carrying an unprecedented load of passenger and goods traffic. But it is your railwaymen and more specially the running staff on the railways who have enabled you to meet this unprecedented strain. Their response in enabling you to meet the unusual situation created by the war has imposed a duty on the Railway Administration, on the General Managers and on the officers under them to treat the running staff particularly with added consideration. But what do we find in actual practice? As I have emphasised and iterated and reiterated, your railwayman is prepared to work and is prepared to give you willingly extra hours of work, is prepared to answer your needs for over-work; but he is not prepared to be terrorised as he is being terrorised

into working extra hours today. There is burning resentment, particularly among the running staff of some of the railways—in the G. I. P. and E. I. R., for instance—against this tendency of driving men beyond the limits of human endurance. I should like to know whether there is any recognised policy or any rule prescribing the limits to which these men may be compelled to work. As far as I am aware, there is some vague rule requiring that a man should work up to 12 hours per day; but I may state emphatically that this rule is honoured much more in the breach than in the observance. It is being bitterly resented. I brought a case to the notice of the War Transport Member and Col. Wagstaff of a man who had worked for 12 or 13 hours and had reached the limits of physical exhaustion. He sent a memo. to the Controller saying, "I am in such a physical condition that I cannot guarantee to take this train through safely. Will you give me an indemnity chit?" The Controller said, "I cannot give you an indemnity chit". He signed off rest after working for more than 12 hours. What do you do? You charge-sheet him, and you remove him by a dishonest and cowardly device. You remove him for repeated minor offences, because he signed rest after having worked for more than 12 hours. The railway knew that they did not have a leg to stand upon in respect of the alleged offence of signing rest. They raked up his past record and alleged repeated minor offences and removed him summarily from service. This is what is happening. You compel men to work for more than 12 hours; if they sign rest you do not charge-sheet them for having refused to work more than 12 hours; you charge-sheet them for alleged minor offences.—one of the most monstrous provisions in the Indian State Railways Establishment Code. If a man refuses to work beyond the limits of human endurance you will not charge-sheet him for refusing to work extremely long hours; you get hold of him and say, "Here you are, 10 years ago you were fined ten rupees, 15 years ago you were fined 15 rupees", etc. If a railwayman's record is examined you are sure to find minor offences, for there is a tendency on the railways to fine for the most paltry matters. Under this provision you get hold of him and you remove him—not dismiss him—for alleged repeated minor offences. I have got a letter with me here written to me by a railwayman. I feel very strongly in this matter because I am inundated with cases of overwork. Men are complaining repeatedly that they are being driven to work for more than 10 to 20, 30 hours at a stretch. Here is a letter from a railwayman which speaks for itself and speaks eloquently:

"A driver's working hours on the East Indian Railway is never less than a minimum of 14 hours. His average working hours are never less than 20-24 hours. This can easily be proved by sending for any dozen Joint Train Journals. I know men who have worked 30-36 hours at a stretch, had 12 hours' rest and were booked out again. Can you expect these men to be eternally vigilant, sleepless and untired? They are worked to the borderline of exhaustion and then if lead plugs are dropped they are to be dismissed summarily."

In reply to my remarks on the railway Budget speech the Honourable Member said that my reference to summary dismissal in respect of dropping lead plugs was perhaps wrong. I have brought that circular with me. These things are not being done by the War Transport Member; I feel that he is perhaps the most sympathetic of all railway officials. It is not even done by the General Managers, but by the lower cadre of officials, your Divisional Superintendents and your Divisional Engineers. It is these people who fancy themselves in the role of little Hitlers and believe they can drive their men. Here is that circular to which I referred and which the Honourable Member said did not perhaps exist. It is under the signature of the Chief Mechanical Engineer—R. Bonar:

"It is with great reluctance therefore that the following orders are issued:—

(1) The Driver of any engine which drops its lead plugs will be removed from the service immediately, and no appeal will be considered."

That was my point.

The Honourable Sir Edward Benthall: I said in answer to the Honourable Member that if that circular existed, of which I was not aware, it was wrong, and I would see that it was withdrawn. In fact, it has been withdrawn.

Mr. Frank R. Anthony: It has been suggested that I had misquoted it and in fact it did not exist. I am sorry that I have had to speak with such feeling on the subject, but when men come to me and there are no signs of any redress, I am obliged to do so. As I have said, they are prepared to make sacrifices, but I would appeal to the Honourable the War Transport Member to lay down some uniform policy—say, even 12 hours work a day. My Honourable friend Mr. Joshi suggested an 8 hour day; my Honourable friend Mr. Nauman said that these people are doing the most strenuous type of work and they should not be asked to work for more than 8 hours a day. I do not even make that plea. I say, have some uniform policy and prescribe that a man cannot be compelled to work for more than twelve hours, and that he has an absolute right to sign off and if he signs off he will not be victimized for it. Don't charge him for signing off and don't remove him from service for alleged repeated minor offences.

I would also ask you to accord some recognition to the men who have uniformly undertaken to work long and extra hours of work. Take your drivers on the goods trains of the G. I. P. Through no fault of their own it takes them probably three times as long as it took them in pre-war days to cover the same journey not through any fault of their own but owing to the conditions created by the war. For instance, where they took 8 hours to perform a journey of a 100 miles, they now take 24 hours. The G. I. P. Railway in spite of representations from me, has refused overtime on the basis of the hours worked. I have asked that so long as these emergent conditions continue that you should give them overtime not on the basis of the mileage they cover but on the basis of the number of hours they work. If they are required to work 24 hours and can only through no fault of their own take their trains a hundred miles, surely it is not asking too much to ask you to give them over time for 24 hours, i.e., three times the overtime that they were earning before the war.

I will conclude my remarks by asking the Honourable the War Transport Member to consider what I have said. Believe me when I tell you that this question of overwork and under-rest is a very burning question on every Railway in India today. If you treat it with the sympathy that it deserves, you will attract, as I have said, the increasing co-operation and work of your men,—surely that is your intention,—but if you allow your subordinate officials to run amuck and to attempt to drive these men into working beyond, as I have said, the possibilities of human endurance, then you will only be undermining the efficiency of the Railways.

Col. H. W. Wagstaff (Government of India: Nominated Official): Sir, during war conditions practically every Government servant has had to work longer hours. At any rate, on the Railways that has been the case and it is not confined to subordinate and low-paid men at stations and on the line, but it extends throughout to the very top. We know what an enormous increase in traffic there has been and although a large number of additional employees have been engaged, yet with the best will in the world it is impossible to avoid long hours and in some cases definite overwork in the case of the officers as in the case of the men.

I agree with my Honourable friend, Mr. Anthony, in his concern over a particular type of staff and that is running staff. It is true that they have not so far been brought within the scope of the hours of employment regulations. Even in peacetime the precise regulation of the hours of running staff are difficult. This difficulty was found in the highly organised countries of the West in implementing the Washington and Geneva Conventions. It is not a condition which is peculiar to India. Not only this, as running staff are paid partly in the form of basic wages and partly either on a mileage or a time basis, sudden restriction on hours would affect their emoluments. Before the war perhaps the need for protection was not felt and it is admitted that running staff, above all other railway staff, have had to work longer hours during the

war. We have discussed this question with the All-India Railwaymen's Federation on several occasions and they have the definite undertaking that this question of the running staff will be taken up after the war. In fact the question is in hand now. Such restrictions must naturally be mixed up with the method of payment, because, as I said, if you restricted the hours suddenly, a lot of the men would lose in total emoluments and therefore the question of running allowances both from the point of view of work and from the point of view of men is actually being investigated at this moment, as part of a general post-war review which will include running staff within the scope of the hours of employment regulations. Other types of staff which so far have had less than the maximum benefits under the regulations in regard to period of rest are the permanent way staff. This again was discussed with the All-India Railwaymen's Federation and orders are now issuing bringing this staff into line with other continuous workers in regard to the weekly rest. It was not an easy matter in regard to permanent way staff who are spread along the line. Very often they were given two or three consecutive days in the month in order to allow them to go to their homes and the co-ordination of that system with the ordinary system of the weekly rest was not easy. However, they are now being brought into line with the other continuous workers. Therefore the running staff are going to be provided for. Orders giving permanent way staff more protection in regard to the weekly rest are about to issue and the question of the running allowances, which I know is exercising the mind of my Honourable friend, Mr. Anthony, will also be looked into.

As regards the very long hours which he quoted, the Railway Board have for at least 2½ years been impressing upon Administrations, and we know that Administrations have done their very best, to recruit and train additional men and of course provide the additional quarters, because changes in the density of traffic has necessitated an entire change in the location of running staff. On most of the larger railways they have organised training centres which were not necessary before the war in order to hasten the training of running staff, and I can assure the House that everything possible has been done in regard to this particular type of staff which we know have had to work abnormally long hours during the war. However, Sir, as I have told the House, questions relating to not only the running staff but the P-way staff and the running allowances are being actively considered and in view of this, I hope, the Honourable the Mover of this motion will withdraw it.

Dr. Sir Zia Uddin Ahmad (United Provinces Southern Divisions. Muhammadan Rural): Sir, I have great sympathy for the motion just moved by my friend, Mr. Joshi, and I also appreciate the arguments of Colonel Wagstaff about the war conditions and I agree that during war time one has to work little harder than he would do in peace time. But if you ask people to work harder, you should also realise that the war has produced a special economic condition and the purchasing power of the rupee has gone down. So if you want the men to work longer hours, you should pay them higher wages for overtime work. If the staff is paid by mileage and they do longer hours of work, you pay them more. If you deal with staff whose income is fixed and whose travelling allowance is fixed and you ask them to do longer hours of work then you ought to pay them overtime allowance. From your point of view I appreciate that they ought to do higher services and from the point of view of the workmen they ought to be better paid because that would be an indirect way of dearness allowance and they could have more income to make two ends meet.

We have got the Railway workmen's Welfare Officer just now under the Labour Department. I think it is his duty to see that if labour is required to do work more than the minimum prescribed then those people ought to be paid the overtime allowance and this really ought to be addressed not so much to the Railway Member but to the Labour Member. It was his business to see to the welfare of labour employed by railways. It is a general matter.

As regards the one point raised by Mr. Anthony on the question of appeal, I have been pressing it for many years that the Railway Board and the

[Dr. Sir Zia Uddin Ahmad]

General Managers' office ought to employ special officers with a judicial mind to look into the question of appeal. The system is very weak. It came out in a particular instance mentioned by Mr. Anthony. I have put a number of questions repeatedly in this regard on the floor of this House and it is desirable now that the Railway Board ought to consider the appointment of a special officer in the Railway Board and one at the office of the General Manager to look into the question of appeal.

I regret that I do not agree with my friend, Mr. Joshi, when he says that we ought to pay all these things from the reserve fund.

Mr. N. M. Joshi: It is not my duty to say how the funds are to be provided. I am pressing my cut motion. How the hours can be reduced and how the money is to be raised, those are not my concern.

Dr. Sir Zia Uddin Ahmad: If you are not pressing then it is all right. But the reserve fund is intended to meet the extra expense during the time of depression. During the time of a boom you accumulate in a reserve fund. The only expenditure permissible is the need to pay for dismantled lines. That is the only thing which ought to come within the purview of the reserve fund and nothing else.

The Honourable Sir Edward Benthall: I do not think I have much to add to the debate after the assurance which Colonel Wagstaff has given. We do look into the points which have been raised by Honourable Members in these debates and look into them very carefully but we are at the present time up against the difficulty of the war and we cannot control the tempo of the war or the congestion of traffic or the number of passengers who travel. In other words we cannot affect war conditions as they impinge upon the workers on the railways.

I think Colonel Wagstaff effectively answered the points raised by the earlier speakers. With regard to Dr. Sir Zia Uddin's remarks, I agree with him that any extra cost caused by alterations to the conditions of workers today should be met out of revenue expenses and not out of the reserve fund and that the reserve fund should be kept as a reserve. As regards his remarks about overtime being paid for extra hours, I think Colonel Wagstaff did adequately explain that that is paid, sometimes on a time basis and sometimes on mileage, and, of course, the fact that the mileage which a man may earn in wartime is affected by the speed with which the traffic runs is a factor which we cannot regulate and a man's earnings may be accordingly affected. But we are constantly looking into these problems and seeing what we can do to alleviate the difficult conditions under which workers are serving and we cannot do more.

The Honourable the Mover has said that he will not withdraw his motion. But I hope the House will recognise that we are doing what we can to meet this difficulty and will not give him their support.

Mr. Muhammad Nauman: May I know whether "Friday Prayers" is also considered as leave as a war expediency?

The Honourable Sir Edward Benthall: That is a condition which exists in war or peace. This is a very delicate subject and what the Honourable Member is really asking for is discrimination in favour of a certain community. I do not wish to debate this on the floor of the House but if there are any serious difficulties which the Honourable Member would like to discuss with me, I should be glad to talk them over with him.

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:

Abdul Basith Choudhury, Dewan.
Abdul Ghani, Maulvi Muhammad.
Abdul Qaiyum, Mr.
Abdullah, Mr. H. M.
Anthony, Mr. Frank R.
Ayyangar, Mr. M. Ananthasayanam.
Azhar Ali, Mr. Muhammad.
Chattopadhyaya, Mr. Amarendra Nath.
Das, Pandit Nilakantha.
Desai, Mr. Bhulabhai J.
Essak Sait, Mr. H. A. Sathar H.
Gauri Shankar Singh, Mr.
Gupta, Mr. K. S.
Hegde, Sri K. B. Jinaraja.
Hosmani, Mr. S. K.
Joshi, Mr. N. M.
Kailash Bihari Lall, Mr.
Krishnamachari, Mr. T. T.
Lahiri Chaudhury, Mr. D. K.
Lakhichand, Mr. Rajmal.
Lalljee, Mr. Hooseinbhoi A.
Maitra, Pandit Lakshmi Kanta.

Mangal Singh, Sardar.
Manu Subedar, Mr.
Misra, Pandit Shambhudayal.
Murtuza Sahib Bahadur, Maulvi Syed.
Nairang, Syed Ghulam Bhik.
Nauman, Mr. Muhammad.
Pande, Mr. Badri Dutt.
Parina Nand, Bhai.
Ram Narayan Singh, Mr.
Ranga, Prof. N. G.
Reddiar, Mr. K. Sitarama.
Sant Singh, Sardar.
Satyanarayana Moorty, Mr. A.
Sham Lal, Lala.
Siddique Ali Khan, Nawab.
Sinha, Mr. Satya Narayan.
Srivastava, Mr. Hari Sharan Prasad.
Subbarayan, Shrimati K. Radha Bai.
Yamin Khan, Sir Muhammad.
Yusuf Abdoola Haroon, Seth.
Zafar Ali Khan, Maulana.

NOES—38

Ahmad Nawaz Khan, Major Nawab Sir.
Ambedkar, The Honourable Dr. B. R.
Benthall, The Honourable Sir Edward.
Bewoor, Sir Gurunath.
Bhagchand Soni, Rai Bahadur, Sir Seth.
Chapman-Mortimer, Mr. T.
Chatterjee, Lt.-Col. Dr. J. C.
Daga, Seth Sunder Lall.
Dalal, Dr. Sir Ratanji Dinshaw.
Dalal, The Honourable Sir Ardeshir.
Dalpat Singh, Sardar Bahadur Captain.
Haider, Khan Bahadur Shamsuddin.
Imam, Mr. Saiyid Haider.
Inskip, Mr. A. C.
Ismaiel Alikhan, Kunwer Hajee.
Jawahar Singh, Sardar Bahadur Sardar Sir.
Kamaluddin Ahmad, Shams-ul-Ulema.
Krishnamoorthy, Mr. E. S. A.
Kushal Pal Singh, Raja Bahadur.
Lawson, Mr. C. P.
Muazzam Sahib Bahadur, Mr. Muhammad.

Mudaliar, The Honourable Dewan Bahadur Sir A. Ramaswami.
Mudie, The Honourable Sir Francis.
Piare Lall Kureel, Mr.
Raisman, The Honourable Sir Jeremy.
Richardson, Sir Henry.
Roy, The Honourable Sir Asoka.
Shahban, Khan Bahadur Mian Ghulam Kadir Muhammad.
Spence, Sir George.
Srivastava, The Honourable Sir Jwala Prasad.
Stokes, Mr. H. G.
Sultan Ahmed, The Honourable Sir.
Thakur Singh, Capt.
Trivedi, Mr. C. M.
Tyson, Mr. G. W.
Tyson, Mr. J. D.
Wagstaff Col. H. W.
Zahid Husain, Mr.

The motion was adopted.

Non-employment of Oriyas on Bengal Nagpur Railway.

Pandit Nilakantha Das (Orissa Division: Non-Muhammadan): I move:
"That the demand under the head 'Railway Board' be reduced by Rs. 100."

My subject is employment of Oriyas in B. N. Railway, or, rather, I should say, want of employment of Oriyas in B. N. Ry. Evidently my proposition is not a communal one. The Railway Board and Railway authorities have got their rules for communal proportions in the services, but Oriyas are not a communal community, they are a territorial community. So I may say my request or demand, whatever you may call it, is a part of our national demand. Our administrative units are and should be territorial and linguistic.

The history which is behind this neglect of Oriyas by the Government of India is a very painful and long one. I need not narrate that history here on this occasion. It might be well-known at least to my friends on Government Benches. B. N. Ry. is the only railway in the Oriya land and Orissa Province. I deliberately use the word Oriya land for the whole land of the Oriyas is not yet entirely under one Provincial Government. So this is the only railway, I was going to say, in that Oriya land and the present Orissa Province. About three-fourths of the main line or perhaps more than half of the railway is in Oriya land. But, if you travel by B. N. Ry., even from catering to ticket checking, not to speak of Engineering and Traffic, you practically find no Oriya in the employment of the Railway.

[Pandit Nilakantha Das.]

I wish to tell you a story. When my old friend Mr. Duncan was the Agent there I had to fight on many occasions for this Oriya cause. Even in catering I had to put up a fight, for the caterer, a non-Oriya, who is traditionally a vegetarian, wanted to make all our catering rooms vegetarian, and we were nowhere. It was very inconvenient, and I had to put up a fight and give evidence before the Agent that Oriyas are a non-vegetarian people, Brahmins and all.

Then once in Cuttack station people came to blows over whether a particular sweatmeat should be called *Balushai* or *Pantua*, and I reported the case in the Advisory Committee. *Balushai* is the name used by non-Oriyas who are in service. Oriyas are nowhere. If you go to ticket checking the same is the case. There is not a single A. T. S. We pressed for Oriyas being taken as A. T. S. Simply to make a show one was taken and after a time he resigned, for he did not like to be in the job as he was a Raja's son or brother. Then I was told that Oriyas do not want to join the Railway. I requested them to keep some Oriya Engineers on the list which was then being prepared. Mr. Hill who was the then Chief Engineer—he has now retired—was very sympathetic and he did everything to enlist one or two Oriyas, but just before the day of interview he retired and he wrote to me, "Your case is quite safe in the hands of the B. N. Railway. I have recommended". But no name came to be accepted. Not that Oriyas are unfit for these things, but for other reasons. I should not tell how things were managed and manipulated on Company railways, but now B. N. R. is a Government Railway, and our Honourable friend Sir Edward Benthall is at the head of it. I believe he was a commoner yesterday, he was travelling with us, of course a commoner not in the sense in which many Indians use it. He may be a rich man, but that does not matter. We have got our rich men too. Our Birlas also fight for the common man. He cannot now say, "I cannot speak for company-managed railways," as B. N. R. is now a state-managed railway.

I can tell you here the history from 1924—Mr. B. Das and myself were members and we are here. We were trying that Oriyas should be employed in B. N. Ry. A circular was issued on the subject in 1926. That circular was issued at the instance of the Centre, and it said that in Kurdha Road, 75 per cent. will be Oriyas among the new recruits in Chakradarpur, Kharagpur and Waltair, there should be 50 per cent. That circular was there. When I came to the House in 1935, I found to my surprise that that circular was not being given effect to. Then I enquired into the matter and the circular could not be traced anywhere in the files of the Bengal Nagpur Railway or even of the Railway Board. It will be seen how the whole thing was manipulated. Then in 1938 it came to 7 per cent. Some more concession was again made in 1939 on account of our continued demand. Then the recruitment promised was ten per cent, but that was not actually given. All this is only for the ministerial staff.

There is again another rule which says that relatives of railway employees should be given preference. This rule is sprung on our face to support the plea that no more Oriyas could be employed, and there are so many other please. I appeal to the Honourable Member for War Transport to look into the matter sympathetically. If he cares to make a careful enquiry, he will find that the grievances of the Oriyas ought to be remedied very soon. Reconstruction is coming, Orissa is a Province, and should the interest of the Province go by default? It is only a consuming Province, it has no industry worth the name. If all the services in the Province are denied to the sons of the soil, then it will be very hard for them. I hope my appeal will be listened to and at this stage I do not think I should say anything more. 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."

Mr. Kailash Bihari Lal (Bhagalpur, Purnea and the Sonthal Parganas: Non-Muhammadian): Sir, I beg to support this motion and the reason for my supporting this motion is more or less the same which was for my opposing

the other day the motion of a communal nature. My Honourable friend Pandit Nilakantha Das has already said that it is not a demand on communal grounds, but that it is a demand on provincial grounds.

Pandit Nilakantha Das: Territorial and linguistic grounds.

Mr. Kailash Bihari Lall: It is for this reason that I take this opportunity of placing before this House my point of view which I always intend to place before this House as well as outside in the country. I have already said that the Government have gone on the wrong track and has given a wrong lead to the country. All over the world nationalism is recognised on territorial grounds and if at all we are to achieve our object in political domain and if we are to come to our own. . . .

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member cannot go into all that. He must confine himself to this Motion, this particular question of employment of Oriyas in B. N. Railways. He cannot move into all sorts of general questions.

Mr. Kailash Bihari Lall: It is practically a question of communal basis *versus* provincial or linguistic basis. The particular question which my Honourable friend Pandit Nilakantha Das put before the House may be true with regard to other Provinces as well. The scope is limited so far as this cut motion is concerned (Interruption) and as my Honourable friend reminds me B. N. R. runs through Bihar also. So, in pointing out that Oriyas should be employed in B. N. R., I hope my Honourable friend means to say that it should be in proportion to the population of Oriyas in the province through which B. N. R. runs or in justice to the claims of Oriyas to which they are entitled. So, similarly to the extent to which B. N. R. runs through Bihar, the people of Bihar are also entitled to a share in the services. The same thing applies to other Railways also. This principle should be adopted in other railways also.

An Honourable Member: B. N. R. runs through C. P. also?

Mr. Kailash Bihari Lall: Yes, whatever province through which a railway runs, then the people of that province are entitled to a share in the services according to their proportion of population which they represent in those areas. It is from that point of view that this thing should be taken into consideration by the authorities. Sir, it is well that my Honourable friend Pandit Nilakantha Das brought forward this motion and that I have thus got an opportunity to set forth my ideas with regard to this question. As I already said the railways have gone on the wrong principle till now and I submit that in the interest of all, this vexed question should be settled by the authorities in the light of the considerations placed before them through this cut motion. With these words, I support the motion.

The Honourable Sir Edward Benthall: Sir, I have the honour of knowing the Province of Orissa quite well, particularly before it became a Province on its own. In fact, on one occasion, I went in search of a man-eater there; it was not Pandit Nilakantha Das. Sir this question which the cut motion raises is really a very big question, it is a question which has been considered many times in the past, it is really a question whether we should recruit on a provincial or territorial basis in addition to our already complicated rules for recruiting on a communal basis.

Prof. N. G. Ranga: Linguistic basis.

The Honourable Sir Edward Benthall: We have from time to time received representations from various Governments, the Governments of Assam, Sind and Bihar and also from various Associations of Oriyas, Sindhis and so on urging us to recruit on a territorial basis. But we have always set our face against this principle and in this House in 1940, the Honourable Member of that day observed that he felt alarmed at the prospect of adding to the difficulties of communal recruitment the further difficulty of recruitment by provinces or divisions. Obviously it is going to introduce another very great complication to our already complicated rules. But, Sir, it is not correct to say that the administration of the B. N. R. in its Company days was unsympathetic. Far from it. I think it is quite true that in the earlier days of that railway as it

[Sir Edward Benthall.]

spread down into Orissa, recruitment was largely from Bengalis rather than from Oriyas and in the south from Madrasis; and that to a certain extent that connection having been once formed was difficult to break because it was a natural tendency to take the relations of existing servants of the railway who had served the railway faithfully rather than to recruit Oriyas. In other words Oriyas did not in the early days of the railway take to railway work and so they were rather left behind at the start. But that was recognised by the railway and from the nineteen-twenties steps were taken by the railway to try and rectify that position in favour of the Oriyas, and by 1929-30 the number of Oriyas employed was 9 per cent. of the total staff of the railway—not 9 per cent. of the staff in the Oriya district of the railway but of the total staff—the total number being 7867. So that the Honourable Member's suggestion that practically no Oriyas are employed on the railway is not correct.

His real trouble, I think, is that they are not employed in the higher grades. The Bengal Nagpur Railway took steps to try to see that that was rectified and they consulted for many years the Oriya Employees' Association and kept a register to make sure that the Oriyas' interests were looked after; and the Railway Board itself raised the matter more than once with the railway and even in my time there have been representations. In the last year or two I myself have been in touch with Ministers of Government in this connection and the trouble of the Oriyas is that they want more places in the officers' grade. All that they require to achieve that is the necessary qualifications and the will to get into the railway service. They will have, I am afraid, under State management to compete in the Federal Public Service Commission examinations just like anybody else; but we have tried to help them and we will go on trying to help them, but under State rules they must really help themselves. I have personally discussed the case with a prominent Oriya and have tried to show him the way in which he can get boys into the service of the railways. I should like to mention that if our plans for developing railways in Orissa develop, as I mentioned in answer to Mr. Neogy yesterday, there should be considerably more railway employment available in the Oriya districts; and therefore if my Honourable friend will see that his people qualify for the posts and make their applications, they will get employment.

Pandit Nilakantha Das: My information is that in Orissa the development of railway lines will not be adequate or proportionate.

The Honourable Sir Edward Benthall: I shall be pleased to show the Honourable Member a map which shows that the plans at any rate include very considerable development in that area; and it is up to him and his people to see that when these lines are constructed sometime in the future his people get their due share of employment on them. I do not think I can add anything more to that. We cannot admit the principle of territorial recruitment but...

Pandit Nilakantha Das: I do not want that as a principle but as a special case.

The Honourable Sir Edward Benthall: It seems to me to be the same thing. I am afraid we cannot admit special claims, but we shall be very glad to see a number of Oriyas recruited and we will do all that we can to help them to get into railway service.

Mr. Kailash Bihari Lal: Has the Honourable Member considered the case of Biharis on the Bengal Nagpur Railway?

The Honourable Sir Edward Benthall: The Honourable Member should move a cut motion for Biharis.

Sir, in the circumstances I hope the Honourable Member will accept the assurance and withdraw the motion.

Pandit Nilakantha Das: Sir, in view of the assurance given I should like permission to withdraw the cut motion.

The motion was, by leave of the Assembly, withdrawn.

Paucity of Sikhs in Railway Services

Sardar Mangal Singh (East Punjab: Sikh): Sir, I beg to move:

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

By this cut motion I wish to discuss the absence of Sikh officers in the Railway Board administration and paucity of Sikhs in the railway services. I will not take much time of the House but will claim its indulgence only for a very short time. My case is quite simple. The community which I have the honour to represent in this House did not raise the question of separate communal representation in this country first. It was after the two major communities had come to a settlement at Lucknow in 1916 when separate communal electorates were recognised and after His Majesty's Government had accepted the principle that my community raised this question of separate representation. Even at present though we are weak in numbers and are backward in education my community is still prepared to see the administration of the country conducted on the sole criterion of merit alone. But when the principal political parties including the Indian National Congress and the Muslim League agreed to set up a separate share of seats in the Legislature and in the services, it is only fair and reasonable that other communities should come forward and claim their due share. It is on this ground that I put before this House the point of view of the Sikh community. In the Home Department Resolution of the 4th July 1934 the Government of India divided the share of the services among different communities. In paragraph 7(1) they say that 25 per cent. of all vacancies to be filled by direct recruitment of Indians will be reserved for Muslims and 8.1/3rd per cent. for other minority communities. Among these other minority communities there are Sikhs, Indian Christians, Parsees, Anglo-Indians and domiciled Europeans.

Before I go further I wish to point out that in accepting the principle of separate representation, the Government of India has also accepted another principle of giving weightage to important minority communities. They have given weightage in different provinces to Muslims, other minority communities and to my community in my province. So when the Government of India has accepted two points—first, separate communal representation in services, and second, due weightage to important minorities—it was from that point of view that 8½ per cent. was given to the smaller minorities although their population in the country was much less than that, only 2.8 per cent. This weightage given to the smaller minorities should be shared by all smaller minorities on a fair basis. My whole case rests on this point that 8½ per cent. share should be divided into different communities according to their population. If we see the figures, the Sikhs are the largest third community in British India.

Lt.-Col. Dr. J. C. Chatterjee (Nominated Non-Official): Question.

Sardar Mangal Singh: I am talking about British India. In British India Christians are 32 lakhs, Sikhs are 41 lakhs. . . .

Lt.-Col. Dr. J. C. Chatterjee: I question that.

Sardar Mangal Singh: You may, but the report of the Census Commissioner is there, and you cannot question that Report. I agree that the number of Christians is greater if States are also included, but I am talking only about British India.

Mr. Piare Lal Kureel (Nominated Non-Official): No, members of the scheduled castes from the third largest community in India.

Sardar Mangal Singh: We are 41 lakhs and all other smaller communities put together are less than 35 lakhs, so we are more than ½ in the smaller minority communities. My whole point is this: Out of this 8½ per cent. we should be given a separate representation according to our number and according to our importance. That comes up to 4.5 per cent. My case has already been supported by the Hindus and Muslims. At a Unity Conference in Allahabad in 1932, the leaders of the different communities agreed to set apart 5 per cent. share for the Sikhs in different Government of India departments. So I have got a very strong support and it will be very difficult for the Government of India to say 'no' to me.

[Sardar Mangal Singh]

As regards the Railway Department, my grievance is that we have suffered all along in this recruitment campaign. In para. 8(i) of the Home Department's Resolution No. F.14/17-B./33, dated 4th July, 1934, it is stated:

"(1) the total reservation for India as a whole of 25 per cent. for Muslims and of 8½ per cent. for other minorities will be obtained by fixing a percentage for each Railway or local area or circle having regard to the population ratio of Muslims and other minority communities in the area and the rules for recruitment adopted by the local Government of the area concerned."

Here also I have got a grievance. In the North Western Railway area the population of the smaller minorities is over 10 per cent., but they have fixed only 9 per cent. share for them, I took the trouble to see some of their recent advertisements for recruitment in the N. W. R. services. From 1st to 15th February, I have gathered that in all they have advertised for 454 appointments out of which only 26 were reserved for smaller minorities. This comes up to only 6 per cent.; 9 per cent., which has been fixed for them, is already inadequate, and even that proportion is not being made up. In the case of Bombay Circle—G.I.P.—the population of smaller minorities is very much less, but there they have fixed 12 per cent. I would request the Honourable the War Transport Member to look into these facts and amend the rules in such a way that Sikhs get their due share.

As regards recruitment, I have seen the figures in these annual reports and I find that during the last two years our position has greatly deteriorated. In 1941-42, recruitment from our community was 2.2, in 1942-43 it was 2.1 and in 1943-44 it was 1.6. As regards the number of appointments in the Administration Department, there are 71 posts and there is not a single Sikh. Three more appointments were made to this Department and no Sikh was taken. In the Engineering Department there are 509 posts, 22 new appointments were made during the year under report and not a single Sikh was taken. In the Transportation Department there are 400 posts, 31 appointments were made during the year, only one Sikh was taken. In Commercial Department there are 52 posts and there is not a single Sikh. In Mechanical Engineering Department there are 287 posts, 24 new appointments were made, not a single Sikh was taken. In the Electrical Department there are 78 posts, four new appointments were made during the year, not a single Sikh was taken. So that during this year 108 new appointments were made by the Railway Departments and only one Sikh was taken. That is one reason why our percentage of recruitment figures has gone down. This is the position with regard to gazetted posts. The tale is similar about the subordinate services.

Experience has shown that after the famous Home Department resolution in 1934, the position of the Sikhs has deteriorated. The reasons are that we are a backward community, concentrated in a single province. We are bracketed with highly educated communities like the Anglo-Indians, Indian Christians and Parsees which are cent. per cent. literate and which are spread all over India and what is more important, the Indian Christians, Parsees and Anglo-Indians have got much more influence on and access to the recruiting authorities whereas Sikhs have no access to these authorities. I wish to point out to the Honourable the War Transport Member that up to this time not a single Sikh was taken on any Board or Service Commission of all-India character. That is why our number has deteriorated during the last years and so in view of these difficulties my community has decided that we should approach the Government of India with a request that our separate share should be reserved and this Home Department's Resolution should be suitably amended.

With these words I commend this motion to 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."

Sardar Sant Singh (West Punjab: Sikh): Sir, I rise to support this cut motion. I take the opportunity of welcoming Sardar Mangal Singh as an independent unattached Member having been forced by his constituency to defend the Sikh interests in this House which he could not do when he had been on the Congress Benches.

1 P.M.

His divided loyalty between nationalism and communalism as exhibited in his speech of today can be looked at with excusable feelings for he is new for this sort of job. However unlike him I am not ashamed of representing the interests of my community wholeheartedly on communal grounds.

Mr. Hooseinbhoj A. Lalljee (Bombay Central Division: Muhammadan Rural): But not Indian?

Sardar Sant Singh: Questions relating to India stand on different grounds. I have never failed in my duty as a nationalist when All-India questions were under discussion in this House. But I want to make it quite clear from the start that I do not find myself in agreement with him when he calls the Sikh community a backward community whether in education or in any other sphere of life. In the educational sphere we can claim more educational institutions, well equipped, well financed by the Sikh community than any other in the Punjab. Some of the members of my community possess the highest degree. So my claim is not on the ground of being backward. I fear that there are some sections in this House who consider backwardness as a qualification for service. I am not one of them. I know that one community has entered the field of politics by always saying that they were backward in education. I am not one of those who claim my right on the ground that I am backward. I claim my rights on merits alone.

Mr. Jamnadas M. Mehta (Bombay Central Division: Non-Muhammadan Rural): Then you will always get it!

Sardar Sant Singh: The present position is this. In the railway reports a column is assigned for the Sikh community showing the number employed in the various posts in the different departments. This was started in 1932 on my motion in this House that a separate column should be assigned. I am thankful to the Railway Department for having acceded to my request. I am going to make another request at the end of my speech, which I do hope the Railway Board will take into consideration. For the present I propose to examine the figures as given in the latest report on the employment side.

The personnel employed in Class I railways throughout India, as given at page 236 of the latest report, shows that in the administrative department there is not a single Sikh in the higher posts. The column is full of dots without any figure and unless a figure is added to a dot, a dot means nothing.

In the Accounts Department in the higher posts there are four Sikhs: in the Engineering Department, fourteen: in Transportation, they have been reduced from ten to nine in 1944: in the Mechanical, two: in the Stores department, two: in other departments, thirty-seven: In all 39 posts out of a total of 1,769.

In the senior subordinate service in the administrative department, while there were two posts for the Sikhs in 1943, there is now only one. In the Accounts Department the posts have been raised from seven to eight: in the Engineering Department the number thirty-eight remains the same. In the Transportation Department there is a rise from twenty-eight to forty: in the Mechanical Engineering, fifty-seven: in the Stores Department, one: and the Railway Board, one: In all, 186 posts out of a total of 18,652, i.e., one per cent.

In this connection I want to draw the attention of the Honourable Member for Railways that in the Transportation section where there is a rise of twelve posts for the Sikhs, these posts are on the Great Indian Peninsula Railway. I must ask him to examine into these figures, whether the word "Singh" after a man's name really refers to a Sikh? Because most of the Rajputs have the word "Singh" after their names. So I will ask the Honourable Member to make himself sure so that no fraud is committed on the Sikh community by including Hindu "Singh's" and showing them in the statistics as Sikhs.

Similarly in the Engineering Department of the Senior Subordinate Service there is a rise of two on the Bombay Baroda and Central India Railway and one in the Great Indian Peninsula Railway. Frankly speaking, I doubt these figures a good deal. I will ask him to examine these names and have enquiries.

[Sardar Sant Singh.]

made to find out whether they really belong to the Sikh or the Rajput community.

There is one point more in this connection which I want to bring to his notice. Actually on the North Western Railway there is a shortage by three. Why? I should have found an increase in the recruitment of Sikhs on the N. W. Railway.

I now deal with the new Recruitment. In the recruitment for 1943-44 in the Accounts Branch, three were recruited but no Sikh taken: in the Engineering Branch thirty-two were recruited but no Sikh taken: in the Transportation, Traffic and Commercial sections twenty-two recruits were taken of whom one was a Sikh. In the Transportation Power and Mechanical Engineering, ten were recruited but no Sikh. In other Departments four were recruited but not a Single Sikh. In other words, out of seventy-one new appointments only one Sikh was taken. Similarly in the permanent staff, taking account of the percentages given in this report. . . .

The Honourable Sir Edward Benthall: Which railway?

Sardar Sant Singh: All the railways. Out of 1,999 direct appointments to the subordinate railway service, permanent staff, the Sikhs got 22, about one per cent. In the North Western Railway the Sikhs got 6.1 per cent. where their population is about 14 per cent. but the Muslims with their population of 53 per cent. obtain 66.7 per cent.

Lt.-Col. Dr. J. C. Chatterjee: Do you claim recruitment on an All-India basis or do you claim it on a provincial basis?

Sardar Sant Singh: On both—provincial as well as All-India basis.

Lt.-Col. Dr. J. C. Chatterjee: Why do you say that there is none appointed on the Bombay Baroda & Central India Railway and none on the Great Indian Peninsula Railway?

Sardar Sant Singh: I did not say that.

Pandit Nilakantha Das: Whichever is higher—provincial or All-India!

Sardar Sant Singh: I am glad that my friend Pandit Nilakantha Das has at last found his tongue.

Anyway, these figures speak for themselves. In the Punjab on the North Western Railway system, where our population is fourteen to fifteen per cent. we are not getting our due share. Is it due to a policy enunciated by the Railway Board or has it to do with local prejudices? I am glad that the Honourable the Railway Member, while replying to the debate on the motion of my friend, Pandit Nilakantha Das, unconsciously made a very great admission and that admission was that in the case of recruitment there is a relationship to be considered and faithful service to be rewarded. It seems that on the Railways. . . .

The Honourable Sir Edward Benthall: That refers to company management.

Sardar Sant Singh: I hope that the same principle which he just now gave expression to in his speech would not be followed on the state-managed railways, now that the whole of the railway system has come under state-management.

In the end in supporting this cut motion I would like the Honourable the Railway Member to find out some way of satisfying all the communities in regard to their share of the recruitment. One principle has been accepted under the July 1934 Circular of the Government of India. I wish that circular were modified. My present object is not to attack it on the ground of numbers. But I wish to offer another criterion to be taken into consideration as well. After all number does not constitute the only criterion. One other criterion which I suggest would be that the Honourable Member should publish in the Railway Report along with these statistics the actual amount drawn by each community throughout the service as a whole, because that will give us a more correct idea. It is no good at all saying, "Your pointsmen are greater, your guards are greater", when in the Railway Board among the higher officers

we do not find any member of our community representing us there. The best course would be not to go department by department or service by service but by the criterion how much share each community gets in the money that is being spent on employment in the various services. That is a safer and more intelligent way of satisfying the communities than the one followed at present.

You say that the European representation is 7·2 per cent. That may be so but they swallow away 55 per cent of our revenue from the railways. So 7·2 per cent. does not represent anything. What I mean to say is that if the distribution is to be equitable between all the communities, let the share in rupees, annas and pies be fixed rather than in numbers.

With these words, Sir, I support this motion.

Col. H. W. Wagstaff: Sir, I think the real question is: is the Sikh community getting the proportion of employment on Railways which it might expect on a population basis and further is representation of the Sikhs in the railway services on the increase or decline. The figures must be viewed with these two questions in mind. As far as the population ratio is concerned I must treat the question as an All-India question, because railways are run on an All-India basis and not as Provincial lines. In the country as a whole the population ratio of the Sikhs is 1·56 per cent. Now the number of gazetted officers ten years ago was 21 and that percentage to the whole was 1·2. That is less than 1·56. In March 1944 there were 39 Sikh gazetted officers in service, a percentage of 2·2 in relation to all officers. That means that the percentage has increased almost by one hundred per cent. and is now in fact higher than the All-India population ratio for Sikhs. When we look at the figures for senior subordinates we find that even ten years ago the percentage was over 2 per cent. and since then it has gone up slightly. Here again it is above the population ratio. As far as members of the community in the Railway Board's Office are concerned, at the moment there are two permanent officers and one officiating and it must be remembered that on the North Western Railway Commission which handles recruitment to the subordinate services on that railway there is among the three members a Sikh member. So that as far as representation in the gazetted ranks is concerned, the Sikh community is increasing its representation and has by its merits a larger representation than is warranted for them on the population ratio.

Now it is true that as far as regulations for communal reservation in the services are concerned the Sikh community has not a separate reservation. But we do know, year by year, what percentage of recruits are sikhs. Here again in the last four years the proportion has been 2·1, 2·2, 2·2 and 2·1 per cent. It is true that in the last year the figures has dropped and I think that that is due, to a great extent, to the difficulty that railways are having in procuring qualified members of all minority communities at this particular time and that again, as I explained the other day, will right itself, when the absorption of ex-servicemen is taken in hand.

One word more about the gazetted ranks and that is in regard to recruitment. Raising the percentage from 1·2 to 2·2 naturally means that a larger percentage than 2·2, must have been taken in in order to raise the composition, and since 1934 the figures for both state-managed and company-managed railways combined show that of the total direct recruits to the superior services 3·7 per cent. were Sikhs. There again, by their merit, they are achieving a greater representation in the gazetted services than their population ratio might lead one to expect. Therefore there is no question of the Sikh community being at a disadvantage.

Sardar Mangal Singh: If I may interrupt the Honourable Member, our complaint is that we are not getting our due share out of the weightage given to other minority communities. You are misleading the House by saying that our percentage in services is more than our percentage of the population in All-India.

Col. H. W. Wagstaff: I do not think that the question can be judged in relation to other minorities, it must be looked at as a whole, and it must be looked at in relation to the population ratio. There is surely no other yardstick by which it can be judged. If any community by merit can get a larger proportion, well and good, and the Sikh community is getting that larger proportion. If this is the case there seems to be no justification for considering a specific reservation for the Sikh community. Sir, I oppose.

Mr. Kailash Bihari Lall: Sir, I stand to oppose this motion of my friend. Even though I was a Bihari Sikh I would oppose it. I have already stated my principle, and it is a pity that my friend Sardar Mangal Singh having just left the Congress Benches has taken to this communal game so soon. I am also described as a renegade, but I was never welcomed like my friend Sardar Mangal Singh.

I find that Sardar Sant Singh has said that a fraud has been played against his community inasmuch as some 'Singh' of some other community has been brought in to make up the number of Sikhs. I do not know, but the time may come when he may take to task Government for taking a bearded man and say, 'You have brought a bearded man here, a fraud has been played against us'.

Sardar Sant Singh: May I ask the Honourable Member what he means by this expression? Sir, he insults us when he talks like that. That is nonsense and is not permissible in this House.

Mr. President (The Honourable Sir Abdur Rahim): What is the objection?

Sardar Sant Singh: He said, 'some bearded men have been brought in', what does he mean thereby? There is absolutely no sense in what he said.

Mr. Kailash Bihari Lall: I do not think the wrath of my friend can make any argument.

Sardar Sant Singh: You do not give any argument except to abuse us.

Some Honourable Members: Order, order.

Sardar Sant Singh: I take strong exception to such expressions.

Mr. Kailash Bihari Lall: I do not think it will serve any purpose to show wrath. It will be good if my friend will take a lesson and not show wrath. It was in humour that I said that there is no fraud at all in this that a man with the name of Singh has been brought there to increase the number of Sikhs.

Sardar Sant Singh: He must understand what humour is. He cannot abuse other communities.

Some Honourable Members: Order, order.

Mr. Kailash Bihari Lall: All right, wrath will not make any argument for the weightage which he wants. The point of weightage has been raised on the ground that the other community has been enjoying it and so we should have it. Your proportion to the population is 1 per cent. and you are enjoying 2 per cent. and that is considered less than the weightage other communities are enjoying, and if in this way the weightage of cent. per cent. is to be extended to other similar communities, then where will that community go that is said to be the majority community, God alone knows. There is no sense of proportion or justice with my friend. A study of the figures should have made my friends wiser and not bring these feelings up in this House. I do not understand my friend's feeling. Government should take a lesson from this and cry a halt to all this so that there may not be any kind of clamour like this in this House as well as outside over population basis and communal basis. We have seen one friend getting up and saying, 'We are the second largest amongst the minority Communities' and then some friend getting up and saying, 'No, no, we are the second largest'. Is this good? Of course, those, who are sitting on the Treasury Benches to guide the destinies of the nation, may say, 'I am not in a position to deliver a sermon to them. On such things they should use their own sense of responsibility and scrutinise their own action'. Is it good for a Sikh to stand and say we are the third in number, and then for a member of another community is to say we are the third. There should be no more of this cry for jobs on a communal or denominational basis. So far as Sikhs are concerned,

when they have got more than cent. per cent. weightage in the Railway Department. . . .

Sardar Sant Singh: We question these figures: they are not correct.

Mr. Kailash Bihari Lal: You must ask Government. The Honourable Member should have taken a lesson from these figures and not call upon Government to revise these figures. I find that Sikhs are really more in number. In Bihar all the ticket checkers are mostly from the Punjab and they are Sikhs. I do not know how the proportion is made up there, I do not know if it is from the point of view of tickling the Sikh's desire to have more representation in the services that all of them have been brought from the Punjab to Bihar. Anybody travelling in Bihar will find that Sikhs are very large in number there. I now conclude. I oppose the motion.

Sardar Mangal Singh: Sir, I beg leave to withdraw the cut motion.

The motion was, by leave of the Assembly, withdrawn.

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

The Assembly re-assembled after Lunch at Three of the Clock, Mr. Deputy President (Mr. Akhil Chandra Datta) in the Chair.

Post-War Policy re. Ownership and Management of Steam Vessels plying in Inland Waters.

Mr. K. C. Neogy (Dacca Division: Non-Muhammadan Rural): Sir, I beg to move:

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

The object with which I seek to raise this debate is as indicated in the notice paper—to discuss the post-war policy regarding the ownership and management of steam vessels plying in inland waters that either link up railway systems or compete with them. On Tuesday last, my Honourable friend Sir F. E. James made a reference to the great importance which the waterways in India as in other countries possess in the system of national transport. He pleaded on that occasion for greater attention being given to the development of the waterways, so that along with the railways they may play an important part in the all round development of this country. I want to make it quite clear that I am not going to deal with that wide subject; I have deliberately restricted myself to the narrow issue that is pertinent with reference to the Railway Budget. I have raised an issue which is entirely germane to the future policy of railway development in this country, and I should like to take a verdict of this House on the proposition that I am going to place before it.

Sir, the riverways in Northern India have always played a very great part in providing means of communication, but due to irrigation works the navigability of some of them has been seriously affected. Not so in the case of the Brahmaputra in the east or the Ganges up to a point; nor is there any serious difficulty about the navigability of the numerous tributaries and canals that flow out of or flow into these two rivers. If one examines the railway map of India, he is struck by the fact that, so far as the eastern portion of India is concerned, although we have railway systems working there in Assam, in Eastern Bengal, the system is broken up in places by the large waterways that traverse that area; and now that we have nationalised the entire railway system of India, I want to place this proposition before the House that there is no justification for allowing the services in these intermediate stretches of water being run by private companies. I maintain that it is essential in the interests of national economy, in the interests of the financial prosperity of the railways themselves that these essential links that are now furnished by private companies should be worked by the State railways themselves as an integral part of their own system. The Eastern Bengal Railway was taken over by the State about the year 1884. At that time there was a steamer service carried on by the railway itself to provide some of the services that are at present run by private companies. But these private companies which were also in the field

[Mr. K. C. Neogy.]

started such a rate cutting competition that near about the year 1885 the Government decided to close down their own services and hand over their fleets to the private companies. What I want now is to revert to the position that obtained in the year 1884.

The Assam Bengal Railway came to be established near about the years 1892-1893, and ever since that railway has faced competition from the steamer services that are run in certain places exactly parallel to this line; and this House knows it very well that the Assam Bengal Railway has never been a paying concern. The Eastern Bengal Railway has also not consistently paid its way; as a matter of fact the proportion of its working expenses to its revenue has been very, very high indeed. These two systems have now been amalgamated under the name of the Bengal and Assam Railway; but then mere amalgamation will not cure this evil. The loss sustained on the Assam Bengal Railway may, to a certain extent, be camouflaged by reason of the comparatively larger earnings of the Eastern Bengal Railway; but the two systems as a whole, whether you call it the Bengal and Assam Railway, or you call it by two different names, will prove a source of loss, or at least they are not going to yield you that return which we are entitled to expect, having regard to the capital expenditure on these two systems.

Now, Sir, the records of this House of the years 1928, 1929 and 1930 contain references to the subject in one shape or another, and in the brief time at my disposal it will not be possible for me to deal exhaustively with the points that arise in this connection. But I would refer briefly to the financial position that exists at the present moment.

Some of the most lucrative trade is being carried on by the river systems, and some of the railway officials had the candour to admit that the steamers have on occasions filched away traffic from them. 'Filched away' was the expression used on one occasion by a railway official, and that will be found in the records of this House. Then again the railway officials themselves—when I talk of the railway officials, I talk not of the Railway Board but of the officials directly connected with the administration of the two railways that I have mentioned. Actually on one occasion they put forward the proposal that both the Assam Bengal Railway and the Eastern Bengal Railway should some time or other be permitted to run their own steamer services. That suggestion did not find favour with the higher authorities, with the result that those two systems have not proved remunerative in the past. Now, Sir, the point that arises is this. Why leave an essential link in the system in the hands of a private concern and why allow such private concerns to compete with your own system so as to be able to affect very prejudicially your own revenues. This is the limited issue which I raise in this debate.

Sir, the point was very categorically and very specifically raised by me and other Honourable Members of this House in the past, as I have mentioned. On one occasion, that was in 1929, when Sir George Rainy was in charge of the Railway and Commerce Portfolios, he made this observation. It will be found in the Assembly Debates, Vol. I—page 748 of the year 1929. He said:

"If the desire of the House is that steamship services should be entirely Indianised, there is really one honest straightforward way of tackling the question and that is buy out the existing companies at a fair valuation."

I want to place this proposition, in the words of Sir George Rainy himself, buy out the existing companies at a fair valuation. Sir George Rainy added on that occasion that due to financial difficulties, a proposition of that character might not be feasible at that particular moment. But we are not troubled by that kind of difficulty at the present moment. As a matter of fact, we can easily utilise a portion of the sterling balances that stand to our credit for the purpose of purchasing these companies which are domiciled in Great Britain and have sterling capital. Then, Sir, on a subsequent occasion also, that is in 1930, Sir George Rainy again raised this issue. He said, is that what you want to be done—and it does not seem to me that on that occasion he contested the logic of the proposition—he said that here again there is a financial difficulty about

finding the necessary capital, and then he added that he would rather construct the Dacca-Aricha railway than purchase the sterling companies. He was quite positive at the moment that Dacca-Aricha railway would be an accomplished fact. Indeed the Railway Department had already spent a few lakhs on the survey of that particular railway, and it is to be stated with regret that although the Government of Bengal insisted upon the construction of that railway for forty odd years consecutively, these powerful steamer combines found it possible to influence Sir John Anderson, the then Governor of Bengal, and get the railway to drop that particular project. So, Sir, the alternative which Sir George Rainy put forward in 1930 not having materialised, the other alternative which he was considering on that occasion should now be taken up for serious consideration.

Sir, this is in brief the issue that I have raised in this House. I want this House to express its opinion emphatically that these services which link up Assam, Bengal and Bihar up to a point should be taken over by the State and worked as an integral part of the railway system.

The Honourable Sir Edward Benthall: On a point of information, Sir. When the Honourable Member said, 'taken over by the State', does he mean by the Centre or by the Provinces?

Mr. K. C. Neogy: By the Railways themselves and the services should be run as an integral part of the Railways. I am not referring to any provincial aspect of the matter, and as I said the question of co-ordination, or by whatever elusive name you try to characterise it, that issue does not arise here, and should not be raised for the purpose of confusing the issue. I want the Railways to declare their policy, whether they are or they are not going to purchase these companies outright and run the services, which have been left by the railways themselves till now to be done by private concerns in conjunction with railway systems or in competition with railway systems?

Mr. Sri Prakasa (Allahabad and Jhansi Divisions: Non-Muhammadan Rural): When the Honourable Member for War Transport got up by rising to a point of information, I thought the Honourable Member himself was going to give some information, instead he asked for some information. Is that right, Sir?

The Honourable Sir Edward Benthall: Parliamentary inexperience!

Mr. Deputy President (Mr. Akhil Chandra Datta): Cut motion moved:

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

Mr. D. K. Lahiri Chaudhury (Bengal: Landholders): Sir, my Honourable friend Mr. Neogy has brought this matter before the House at a stage when the whole world is in conflagration and I think the whole world is moving towards the nationalisation of public institutions including industry and commerce. We also know that these Indian railways are practically run today on nationalist basis by State control and the time is ripe at this stage to make a clear cut policy as regards internal administration so far as inland waterways are concerned. In this connection, I may add that I am one of those who have practical experience in travel by steamers which link up trains and that is the only means of communication to link up with trains. Now, Sir, it is high time that the Honourable Member for War Transport should make a definite declaration as to his future policy. I know there has been bungling in the administration of these inland steamer companies and when I came to Delhi on the last occasion to attend some conference I drew the attention of the Honourable Member for War Transport to the difficulties in finding accommodation in both steamers. What we want is this, though there may be Advisory Committees, those Committees have no control over the internal administration of the steamer companies. That is the main difficulty. We want to have control over the internal administration also. I entirely agree with my Honourable friend Mr. Neogy that these steamer companies should be bought up by the Railways and should be run by them. Another difficulty with regard to these steamer companies is in the case of workers. They have no means of ventilating their grievances. I can mention about one workshop which is called Fenchuganj in Sylhet, where I am told there

[Mr. D. K. Lahiri Chaudhury.]

are 145 workers working in that particular workshop. Those poor workers have not got the privilege of getting wages on a monthly basis. This House will be surprised that when we are talking of dearness allowance and war allowance, these workers in that workshop are getting no more than Rs. 0-2-6 a day. It is very lamentable that they should get this small pittance. Out of 145 workers in that workshop 82 of them get less than one rupee a day. There is no means by which they can ventilate their grievances. I am told, and I also know from personal experience that there have been occasions when no drinking water was available, not to speak of any food. The workers are suffering very much because they have no place where they can ventilate their grievances. The time has come when the Government of India should declare a definite policy of purchasing these steamer companies which link up communications with the railway. The matter should be taken up also in a broader sense. I was looking up the map of India and I found that there are navigable water connections from Sadiya right up to Karachi. Even at present there are navigable rivers and waterways from Sadiya up to Cawnpore. If some arrangement can be made, by the irrigation and navigation systems being combined together, it might be possible to link up with the Indus and extend communications right up to Karachi. At any rate it is worth while exploring the possibility of this. Then from Cape Comorin up to Mangalore there are navigable communications. What I suggest is that there should be a committee to deal with this matter of establishing inland waterways communications in this country. That is a concrete suggestion which I make and I appeal to the Honourable Railway Member to consider it seriously.

The matter is very important. It cannot be denied that a considerable amount of cargo is diverted from the railways to these inland waterways; and if the railways are to be run on commercial lines, as was said by my Honourable friend Mr. Neogy, the B. & A. Railway which is an amalgamation of the E. B. and A. B. Railways cannot be made a commercial concern unless they take up this question seriously and effect a purchase of steamers which ply between the Brahmaputra and Calcutta. If you look to the proceedings of 1928 you will find that Mr. Chalmers gave figures of the tonnage which was carried by the steamer companies. If these railways are to be run as real commercial concerns, Government should declare their definite policy of buying up these concerns which link up with the railways. Sir, I support the motion.

Mr. Muhammad Nauman: Sir, I think Government should be thankful to the Honourable Mover for giving them a lead at the proper time for the acquisition of these steamer companies by the State. This question, as is clear, has been agitating the minds of Indians for a long time and was brought before this House as early as in 1928, 1929 and 1930. And the Member in charge of Railways at that time—the Honourable Sir George Rainy—had no other ground for opposing it than want of funds to make the purchase. He did not accept the principle in so many words but the way in which he opposed it makes it clear.

I do not want to deal at length with the history of navigation in this country and its alliance with trade. But any one who has read the history of this country of two or three thousand years ago knows that even in the days of the Mauryas and Asoka the entire trade of this country used to be done by means of navigation through country boats which used to ply from Cape Comorin to Chittagong and other places. During the Khiljis and Moghuls it had reached a stage when Chittagong used to be considered as one of the biggest ports for having dry docks where the biggest country boats were made which used to ply not only in Indian but also in European waters. A lot of trade was being done in silk and other finished goods from India to European ports from Chittagong by means of these boats which were made by Indian labour. Since the East India Company assumed power they took care to replace all this by a navigation system of their own. They not only cleverly took charge of the steamships but they were clever enough to take charge of the entire trade of this country, and manipulated the export and import in their own way. Even now preferential treatment is being

shown in trade to European merchants and firms like Hoare, Miller & Co. in the matter of jute which comes to their mills at Calcutta by the I.G.N.R., and the R.S.N.R. in the form of rebates and other concessions. There is this discrimination; however much Government may deny it, that fact remains. When it is a question of private enterprise and of private arrangements the State cannot interfere; and therefore I feel that it is high time for Government to take over these steamer companies.

Another point is that the Railway Board or Government have shown an anxiety in the matter of rail-road co-ordination in post-war conditions. The Honourable Railway Member last year mentioned co-ordination between rail and air. Then why leave out water? Why not have co-ordination between rail and water? Why should these steamer companies be allowed to remain under private companies, which should have been co-ordinated with the railways long ago? I hope the Honourable Member will seriously consider this point of co-ordination of rail and water by linking up passenger traffic and goods traffic, which is the life of the entire trade of this country.

The Honourable Member for Railways interrupted the Honourable Mover by asking whether he wants it to be on a Provincial basis or on a Central basis. We want it to be done on the present basis. When you have two centres there will naturally be division of everything, including railways and steamships. Pakistan will have its own railways and steamships, like the other parts of the country. So, the question does not arise. So, we should acquire them in our present state of things.

Now, Sir, I will say only a few words on the question of finance. It has been repeated very often, and it requires no argument, that we want to utilise our sterling balances in the best way we can. This investment policy would be certainly the most sound one, for this particular item will at least reduce the possibility of dumping goods in this country by the United Kingdom to a small extent. As I have said, the Honourable the Mover made it quite clear that the only objection which the Government had in 1928, 1929 and 1930 was mostly on the financial issue. In this particular case we find that that issue is most advantageous to us now and financially also we are in a far better position than we would have expected at that time or we can expect to be in the future. And that is why I think it is the most opportune time to acquire the Steam Navigation Companies by the Government for the people.

I do not want to indulge in details in regard to how these companies have behaved in the past; neither have I got time nor the inclination to go into all that. But I would only point out which has been stressed by my Honourable friend from Assam that navigation between Chandpur and Goalundo has been stopped for the same purpose. It does not mean the passenger traffic between Calcutta and Assam, but passenger traffic between the whole of Northern India and Assam.

About goods traffic, as I pointed out in my speech on the general discussion of the Railway Budget, I know in my capacity as President of the Hides and Skins Merchants Association what difficulties we have to undergo in exporting hides from the Calcutta market, and these difficulties are created by the steam navigation companies. If wagons are provided by the railways concerned, the steam navigation companies do not agree to give us the necessary space, with the result that the facilities which are offered by the railways cannot be availed of unless the steam navigation companies also agree to tranship in due time. These difficulties should be realized by the House and by the Government, and I hope the Government will accept this as a good lead from this side of the House. With these few words, I support the motion.

Mr. G. W. Tyson (Bengal: European): Mr. Deputy President. In rising to oppose the motion before the House, I confess that I find the speeches which have so far been made are in strange, almost remarkable, contrast to the observations which came from at least one of the sponsors of the motion when speaking on the subject of road-rail transport co-ordination. We have heard a number

[Mr. G. W. Tyson.]

of precedents cited for Government, or for the Railways, participating or taking over the river transport undertakings. Mr. Nauman took us back to two or three thousand years, he said, and then he went on to deal with the Mughal period; but I confess that I was surprised to listen to Mr. Neogy, in an apparently strange regressive mood, quoting a decision of the Government arrived at in 1884. What has not been said so far, on behalf of the river transport companies, is that they came into being at a time when capital was shy and when services were required of that kind, and they have done a very great deal to open up the communications system of Bengal and Assam. And, let it be said, that since the first company started, the river steamer companies have by no means been the monopoly of British enterprise. I believe I am correct in saying—I have no means at the present moment of establishing the fact—that of the three chief companies that are now operating in Eastern India, one of the largest is a privately owned Indian company—Indian operated and managed. One of the other largest ones is, it is true, a British company, but its shares are freely dealt in the stock exchange of this country, and to that extent it is a fact that Indian ownership prevails over some part of the concern.

Mr. Sri Prakasa: What about the East India Company?

Mr. G. W. Tyson: You had better ask Mr. Nauman.

Anyhow, Mr. Neogy has gone to the real crux of the matter in quoting Sir George Rainy when he advocated a policy of “buying out the steamship companies.” I do not know how he and his friends can quite reconcile their attitude over the steamer companies with the very strong stand they took on the subject of the road motor transport companies. My Honourable friend, Mr. Krishnamachari, on that occasion said:

“What would the Railways bring to the operation of road transport except their wooden ideas? They have no expert knowledge to bring to improve road transport.”

Well, Sir, I am prepared to admit that wood is of use in water transport, but I do not believe that as a matter of hard practical fact the railways are really endowed with the necessary gifts and experience to improve the river transport services of the country.

Further, an Honourable Member speaking from the Benches occupied by the Muslim League demanded that—

“The people who carried on the business of road transport so long should not now be ousted, nor their employees replaced by men released from the Army.”

If you are going to take that attitude over road motor transport, it seems to me, at least, a case can be made out on the grounds of efficiency and on the grounds of public service for river transport undertakings. I have no doubt that at the end of this discussion the Honourable Sir Edward Benthall will disclose what is in Government’s mind. But in the meantime so far as we know their intentions which are embodied in the Second Report on Reconstruction Planning, a document which, I may say in parenthesis, is not predisposed in favour of established interests of non-Indian origin, that document declares that the main obstacle to any considerable development, that is of the waterways undertakings is the condition of the waterways themselves. I suggest that, as the determination of priorities is of the very essence of planning, Government would be well advised to look into that aspect of the matter before they consider adopting a policy of socialisation or thinly veiled expropriation of existing interests.

Sir, a little further light was thrown on the subject by Sir Edward Benthall also when he addressed the Policy Committee some time in January. What he then said was that Government recognises the need to develop inland water transport in its proper sphere and in harmonious relationship with the railways and road transport and it recognises that the rate structure of mechanically propelled inland water transport must be co-ordinated in harmony with the rate structure of other media, particularly of course that of the railways. “In Eastern India”, he added, “I hope that as a first step the local rail and inland water

interests will get together in order to set out the problem and see how far they can reach agreement". I suggest, Sir, that the risk which these words represent is just about the limit to which Government can proceed in this matter at this time. It also represents the kernel of a policy which, if I may say so, is one well worthy of Government's consideration and ultimate adoption by this House.

Mr. T. T. Krishnamachari (Tanjore *cum* Trichinopoly: Non-Muhammadian Rural): It gives me very great pleasure indeed to come to grips with the real Government of this country and not that pseudo-National Government that sits on the Treasury Benches. Sir, the debate on the Railway Budget was devoid of all interest because of tame propositions having been put forth and tamely voted upon, and I am glad that my Honourable friend on my left has provided us one opportunity to show up which is the real Government of the day and where exactly we come up against that stiff proposition that goes in this country, namely, the British vested interests.

This is a very insignificant matter, a matter involving a comparatively minor asset of a big company, a company owned by Lord Incheape and others. It is perhaps a matter covering Rs. 2 crores, a mere fraction of the amount that England owes to this country to-day, and if we suggest that as debt stands the risk of being scaled down by the vagaries of time and by the whims and fancies of those people who control the destinies of this country, the Government had better buy up this asset, are we committing a sin? We say that here is one portion of the assets owned by Britain which can go to mitigate in a very small manner the debt owed to us by that country. Let us buy it up. Is there anything seriously wrong with the suggestion?

Sir Edward Benthall laughs but let me tell him that he laughs best who laughs last. I wish to utter warning to him. I have here the records of the proceedings of the First Round Table Conference when he had a verbal dual with Sir Phiroz Sethna, when he was arguing the case of the Europeans in India. I wish to tell Sir Edward Benthall that he cannot in fairness rise and speak on this motion if he still holds the views that he then held. If he plays the part of an apologist of that community which he represented in the past and gets up and defends or supports the case put forward by my Honourable friend. Mr. Tyson, or join hands with him. I say that the pseudo-nationalist character of this Government will then be proved to the hilt. I wish to ask of you, Mr. Deputy President, permission to read a portion of the proceedings of the First Round Table Conference. Sir, Sir Phiroz Sethna, the most conservative of liberals of his time gave a history of the case of the two steam navigation companies to which my Honourable friend, Mr. Neogy referred. He, Sir Phiroz, characterised Bengal as a maritime province with a net work of inland waterways and referred to the steamer lines run there. He referred in particular to the Indian General Steam Navigation and Railway Company and the River Steam Navigation Company:

"These two companies, (*he said*) were previously run by different European agencies. They are now run by one and the same European management. These companies have done well for themselves. They have always tried to stifle opposition and succeeded in doing so by cutting down rates. Lord Reading observed that if there is unfair competition we should be justified in introducing legislation. Legislation of this nature was brought in the Assembly by a very energetic Member of that day, Mr. K. C. Neogy, amending the Inland Steam Navigation Act and that legislation was being defeated at every step in actual practice."

The Honourable Sir Edward Benthall: Would the Honourable Member not do me the favour of finishing the story?

Mr. T. T. Krishnamachari: If the Honourable Member could make an arrangement with the Honourable the Deputy President to give me two hours, I could relate to the House the disgraceful story of what the representatives of the European community in India did at the Round Table Conferences.

Mr. Sri Prakasa: And they lived happily ever afterwards!

Mr. T. T. Krishnamachari: In fact when a resolution was moved by Mr. Neogy in 1930 for a committee to be appointed to recommend measures to be taken to harmonise the working of the railways and the Inland Steam Navigation Companies, Mr. S. N. Haji, a Member of this House in those days and well known for his knowledge of all matters maritime and those relating to inland waters, gave instances of how by a process of rate cutting, and by a process of offering gifts like silk handkerchiefs these big companies drove the small ones out of the field. Mr. Haji in his speech referred to a statement made by the Eastern Bengal River Steam Company which categorically stated that the Honourable Mr. MacKenzie who was concerned in the management of the India Steam Navigation Companies went so far as to say that unless they sold and made over the management of this company's business to the British interests, they, the British interests, were determined to smash our company. That was the type of fair competition that these companies engaged in. Mr. Deputy President, my Honourable friend, Mr. Tyson, says that those Members who spoke before him, and he referred in particular to me, as well incidentally were talking in contradiction to the speeches made in regard on the cut motion on road-rail co-ordination. I am afraid that if anybody takes a particular sentence out of the speech of an Honourable Member and quotes it against him divorced from the text, it can even be proved that God is the devil. But so far as my speech on that cut motion is concerned, I would like to say this in reply to Mr. Tyson's charge that I was extremely careful about whatever I said. I emphasised the fact that the issue was very narrow. What I wanted was to make sure whether the railways got all that they wanted by way of safeguards by the operation of the Indian Motor Vehicles Act. I objected to this financial participation of railways in provincial motor transport because it is a matter to be left to the provinces and the railways as such brought in nothing useful to the matter and only complicated the issues. But can it be said that the Railways are not participating in inland navigation and that they do not run ferries?

I would refer the House to Demand 6-D, where revenue is shown in regard to what was obtained by working ferries. Here I have a statement which was furnished to my friend on my left which says that on Bengal and Assam Railway certain ferries were being worked on Bengal Nagpur Railway, also ferries are being worked between Shalimar and Bhagalpur. On South Indian Railway ferries are being worked between Dhanushkodi and Talaimannar and on Great Indian Peninsula Railway ferries worked likewise. It is a type of service that is already being undertaken by the railways. We are not asking the railways to do anything new and my Honourable friend Mr. Neogy's suggestion is certainly not on all fours with the proposition of railway participation in road motor transport. The rivers are not created by the Provinces. There is absolutely nothing that needs to be done in regard to rivers, maintenance of these rivers in a navigable condition is similar to the maintenance of roads and where does the comparison really come in? But if my Honourable friend, Mr. Tyson, will persist in this charge of inconsistency if the question is put to me categorically, I am not ashamed of owning that my attitude in this matter is entirely racial and I say, Sir, that that attitude is supported by my Honourable friend the Finance Member: otherwise he would not allow the surplus sterling assets of this country to be used for purchasing railways, railway annuities, public utility companies, telephone and telegraph companies and so on. If he had not done that perhaps I could not have had the same justification for stating this proposition here and urging its acceptance.

The Honourable Sir Jeremy Raisman (Finance Member): The devil can quote scripture for his purpose!

Mr. T. T. Krishnamachari: I am not quite sure whether there is a God and a devil. Perhaps the Honourable Member knows more about the latter.

One other point which I would like to urge before I sit down. I would ask my Honourable friend, the War Transport Member, not to draw a red herring over the whole issue, because he asked my Honourable friend on my left specifically some questions about Provincial interests in these matters. If that be the case I would like to warn him not to touch that particular question. I would tell him that he and his colleagues are not competent to deal with the constitutional issue. Further let me remind him that Item 32 of List No. 3 of Schedule 7 of the Government of India Act completely covers the position. Besides there is an Inland Steam Navigation Act, still alive, the amendment of which can be undertaken by this House and there is no question of any overlapping of Central and Provincial interests. Therefore I would remind him not to raise the bogey, that has been raised time and again in this House, of the interests of Provincial Governments being involved and the fear of the Central Government to tread on the corns of the Provincial Governments.

Having proved that our suggestion is the logical sequence of a policy pursued by the Government, and having admitted that our attitude is undisguisedly racial and that we want these European owned companies to be secured because they are doing no good at all but positive harm to Indian interests. I would like to wind up with an answer for the last point raised by Mr. Tyson. In dealing with this issue Mr. Tyson wants us to take into account the fact that these companies have done a great deal in opening up these services. But, may I ask, did they enter this trade for the sake of health of our grandfathers? They came here as traders. They came here to make money. They opened up these services because these services gave them a handsome return: otherwise the parent companies at home would have asked them to close down the services and return home. If the Honourable Mr. Tyson did not make financially a paying concern of his "Capital", I am sure the people who owned the business at home would ask him to close the show down and stick to the Legislative Assembly. So far as Mr. Tyson's intervention is concerned, I sympathise with him. He probably did not know what line Mr. Neogy would take. He probably suspected that the debate would take a racial line and he did not have much to tell us about it except making a few generalisations and giving a few quotations from the Honourable Sir Edward Benthall's statement before the Transport Policy Committee as if Sir Edward Benthall's statement will commit any of us in this House. What is that wonderful statement that Sir Edward Benthall has made and what is the reference to the second report of Reconstruction Council worth, which Mr. Tyson himself has said does not prejudge any issue and carries no sanction with it? I think fairness and decency, requires that the Honourable the War Transport Member should have nothing more to say except that he will accept the suggestions made by Mr. Neogy, that he will implement them as early as possible and that he would seek the support of his Honourable colleague on his left and which, I hope, will be given before the Honourable Member leaves the shores of India, as I am sure the Honourable the Finance Member will have no difficulty in finding for him enough money at the earliest possible moment to buy these steamer companies out so that they can be run by the Railways.

The Honourable Sir Edward Benthall: Sir, before I begin to deal with the substance of the issue I should like to refer to the unfinished quotation concerning what took place at the Round Table Conference in 1931 or 1932. I recollect the discussion in which my late lamented friend Sir Phiroze Sethna, was trying, I think, to prove that there was no redress against preferential concessions and I also seem to recollect that I proved to the satisfaction of the meeting out of his own mouth that that was not the case. My Honourable friend was trying to prove that I was a devil but I think that, if he had finished his quotation, he would admit that it was unfair. However, that is entirely an aside.

[Sir Edward Benthall]

With reference to the subject matter I welcome this discussion, although it is not a question which arises on the Railway Budget, because there is no vote in connection with it. All the same, I am very glad to have the opportunity of getting information concerning the views of the House and I hope I may be able to give some information to the House.

• I must say that I am struck, when dealing with this matter of co-ordination between river and rail, how well the Opposition Parties have already co-ordinated their views.

My Honourable friend, the last speaker, said that he hoped I would not draw a red herring across the track. I am very sorry if my Honourable friends do not like what I am going to say but I am not going to drag a red herring across the track. I am going to do what my Honourable friend Mr. Nauman wished me to do, deal with the situation on the basis that exists today. These problems are simple enough for Members with no responsibility but as a Government we have to deal with the constitution as it is. If we do not, we shall soon hear about it.

The actual position is, as I fancy the Honourable the Mover well knew, that inland waterways and the traffic thereon are subjects scheduled under List III, Part II, the Concurrent List and List II, the Provincial List in the Constitution Act. List II, Item 18 covers inland waterways and traffic thereon subject to the provisions of List III. List III, Part II, covers shipping and navigation on inland waterways as regards mechanically propelled vessels and the rule of the road on such waterways, also carriage of passengers and goods on inland waterways that is in List 3, Concurrent List. If you look at section 313, proviso 1, the authority of the Centre does not, save as expressly provided in the provisions of this Act for the time being in force, extend in any Province to matters in respect to which the Provincial Legislature has powers to make laws. Under 49 (2) the executive authority of each Province extends to the matters with respect to which the Legislature of the Province can make laws. I am advised on that information that this question is a Provincial matter.

Mr. K. C. Neogy: Which question: the railway owning even ferry services?

The Honourable Sir Edward Benthall: Not ferry services but steamer services. May I proceed? The position really is exactly analogous to the road position, at least is very closely analogous to the road position and in the past, so far as I am aware, we have not enacted as a Central Government, any legislation such as we have carried through in 1939 in the case of Motor Vehicles. In this matter we, therefore, have to co-ordinate our policy with the Provinces. In war time, however, we have taken powers under the Defence of India Act to control the traffic of the river steamer companies and we have done so. The question arose whether we should requisition the steamer lines for war purposes, but we came to the conclusion that the steamers were carrying out their duties so adequately under their own steam as companies that there was no necessity to do that, and they are carrying on under the control of the War Department, their duties of moving traffic to the front and, of course, civil supplies to East Bengal and Assam. Naturally, the developments which have taken place in that part of the world in war time have created some and enhanced other difficulties of the problem. We have, as everybody knows, greatly increased the railway facilities in that area which compete with the steamer companies, and that will enhance the need for co-ordination. We have also plans for building national highways and provincial roads which will also compete with the steamer companies and railways. We have also done our best to develop country craft in that area. In consequence of all this a complicated problem has to be tackled, and you cannot say it is just a plain issue. Quite frankly I have deferred taking any steps on this question of rail-steamer co-ordination for the simple reason that I have not wanted to divert the attention of either the railway or the steamers from their proper function of

4 P.M.

moving troops and goods to the front. But in the last month we have begun to consider the problem and the first move really was taken in our letter summoning the recent Post-war Policy Committee.

I should perhaps give the House one more piece of information, namely, that in addition to navigation on rivers there is also the problem of irrigation and hydro-electric development which is being co-ordinated by the Labour Department by means of a Board of Irrigation and Waterways. It will consider irrigation, hydro-electric development, water-conservancy of all descriptions and also navigation. That refers particularly to inter-provincial riverine questions.

I entirely agree with my friend, Mr. Nauman, that there is a clear need for co-ordination in the case of rivers as well as roads, and the need applies, of course, in that part of the world to the four subjects, rail, river, road and also country craft. Before the war there were certain arrangements for co-ordination between the railways and the steamer companies—I have not got any details of what they were—but I believe there was an agreement between the E. I. Railway and the steamer companies on the Ganges, and there were some working arrangements between the steamer companies and the E. B. Railway as it then was, and the A. B. Railway as it then was. What they were I do not quite know.

We took up this matter of rail-steamer co-ordination on the Policy Committee, and in my opening speech I made the statement which Mr. Tyson has read out, that we recognise the need for the development of water transport in the provinces, and that the relationship between railways and road transport and their rates structure must be co-ordinated. We did not discuss this matter on the Post-War Committee at any great length for the reason that most of our time on that day—we had only one day—was taken up with roads. Certain views were expressed by different speakers. Sir Bijoy Prasad Singh Roy pressed the importance of waterways, Mr. Santanam said that the railway policy had been detrimental to Indian river traffic, and that the river traffic was of equal importance, and he added that there should be a full report on the development of inland water transport. Dr. Sanyal stressed the inter-provincial aspect and asked for a regional authority or the Centre to deal with it, as it would be better than a Provincial authority from the scientific view point. He suggested that water-transport should come under a National Transport Authority. Later, in the meeting he referred to a letter he had written which asked for planning of road and railway development in the Eastern provinces, maintenance and conservancy of the water-courses, zoning and allocation of traffic, and machinery for effecting co-ordination between rail, road and water transport and machinery for preventing undue preference, rate-cutting and blocking of traffic in connection with water-transport and rail-cum-river services. That is really about all that happened, and in our minutes we noted that the Committee desired that there should be another meeting as soon as practicable at which proposals for development and co-ordination of all forms of transport particularly in respect of development and co-ordination of railways and inland water transport could be considered. Sir, that is the position as it stands today. Government have formed no policy in this connection, and before we do so we must consult the provinces within whose sphere the subject lies. It is evident from what has gone before that there are two courses open. One is that advocated by the mover, i.e., State acquisition, but there will still remain the problem whether that acquisition should be by the State as the Centre or by the State as the Province. As Honourable Members know, in the case of roads certain Provincial Governments are contemplating owning and controlling their own road transport entirely. They are proposing that they shall entirely own the transport within their own provinces. It is perfectly within their rights to do so, and if they wish to do so, it is not for the Centre to overrule them in any way. As I see it, exactly the same position prevails in respect of water transport. It is a matter which we must discuss with the Provinces

[Sir Edward Benthall.]

and find out what their policy is and shape ours in accordance with theirs. The situation does not rule out Central ownership if the Provinces are in agreement with it, and it does not rule out state ownership by the Provinces if they decide to acquire and own the steamer companies. The subject is within their sphere, but if they acquire ownership there would be all the more need for co-ordination between the rail and the steamer services, as there would be in the parallel case of state ownership of roads by the provinces. If the decision is for the companies to carry on by themselves, then I take it the obvious policy would be the same as for road and rail co-ordination. But as I have said, we have no policy, we have not formed any policy in this connection; we have not any idea of the views of the Provinces in this matter. What we should be doing in any case, and what we shall be doing is to take up this matter with the Provinces, having regard also to the work which is going on, (of which I am not well informed) of the Central Board of Irrigation and Waterways; and what we should also naturally do would be to follow out the minute of the Post-War Transport Policy Committee on which steamer companies and Provincial Governments are represented, and we should further discuss the matter on the Transport Advisory Council which is an official body representing the Provinces and the Centre. Not till that process has been gone through can we arrive at a policy. When we have reached a policy, it will naturally come before the House in the ordinary course. I think I have given the House all the information that I can of the position. I am glad to have the views of the speakers, but I must oppose the cut motion as it is in the form of a vote of censure on Government.

Mr. Deputy President (Mr. Akhil Chandra Datta): The question is:

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

I find that on this very page there is another motion of Mr. Neogy's and if the words in brackets are not read, the motion is exactly the same and there is some confusion in the minds of Honourable Members as to which motion is placed before the House; and therefore I shall read those words within brackets also:

"(To discuss the post-war policy regarding ownership and management of steam-vessels plying in the inland waters, that either link up Railway systems or compete with them.)"

The Assembly divided:

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

AYES—55

Abdul Basith Choudhury, Dewan.
Abdul Ghani, Maulvi Muhammad.
Abdul Qaiyum, Mr.
Abdullah, Mr. H. M.
Ayyangar, Mr. M. Ananthasayanam.
Azhar Ali, Mr. Muhammad.
Banerjee, Dr. P. N.
Chattopadhyaya, Mr. Amarendra Nath.
Chettiar, Mr. T. S. Avinashilingam.
Chetty, Mr. Sami Vencatachelam.
Choudhury, Mr. Muhammad Hussain.
Dam, Mr. Ananga Mohan.
Das, Mr. B.
Das, Pandit Nilakantha.
Datta, Mr. Akhil Chandra.
Desai, Mr. Bhulabhai J.
Essak Saif, Mr. H. A. Sathar H.
Gauri Shankar Singh, Mr.
Gupta, Mr. K. S.
Habibar Rahman, Dr.
Hans Raj, Raizada.
Hegde, Sri K. B. Jinaraja.
Hosmani, Mr. S. K.
Ismail Khan, Hajee Chowdhury Muhammad.
Joishi, Mr. N. M.
Kailash Bihari Lall, Mr.
Krishnamachari, Mr. T. T.
Lahiri Chaudhury, Mr. D. K.

Lakhichand, Mr. Rajmal.
Maitra, Pandit Lakshmi Kanta.
Mangal Singh, Sardar.
Manu Subedar, Mr.
Misra, Pandit Shambhudayal.
Murtuza Sahib Bahadur, Maulvi Syed.
Nairang, Syed Ghulam Bhik.
Nauman, Mr. Muhammad.
Neogy, Mr. K. C.
Pande, Mr. Badri Dutt.
Parma Nand, Bhai.
Raghubir Narain Singh, Choudhri.
Ram Narayan Singh, Mr.
Ranga, Prof. N. G.
Raza Ali, Sir Syed.
Sant Singh, Sardar.
Satyanarayana Moorty, Mr. A.
Sham Lal, Lala.
Siddique Ali Khan, Nawab.
Siddiquee, Shaikh Rafuddin Ahmad.
Sinha, Mr. Satya Narayan.
Sri Prakasa, Mr.
Srivastava, Mr. Hari Sharan Prasad.
Subbarayan, Shrimati K. Radha Bai.
Yamin Khan, Sir Muhammad.
Yusuf Abdoolah Haroon, Seth.
Zafar Ali Khan, Maulana.

NOES—40

Ahmad Nawaz Khan, Major Nawab Sir.	Kushal Pal Singh, Raja Bahadur.
Ambedkar, The Honourable Dr. B. R. •	Lawson, Mr. C. P.
Bentham, The Honourable Sir Edward.	Muazzam Sahib Bahadur, Mr. Muhammad.
Bewoor, Sir Gurunath.	Mudaliar, The Honourable Dewan Bahadur.
Bhagchand Soni, Rai Bahadur Sir Seth.	Sir A. Ramaswami.
Caroe, Sir Olaf.	Mudie, The Honourable Sir Francis.
Chapman-Mortimer, Mr. T.	Piars Lall Kureel, Mr.
Chatterjee, Lt.-Col. Dr J. C.	Raisman, The Honourable Sir Jeremy.
Daga, Seth Sunder Lall.	Richardson, Sir Henry.
Dalal, Dr. Sir Ratanji Dinshaw.	Roy, The Honourable Sir Asoka.
Dalal, The Honourable Sir Ardesbir.	Shahban, Khan Bahadur Mian Ghulam Kadir.
Dalpat Singh, Sardar Bahadur Captain.	Muhammad.
Habibur Rahman, Khan Bahadur Sheikh.	Spence, Sir George
Haidar, Khan Bahadur Shamsuddin.	Stokes, Mr. H. S.
Imam, Mr. Saiyid Haidar.	Sultan Ahmed, The Honourable Sir.
Inskip, Mr. A. C.	Thakur Singh, Capt.
Ismail Alikhan, Kunwer Hajee.	Trivedi, Mr. C. M.
Jawahar Singh, Sardar Bahadur Sardar Sir.	Tyson, Mr. G. W.
Kamaluddin Ahmad, Shamsul-Ulema.	Tyson, Mr. J. D.
Khare, The Honourable Dr. N. B.	Wagstaff, Col. H. W.
Krishnamoorthy, Mr. E. S. A.	Zahid Husain, Mr.

The motion was adopted.

DESIRABILITY OF JUDICIAL ENQUIRIES INTO RAILWAY ACCIDENTS INVOLVING LOSS OF HUMAN LIFE

Pandit Lakshmi Kanta Maitra (Presidency Division: Non-Muhammadan Rural): Sir, I beg to move:

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

Sir, this motion is designed to impress on the railway authorities the desirability of having judicial enquiries instituted in all cases of accidents on Indian railways entailing loss of human lives. Sir, I am afraid the time at the disposal of my Party for discussing this Cut Motion is very short and within this short time, I will place a few points before the House. I am anxious to have the verdict of this House on this important question. Sir, it is well known in this country that railway accidents on Indian railways are not matters of rarity. In fact their number has been steadily on the increase during the last decade. I quite realise that notwithstanding the best scientific arrangements and the best conceivable safeguards, it is absolutely impossible perhaps to prevent railway accidents altogether. But even conceding that, it must be said that railway accidents have been happening in this country, in a manner, which, in the opinion of the public, might have been prevented had the authorities taken adequate and necessary steps beforehand. I will ask the House to turn to page 272 of the Railway Administration Report of 1943-44; it will give an idea as to how these accidents have been steadily mounting during the period of the last four years. There have been 59 cases of railway accidents in 1943-44 as against 32 in 1939-40, and 31 in 1940-41; other accidents such as derailment of passenger trains and other trains, light engines and so on, have registered a steady increase. In 1943-44, there had been 343 cases of derailments of passenger trains and 7,911 cases of derailment of other trains. You have sustained a very huge loss. I do not want to take up the time of the House by referring to further details, but the House will realise that this is steadily growing into a menace to the travelling public of the country. The House will get some idea of the casualties involved in these accidents, if it turns to page 273. The number of persons killed in 1943-44 was 4,064 and injured 9,670 and under the head accidents to rolling stock and permanent way, there have been 235 persons killed, 788 injured in 1943-44 as against 96 killed and 300 injured in 1939-40. Now, Sir, what I am asking the Railway authorities to consider is this. There is provision in the Railway Act,—Chapter VIII,—which provides for enquiries in case of railway accidents. But it is my considered opinion that the kind of enquiry that the Railway Act prescribes does not satisfy the public demand. This Act was passed long ago and the provisions thereof have now become obsolete, and from the trend of accidents that I have just shown, it is quite conceivable that these accidents have been due—I do not lay the blame entirely on the railways, I do not say that they have deliberately caused loss of human lives—to excessive wear and tear to the railway coaching stock, in-attention to permanent ways and things like that. The stocks have

[Pandit Lakshmi Kanta Maitra.]

deteriorated to such an extent that these incidents can not but happen frequently and almost regularly. There has been no replacement or renewal all these years. And look at the toll of human life which these accidents exact. It is pretty heavy. But the grievance of the public is that they are not properly informed as to the causes and actual number of casualties. Recently, railway accidents are not allowed even to be reported in the newspapers. About a month ago—I state it for the information of the Railway Member—there was an accident on the Bengal and Assam Railway on the Lalgola Ghat section in Murshidabad. For one whole day the train services remained suspended but not a single line appeared in the press.

The Honourable Sir Edward Benthall: That was because the fact of publication might be of interest to the enemy.

Pandit Lakshmi Kanta Maitra: Whatever that may be, my point is that in these days the lay public have no access to this kind of information. The Act provides for an inquiry by the departmental authorities. I do not deny the necessity for it; I admit that the railway administrations concerned should hold a departmental inquiry to satisfy themselves as to what had been the laches on their part so that the position may be rectified and future accidents avoided. There is also an inquiry held by the Government Inspector of Railways. But that is an inquiry purely on technical matters, like defects in the line, equipment, speed, working and things like that. What the public is more or less concerned with is this, that whenever there is a departmental report or a report by the Senior Government Inspector of Railways, it should be a true and impartial document and not a purely whitewashing report. It is unfortunately a fact that enquiries made by the agents of the Government or of the Railway Board do not inspire confidence in the minds of the people and they simply do not believe their Reports. I do not know who is to be blamed for that; at any rate, Government should thank themselves for it. They have created this situation in this country that whatever comes from them is not believed by the people at large. So I assert that in all cases of serious accidents it will not do for the Honourable Member or for his department or for the Senior Government Inspector to say that they were due to sabotage. We have heard too much of sabotage. The bogey of sabotage on Indian railways has been trotted out too often and too much and it does not carry any conviction with the public. Even if there are suspected cases of sabotage there should be an inquiry by judicial officers in every case so that people may know about the inquiry and have access to everything and see things with their own eyes. It is in the interest of railway authorities themselves that such inquiry should be ordered because it allays public suspicion and pacifies the public mind. Otherwise immediately after the accident all manner of fantastic stories and rumours will go about. There is a feeling in the popular mind that the higher the casualty roll the greater is the liability of the railways to pay compensation; so the public feel that in order to reduce the compensation they reduce the death-roll. That is not right or fair. And in view of the fact that Government have now become the owners of practically all the railways in this country, it is all the more incumbent that they should not be content merely with a departmental inquiry or an inquiry by the Senior Government Inspector of Railways. In the earlier days the railways were company-managed and the Government Inspector had some independent status. He could hold an independent inquiry and submit his report. As against the companies he had sufficient power and sufficient voice and independence. Now that all the railways have been purchased by Government an officer of the Government, however high-placed he may be, is not expected by the public to give an impartial and just report of things that have happened. Besides, there are many things that arise in connection with an accident. It is not a question only of the death-roll or the cause of the disaster; the question has to be looked at from the point of view of the measures taken for the unfortunate victims, the time when and the extent to which relief was given to those who suffered injury, the way in which the dead bodies were disposed of and things like that. From all these considerations it is necessary

that the Government of India should definitely decide that whenever there is a railway accident in which loss of life involved there should be a judicial inquiry so that people may really be satisfied with the report. I may perhaps be told that this is a matter which is purely a provincial concern because inquiries will have to be held by the provincial officers.

The Honourable Sir Edward Benthall: No, not this time.

Pandit Lakshmi Kanta Maitra: But I know the District Magistrate is not debarred from holding an inquiry if he so likes. But his scope is limited, according to the provisions of the Criminal Procedure Code. He may go to the spot and try to find out the delinquents if any, so as to bring them to justice or within the ambit of the law. Beyond that the District Magistrate is not entitled to go. He cannot determine the causes of the accident which may be of a technical nature, nor to decide the question of giving relief or aid to the victims. I suggest to the Honourable Member that he should declare here and now that it is henceforth the accepted policy of the Government of India not to pursue the method of hide-and-seek in these matters but to lay everything before the public so that they may judge what has actually happened. The railway administration cannot claim perfection for itself; no human organisation is perfect and there are bound to be laches in such a big organisation. But honesty demands that they should face up to it, and if these accidents are due to any laches on the part of Government or of individual railway administrations, the public should be allowed to know it. In past years though there had been so many railway accidents we had only one judicial inquiry and that in connexion with the Bihta train disaster. The death-roll in that case was so appalling that the Government of India was compelled—or rather the Viceroy felt compelled—to direct a judicial enquiry. This was held under the chairmanship of Justice Tom. The House is aware that the original official report that was circulated about this disaster alleged that sabotage as its cause; but Justice Tom came forward with certain definite findings which were different but of immense value to the Railway Board. For the first time he brought out the fact that XB engines were used on the Indian Railways which were a source of real danger to the travelling public. The engines started hunting and lurching whenever they gathered speed and he recommended their discontinuance in service and after that recommendation the Government of India appointed the Pacific Locomotive Committee to go into this technical question. They came to this country, investigated this question thoroughly and changed the specification and design of these engines.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has one minute more.

Pandit Lakshmi Kanta Maitra: Therefore from all these points of view I suggest that the House should with one voice make this demand and urge the Government of India to make a statement that they view with favour the question of holding a judicial inquiry in all cases of railway accidents where loss of human life occurs.

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 Gurunath Bewoor (Secretary, Posts and Air Department): Sir, my object in taking part in this debate is to explain the present position with regard to inquiries into accidents. The House is aware that a considerable debate took place in this House with regard to the undesirability of the Government Railway Inspectorate working under the Railway Board, because whenever any accident was being inquired into, the railway administration was somewhat in the position of an accused, and it was felt that if the Inspector who was enquiring was subordinate to the Railway Board, which was the superior authority to the Railway Administration, there may be a tendency for that Inspector, to use the word which my Honourable friend, Mr. Maitra, used, to whitewash the administration. In response to the desire of the House, it was decided by Government to separate the Government Inspectorate from the Railway Board.

[Sir Gurunath Bewoor.]

I may explain here that formerly Government Inspectors were selected from among railway engineers and they worked as Inspectors for a certain number of years, and when their turn for promotion came they went back as Chief Engineers or Deputy General Managers of the Railways to which they originally belonged. It was felt, therefore, that if an Inspector behaved in a very independent manner and condemned some Railway Administration, the prospects of his promotion may be affected and therefore his independence of judgment may be affected if he remained a part of the original Administration. The final decision of Government was therefore to separate the Inspectorate and I would like to explain what the present organisation is.

The Government Railway Inspectorate is now under the Posts and Air Department which, as you know, is not in the charge of the Railway Member but is in the charge of a separate Member of Council. There is under this department a Chief Government Inspector of Railways and he has under him five Inspectors, two of them are in Calcutta, one looking after the E. I. R. and B. N. Railway, and the other looking after the B. & A. Railway. We have got an Inspector in Lahore, we have got one in Bombay and one in Bangalore. These Inspectors once they are appointed as Inspectors cease to have any further connection with the Railway Administration. Their further promotion is within this particular Inspectorate organisation. I am explaining this in order to show that the Inspectors are no longer in any sense subordinate to the Railway Board or Railway Administration, nor can they look forward to any favours from that Administration or fear it in any way.

What exactly are the duties of the Inspectors? Section 4 of the Railway Act states:

"The safety controlling authority may appoint persons by name or by virtue of their office to be Inspectors of Railways. The duties of an Inspector of Railways shall be (a) to inspect railways with a view to determine whether they are fit to be opened for public carriage of passengers; (b) to make periodical or other inspection of any railway; (c) to make enquiry under this Act into the cause of any accident on a railway."

In actual practice, the Inspector receives the very earliest intimation of an accident. He is required by the orders issued to him to enquire into every accident which involves either loss of human life or damage to Railway property exceeding I think, Rs. 10,000. But this does not mean that he cannot enquire into other accidents. He has full powers to enquire into any accident which may strike him as being one of some importance because even though in that particular case no damage had occurred and nobody had been killed, a similar accident may occur again. When the Inspector receives his report, he proceeds immediately to the place of the accident. He has the power under the Act to call upon any railway servant to appear before him. He inspects the site, he gives intimation of his enquiry to the local district magistrate, to the Police authorities and to the Provincial Government and these are all invited to be present while he is holding an enquiry. . . .

Pandit Lakshmi Kanta Maitra: Not the public.

Sir Gurunath Bewoor: It is an open enquiry and open to the public.

Pandit Lakshmi Kanta Maitra: No notice is published of that enquiry; nobody gets to know about it.

Sir Gurunath Bewoor: Actually, it is fully published in the locality. It is not published in the *Hindustan Times* if an accident occurs on the Bengal Assam Railway, but the local people know and everybody is informed and in every enquiry report which I have seen there are statements by any number of private gentlemen who either travelled on the train, or who saw the accident, or who attended the place of accident after it had occurred.

Mr. Muhammad Nauman: May I ask one question, Sir. With regard to the last accident which occurred near Behea, may I ask the Honourable Member in which Papers notice regarding an enquiry was published, and who were invited to appear before the Railway Inspector?

Sir Gurunath Bewoor: I have not got the record of the Behea accident before me, but I know that something like 30 witnesses from the public were examined and the local people all round knew that the enquiry was being held.

Mr. Muhammad Nauman: I assure the Honourable Member that it was not published in the press at all.

Sir Gurunath Bewoor: I accept that. It may not have been published in the press, but a notice was given to all those who were concerned with the accident.

When the report is submitted to the Posts and Air Department, it is examined and the Railway Administration is called upon to explain the various accusations that may have been made or defects that may have been found by the Government Inspector of Railways. The duty of the Inspector is, firstly, to find out the cause of the accident; secondly, to examine and report what exactly were the measures taken for the relief of those who were injured in the accident; and, thirdly, to report the exact damage to men and property. He always makes a recommendation at the end of his report stating whether there are any defects in the rules. He also reports whether the accident was due to human failure or failure of the machine or a defect in the system. And every time an accident is enquired into and the final report received, the Railway Administration takes steps to remedy the defects pointed out by the Inspector. It was the practice in the past to publish these reports. Every year a book was issued containing the reports of the Government Inspectors. Unfortunately, due to the war we have had to discontinue the publishing of these reports. I would like to point out that these reports are sometimes very voluminous. Every railway accident involves a number of technical questions. It is not easy for a layman to be able to find out why an accident occurred. That is why we have these experts who do nothing but inspection, who have before them the reports of previous accidents in this country and of previous accidents on other Railway Administrations in the world.

Pandit Lakshmi Kanta Maitra: All experts in hiding the deathroll.

Sir Gurunath Bewoor: That, Sir, I consider is an unjust accusation. It is very easy to make such an accusation. I do not see any reason why the Inspector should hide the number of people who have been killed; and in view of the fact that the Railway Administrations have undertaken to pay compensation whatever may be the cause of accident, there is no reason why the Railway Inspector or even the Railways themselves should try to hide the number of deaths or attribute the accident to sabotage in every case. . . . (Interruption.) I should like to point out that the statement made by my Honourable friend, Pandit Maitra, that every accident is attributed to sabotage is far from the truth. I myself have been in charge of the Department for three years and I have seen quite a number of accident reports and I only remember two cases in which it was attributed to sabotage and I do not think there was any doubt about those two cases.

Pandit Lakshmi Kanta Maitra: The country knows about it!

Sir Gurunath Bewoor: I have taken part in this debate to explain the present organisation of the Government Inspectorate of Railways—and I say an accident must be enquired into by people who know something about it. .

Pandit Lakshmi Kanta Maitra: I want a judicial enquiry over and above this!

Sir Gurunath Bewoor: The Inspectors are experts. They are not under the railway administration and they have no reason to whitewash any railway administration and they give a report which is ordinarily published for public information.

Pandit Lakshmi Kanta Maitra: Have a judicial enquiry also.

Sir Gurunath Bewoor: That I consider is unnecessary unless the Inspector produced a report in which there was something, a defect or some point which would justify a judicial enquiry. The Honourable Mr. Maitra's whole argument was one of suspicion of the Government Inspector. I have tried to show that there is no justification whatsoever for such mistrust and that the existing system provides for an inquiry by a qualified and experienced technical officer who gives you an impartial and complete report on every accident and as such no judicial inquiry is called for.

The Honourable Sir Edward Benthall: I do not think it is necessary to add very much to what the Secretary, Posts and Air, whose Department is in charge of the investigation into railway accidents, has said. I cannot however refrain from making once again the point that it is most unfair to vilify the officers of Government without any foundation whatsoever.

Pandit Lakshmi Kanta Maitra: Who is doing that?

The Honourable Sir Edward Benthall: The Honourable Member has cast aspersions.

Pandit Lakshmi Kanta Maitra: Nobody has. I was referring to suspicion in the minds of the public. I do not know who is your Inspector.

The Honourable Sir Edward Benthall: . . . on the impartiality of the independent Government Inspector, and, Sir, as I have said already in the. . .

Pandit Lakshmi Kanta Maitra: Everyone in your department is, like Caesar's wife, above suspicion!

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

The Honourable Sir Edward Benthall: The House will never get reasonable service from its officers unless it learns to back them up when they are doing their duty.

Mr. Sri Prakasa: You will never get your taxes unless you pat us on the back!

The Honourable Sir Edward Benthall: I do not think I need add much to the discussion except to reiterate that the position has changed very considerably in recent years largely as a result of debates in the Legislature. It was after the Bihta accident when the Pacific Locomotive Committee came out that they recommended that the Railway Inspectorate should be taken away from the Railway Department where it was then and placed under an independent Department, then the Communications Department, and now the Posts and Air Department. The change took place from May 12, 1941, and as the Secretary of the Department has pointed out, this is an independent enquiry and the officers concerned with it have no further connection with the railways. They are not eligible for any appointment under the Railway Board thereafter, and there is no reason whatsoever for suspecting the *bona fides* of their reports.

Subsequent to that Committee reporting, there were debates both in the Council of State, a short one, and in this House. A motion was moved by Mr. C. C. Miller of the European Group and supported by Sir Abdul Halim Ghuznavi for the appointment—if I remember the debate correctly—of an independent inspectorate. A debate took place and various Members still in the House took part in it. One Member pointed out that a judicial enquiry was both expensive and lengthy and quite unnecessary, and another, Mr. Joshi, agreed with the general principle but suggested that the inspectorate should be under the Home Department. It was not put under the Home Department but under the Communications Department. That was followed by Dr. Sir Zia Uddin who, presumably on behalf of his Party, agreed with the same principle. But he suggested that we should get a report from the inspectorate and decide after receipt of the report whether any further enquiry is necessary: and that is the policy of the Government.

There was a question in those days which used to exercise the minds of the House very much and that was the question of compensation. In those days if the Railway Department was held responsible for an accident the Railway Department paid damages but the Railway Department in those days was not responsible for damages in the event of an accident caused by sabotage or forces outside their control. As the House will remember, there was very active interest on behalf of the public and particularly friends and relations of the victims as to whether Government were to blame or not. Naturally if there were any suggestion that the fault was being concealed in any way, feeling ran very high. We recognised that and in 1942 we brought in a Bill for compensation to be paid in all cases subject to a limitation of

Rs. 10,000. Actually I made my maiden speech in this House on that Bill and the House discussed it and passed it without opposition and I think that the feeling that the Railway Department had an interest in concealing facts in order that they might escape paying damages has to a large extent been done away with, because the Railway Department now pays compensation in exactly the same way, whether the accident is caused by sabotage or whether it is an accident due to the fault of railway servants.

Now the Honourable Mover quoted a number of figures in which he gave the number of accidents which had occurred in 1943-44. If I have the figure correct, he said that that year there were 59 accidents. Some of them. . . .

(It being Five of the Clock.)

Pandit Lakshmi Kanta Maitra: I would request, Sir that you would allow just five minutes so that we might have a division on this motion.

Mr. President (The Honourable Sir Abdur Rahim): It is 5 O'clock and the Demands for Grants must be put to vote.

The question is:

"That a reduced sum not exceeding Rs. 22,64,599 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, 1946, in respect of 'Railway Board'."

The Assembly divided:

AYES—45

Ahmad Nawaz Khan, Major Nawab Sir.
Ambedkar, The Honourable Dr. B. R.
Benthall, The Honourable Sir Edward.
Bewoor, Sir Gurnath
Bhagchand Soni, Rai Bahadur Sir Seth.
Caroe, Sir Olaf.
Chapman-Mortimer, Mr. T.
Chatterjee, Lt.-Col. Dr. J. C.
Daga, Seth Sunder Lall.
Dalal, Dr. Sir Ratanji Dinshaw.
Dalal, The Honourable Sir Ardeshir.
Dalpat Singh, Sardar Bahadur Captain.
Dam, Mr. Ananga Mohan.
Das, Pandit Nilakantha.
Habibur Rahman, Khan Bahadur Sheikh.
Haidar, Khan Bahadur Shamsuddin.
Imam, Mr. Saiyid Haidar.
Inskip, Mr. A. C.
Ismael Alikhan, Kunwer Hajee.
Jawahar Singh, Sardar Bahadur Sardar Sir.
Kamaluddin Ahmad, Shamsul-Ulema.
Khare, The Honourable Dr. N. B.
Krishnamoorthy, Mr. E. S. A.
Kushal Pal Singh, Raja Bahadur.

Lalljee, Mr. Hooseinbhoy A.
Mehta, Mr. Jamnadas M.
Muazzam Sahib Bahadur, Mr. Muhammad.
Mudaliar, The Honourable Dewan Bahadur
Sir A. Ramaswami.
Mudie, The Honourable Sir Francis.
Piare Lall Kureel, Mr.
Raisman, The Honourable Sir Jeremy.
Richardson, Sir Henry
Roy, The Honourable Sir Asoka.
Sant Singh, Sardar.
Shahban, Khan Bahadur Mian Ghulam Kadir
Muhammad.
Spence, Sir George.
Srivastava, The Honourable Sir Jwala Prasad.
Stokes, Mr. H. G.
Sultan Ahmed, The Honourable Sir.
Thakur Singh, Capt.
Trivedi, Mr. C. M.
Tyson, Mr. G. W.
Tyson, Mr. J. D.
Wagstaff, Col. H. W.
Zahid Husain, Mr.

NOES—45

Abdul Basith Choudhury, Dewan.
Abdul Ghani, Maulvi Muhammad.
Abdul Qaiyum, Mr.
Ayyangar, Mr. M. Ananthasayanam.
Azhar Ali, Mr. Muhammad.
Banerjee, Dr. P. N.
Chattopadhyaya, Mr. Amarendra Nath.
Chettiar, Mr. T. S. Avinashilingam.
Chetty, Mr. Sami Vencatachelam.
Choudhury, Mr. Muhammad Hussain.
Daga, Seth Sheodas.
Das, Mr. B.
Datta, Mr. Akhil Chandra.
Desai, Mr. Bhulabhai J.
Gauri Shankar Singh, Mr.
Gupta, Mr. K. S.
Habibar Rahman, Dr.
Hans Raj, Raizada.
Hegde, Sri K. B. Jinaraja.
Hosmani, Mr. S. K.
Ismail Khan, Hajee Chowdhury Muhammad.
Kaibash Bihari Lall, Mr.
Krishnamachari, Mr. T. T.

Lahiri Chaudhury, Mr. D. K.
Lakhichand, Mr. Rajmal.
Maitra, Pandit Lakshmi Kanta.
Mangal Singh, Sardar.
Manu Subedar, Mr.
Misra, Pandit Shambhudayal.
Murtuza Sahib Bahadur, Maulvi Syed.
Neogy, Mr. K. C.
Pande, Mr. Badri Dutt.
Raghubir Narain Singh, Choudhri.
Ram Narayan Singh, Mr.
Ranga, Prof. N. G.
Raza Ali, Sir Syed.
Satyanarayana Moorty, Mr. A.
Sham Lal Lala.
Siddique Ali Khan, Nawab.
Siddiquee, Shaikh Rafiuddin Ahmad.
Sinha, Mr. Satya Narayan.
Sri Prakasa, Mr.
Srivastava, Mr. Hari Sharan Prasad.
Subbarayan, Shrimati K. Radha Bai.
Zafar Ali Khan, Maulana.

Mr. President (The Honourable Sir Abdur Rahim): The result of the voting is; Ayes: 45 and Noes: 45.

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. 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. 17,11,000 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, 1946, 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. 18,82,000 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, 1946, in respect of 'Miscellaneous Expenditure'."

The motion was adopted.

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

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

"That a sum not exceeding Rs. 2,14,00,000 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, 1946, in respect of 'Payments 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. 15,65,48,000 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, 1946, 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. 45,40,14,000 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, 1946, 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. 29,17,87,000 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, 1946, 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. 48,55,000 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, 1946, 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. 16,70,40,000 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, 1946, 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. 6,22,33,000 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, 1946, 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 reduced sum not exceeding Rs. 20,51,70,000 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, 1946, 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. 5,04,31,000 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, 1946, 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. 17,12,20,000 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, 1946, 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. 94,000 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, 1946, 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 sum not exceeding Rs. 4,50,86,000 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, 1946, in respect of 'Appropriation to Reserve'."

The motion was adopted.

DEMAND No. 10-A--WITHDRAWAL FROM RESERVE.

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

"That a sum not exceeding Rs. 5,80,00,000 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, 1946, in respect of 'Withdrawal from 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. 3,000 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, 1946, 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. 31.99.00.000 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, 1946, in respect of 'Open Line Works'."

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Wednesday, the 28th February, 1945.