

21st February 1945

**THE**  
**LEGISLATIVE ASSEMBLY DEBATES**  
**Official Report**

**Volume I, 1945**

*(8th February to 23rd February, 1945)*

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**TWENTY-SECOND SESSION**  
**OF THE**  
**FIFTH LEGISLATIVE ASSEMBLY,**  
**1945**



# LEGISLATIVE ASSEMBLY

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*Deputy President :*

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

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

Sardar SANT SINGH, M.L.A.

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# LEGISLATIVE ASSEMBLY

Wednesday, 21st 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.

## MEMBER SWORN :

Mr. Chandulal Madhavlal Trivedi, C. S. I., C. I. E., O. B. E., I. C. S., M. L. A.  
(Secretary War Department)

## STARRED QUESTIONS AND ANSWERS

### (a) ORAL ANSWERS

#### DELHI ELECTRIC SUPPLY AND TRACTION COMPANY

**403. \*Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Labour Member please state:

(a) whether he has completed the enquiry promised by him in his answer to Mr. Neogy's question No. 419 in the last session regarding the Delhi Electric Supply and Traction Company;

(b) the profit the company is making; and

(c) the result of the enquiries, and whether Government propose exercising the option to purchase it?

**The Honourable Dr. B. R. Ambedkar :** (a) and (c). The Honourable Member attention is drawn to the reply given to Mr. K. C. Neogy's question on 9th February 1945.

(b) The dividend declared by the Company since 1939 has been as follows :

1939—11 per cent.

1940—11 per cent.

1941—11 per cent.

1942— 9 per cent.

1943— 9 per cent.

} income tax free.

**Mr. T. S. Avinashilingam Chettiar :** Have Government decided to take over the Company?

**The Honourable Dr. B. R. Ambedkar :** Yes, Sir.

**Mr. T. S. Avinashilingam Chettiar :** When will it come into effect?

**The Honourable Dr. B. R. Ambedkar :** As soon as the license ends.

**Mr. K. C. Neogy :** Has the notice been actually served as yet?

**The Honourable Dr. B. R. Ambedkar :** I believe so.

#### GOVERNMENT CONTRIBUTION TO INDIAN LABOUR FEDERATION

**404. \*Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Labour Member please state:

(a) whether, in view of the fact that the President of the Trade Union Congress, Sri Jamnadas Mehta, has denied the fact of having received the amount from the Government as alleged by the Labour Member, he has investigated into the matter;

(b) whether the amount has been credited in the accounts of the Trade Union Congress; and

(c) in whose hands the money is being given?

**The Honourable Dr. B. R. Ambedkar :** The Honourable Member is apparently referring in this question to Indian Federation of Labour of which Mr. Mehta was the President and not to the All-India Trade Union Congress.

(a) I would refer the Honourable Member to my reply to Mr. Lalchand Navalrai's question No. 31 on the 2nd November, 1944.

(b) I have no knowledge.

(c) The payment was originally made to the representatives of the Federation through the National War Front and later, through the Chairmen, National Service Labour Tribunals. From June 1944, the payment is made to the Secretary of the Federation.

**Mr. T. S. Avinashilingam Chettiar :** Is it not necessary that Government should satisfy themselves that when money is sanctioned for a particular organisation it has been credited to the accounts of that organisation ?

**The Honourable Dr. B. R. Ambedkar :** It is not my business to check the accounts of any organisation.

**Mr. T. S. Avinashilingam Chettiar :** In view of the Honourable Member's statement on a previous occasion that an auditor had been sent to audit the accounts, may I know if the auditor's report has been received ?

**The Honourable Dr. B. R. Ambedkar :** My Honourable friend must put down a specific question on that point.

**Mr. Abdul Qaiyum :** Will the Honourable Member give the names of the office-bearers of the organisation who actually received the money ?

**The Honourable Dr. B. R. Ambedkar :** First of all it was paid through the National War Front ; then a change was made and the money was paid through the Chairmen of the National Labour Service Tribunals ; and from June, 1944 it is paid to the Secretary of the Federation.

**Mr. Abdul Qaiyum :** Will the Honourable Member give the name of the particular gentleman who received the money ?

**The Honourable Dr. B. R. Ambedkar :** I shall require notice.

**Mr. T. S. Avinashilingam Chettiar :** In view of the fact that the Public Accounts Committee for 1942-43 specifically said that no vouchers and no accounts are kept for this money given to Mr. Roy, may I know if the money was given to Mr. Roy in his personal name and whether audits were made and what conclusion the auditors came to as to whether the amounts were credited to the organisation ?

**The Honourable Dr. B. R. Ambedkar :** I cannot say to whom the money was paid before the new arrangement was made. After the new arrangement was made the money is paid to the person who is known as Secretary.

**Mr. Badri Dutt Pande :** In view of the fact that the subsidy to the Labour Federation is not approved by this House, is it the intention of Government to discontinue it ?

**The Honourable Dr. B. R. Ambedkar :** I do not wish to anticipate the decision.

**Mr. T. S. Avinashilingam Chettiar :** Has provision been made for it in the next Budget ?

**The Honourable Dr. B. R. Ambedkar :** If my Honourable friend will wait he will know.

**Mr. Sri Prakasa :** Have Government made sure that the money is well spent ?

**The Honourable Dr. B. R. Ambedkar :** Yes, Sir. I have no doubt about it.

**Mr. T. S. Avinashilingam Chettiar :** Sir, may I point out to the Chair that this is an impertinent answer ? The Budget is coming up soon and he must know whether provision for this amount has been made. May I know whether this sum has been provided for ?

**The Honourable Dr. B. R. Ambedkar :** My Honourable friend will know it on the 28th February.

#### LABOUR EXCHANGE BUREAUS

405. **\*Mr. T. S. Avinashilingam Chettiar :** (a) Will the Honourable the Labour Member please state in how many places labour exchange bureaus have been established ?

(b) For what class of persons are these bureaus intended to serve ?

(c) Till now, for how many persons have they found employment ?

**The Honourable Dr. B. R. Ambedkar :** (a) Employment Exchanges have been established at ten centres in India, viz., Bombay, Ahmedabad, Nagpur, Madras, Calcutta, Dhanbad, Cawnpore, Delhi, Lahore and Karachi.

(b) For the present, the Employment Exchanges are intended to serve technical personnel as defined under the National Service (Technical Personnel Ordinance, 1940 who are in receipt of wages of not less than Rs. 1-8-0 per day in the cities of Bombay and Calcutta and Re. 1 per day in other places.

(c) Upto 31st December, 1944 the Exchanges had found employment for 5,909 workmen.

I may add that it was only in December, 1943 that it was decided to set up these exchanges and considerable difficulty was experienced in securing competent staff and suitable accommodation.

**Mr. T. S. Avinashilingam Chettiar :** May I know whether Government propose to extend the work of these Labour Exchanges to other categories of labour ?

**The Honourable Dr. B. R. Ambedkar :** Yes, Sir.

**Mr. T. S. Avinashilingam Chettiar :** What are these other categories of labour to which extension is proposed ?

**The Honourable Dr. B. R. Ambedkar :** We have come to no decision as yet.

**Mr. Abdul Qaiyum :** May I know for what percentage of the total applicants jobs were found ?

**The Honourable Dr. B. R. Ambedkar :** The total number of workmen that were registered as wanting jobs was 14,697 out of whom employment was found for 5,909 men.

**Shrimati Radha Bai Subbrayan :** Do these figures include women also ?

**The Honourable Dr. B. R. Ambedkar :** My figures do not make any distinction between male and female.

#### QUOTAS OF CLOTH TO NORTH-WEST FRONTIER PROVINCE, ETC.

**406. \*Mr. Abdul Qaiyum :** Will the Honourable Member for Industries and Civil Supplies please state:

(a) the quantity and value of the latest quotas of cloth to the North-West Frontier Province, Delhi Province, the Punjab and the Tribal Areas;

(b) the basis on which the respective quotas were fixed; and

(c) whether, in awarding the quotas, provision was made for the population of the Tribal Areas?

**The Honourable Sir M. Azizul Huque :** (a) The total monthly quota of cotto cloth for the " Punjab Deficit Zone ", comprising the Provinces and areas mentioned in the question and also the N.-W. F. P. States and the Punjab Hill States, is 45,063 bales (one bale = 1,500 yards) valued at Rs. 2,92,90,950 approximately.

Distribution of this overall quantity between the different units is a function of the Co-ordinating Authority, Punjab Deficit Zone, who is the Secretary, Supply and Transport, Government of Punjab.

(b) The quantity for the Punjab Deficit Zone as a whole has been fixed on the basis of 18 yards per head per annum.

(c) Yes.

**Mr. Abdul Qaiyum :** Is the Honourable Member satisfied that in fixing the quota for the Frontier Province the population of the tribal area was included?

**The Honourable Sir M. Azizul Huque :** Yes, Sir.

**Mr. T. S. Avinashilingam Chettiar :** May I know whether this basis of 18 yards per head per annum is for all India or only for the Punjab and the North-West Frontier Province ?

**The Honourable Sir M. Azizul Huque :** No. It has been more or less arrived at on the basis of intake in different provinces during the last few years.

**Mr. Abdul Qaiyum :** Is the Honourable Member aware that the quota set apart for the tribal areas has not reached its destination and that there is a lot of smuggling going on because the people in the tribal areas cannot get cloth ?

**The Honourable Sir M. Azizul Huque :** So far as smuggling is concerned it may have been going on and it may go on still, but if my Honourable friend will give me the facts I will make an enquiry.

**Mr. K. C. Neogy :** Is it a fact that the *per capita* standard adopted in the case of the North-West Frontier Province particularly is extremely generous as compared with the standard adopted for the other parts of the country, and, if so, is it due to the anxiety of the Government to see that the type of trousers used in the Frontier is not prejudicially affected ?

**The Honourable Sir M. Azizul Huque :** I think I will deny the intention which my Honourable friend has attributed to the Government because Government does not make any distinction between the trouser and the *dhoti*, but surely it affects the intake of a province.

**Mr. Abdul Qaiyum :** Is the Honourable Member aware that the Frontier *salwar* does not take more than three yards of cloth ?

**The Honourable Sir M. Azizul Huque :** I am pleased to know that.

**Mr. Abdul Qaiyum :** Is the Honourable Member aware that the Frontier people need and use much more cloth than in any other province in India because they believe in covering their bodies ?

**The Honourable Sir M. Azizul Huque :** I am not a specialist in this art.

SCHOLARSHIPS TO RESEARCH SCHOLARS IN TATA RESEARCH INSTITUTE AND BIFURCATION OF ADMINISTRATIVE AND ACADEMIC WORK

**407. \*Mr. Govind V. Deshmukh:** Will the Secretary for Education, Health and Lands please state:

(a) if he has made any enquiries regarding scholarships to Research Scholars in Tata Research Institute and the bifurcation of the administrative and academic work which he promised in his replies to my starred question No. 564 put on the 20th November, 1944; if so, whether he will make a statement on these points; and

(b) what fees the scholar has to pay and what messing expenses he has to incur every month and whether he has to pay Gymkhana and Library subscriptions either every month or quarterly?

**Mr. J. D. Tyson :** (a) I have made enquiries but find that the Quinquennial Reviewing Committee of 1936 made no recommendation about the number or value of the scholarships tenable at the Institute or about the bifurcation of the administrative and academic work of the Institute.

(b) Students admitted for *research* are not charged tuition fees. A tuition fee of Rs. 8 per month is, however, charged from students admitted to any of the Certificate courses at the Institute. The messing expenses range between Rs. 40 and Rs. 45 per month and the Gymkhana subscription is Rs. 6 per year. No fee is charged from students for consulting books in the Library of the Institute.

**Mr. Govind V. Deshmukh :** In view of the fact that the students are awarded only Rs. 40 as scholarship—this is what I learnt when I went to Bangalore recently—and, as my Honourable friend has just said, they have to pay something between Rs. 40 and Rs. 45 per month as messing expenses and there are other expenses as well, may I know if the Honourable Member thinks that the scholars would be at ease of mind to carry out the research work ? If not, may I know if Government are prepared to make recommendations to proper authorities ?

**Mr. J. D. Tyson :** I am afraid my Honourable friend is not quite correct. There are four studentships on Rs. 125, and I think there are 58—some of which are research scholarships on Rs. 60 per mensem while others are research stipends on Rs. 40 per mensem. So it is not a fact that they are all on Rs. 40 per mensem.

**Mr. Govind V. Deshmukh :** I do not know if the Honourable Member is quite sure about the facts, because from his answer to the first part of the question I gathered that he had no definite information. As a matter of fact, the original scholarship of Rs. 100 was reduced to Rs. 60 and from Rs. 60 it has been brought down to Rs. 40, and today most of the scholars get Rs. 40 per mensem as scholarship. The Honourable Member is shaking his head, but may I tell him that I know the facts very well—I had gone there myself.

**Mr. President (The Honourable Sir Abdur Rahim) :** The Honourable Member is not asking any question.

**Mr. Govind V. Deshmukh :** I am Sir, Will the Honourable Member be pleased to say what were the messing charges two years ago and what are the charges today, and what were the rates of scholarship for the majority of students two years ago and what are the scholarships today ?

**Mr. J. D. Tyson :** I hasten to say that I was not shaking my head, and I must ask for notice of the question as to what the scholarships were two years ago, but I can assure the Honourable Member that four studentships are on Rs. 125 and not Rs. 100.

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

SCHEMES OF FOOD DEPARTMENT REFERRED TO TATA RESEARCH INSTITUTE

**408. \*Mr. Govind V. Deshmukh:** Will the Secretary for Education, Health and Lands please state:

(a) what the three schemes of the Food Department referred to in the statement supplied with the answer to starred question No. 564 put by me

on the 20th November, 1944, are, which were referred by the Government of India to the Tata Research Institute at Bangalore; and

(b) if the research work in the Tata Research Institute on (i) Aniline Dyes, (ii) Wireless, (iii) Crinoline, and (iv) Cosmic Rays was stopped; if so, why?

**Mr. J. D. Tyson :** (a) I regret that the entry regarding three Food Department schemes in the statement laid on the table of the House in reply to part (e) of the Honourable Member's starred question No. 564 of the 20th November, 1944 was not correct. The Institute has since reported that the schemes in question were undertaken on behalf of the Madras Government and not on behalf of the Food Department. The Institute, however, supplied one product—Rennet—to the Food Department during the period in question.

(b) Research work on aniline being conducted at the Institute under the auspices of the Board of Scientific and Industrial Research was stopped on the 31st May 1944 mainly for the reason that the basic chemicals required for the scheme were not available in India and production from imported chemicals would be uneconomical. Research work on wireless is being continued on a much larger scale than before. Work on Cosmic Ray is also being continued. No work on Crinoline has been done at the Institute.

**Mr. Govind V. Deshmukh :** May I know from the Honourable Member whether work on Cosmic Rays is continued by the same scholar who was doing the work before?

**Mr. J. D. Tyson :** I am afraid I cannot answer that question without previous notice.

**Mr. Govind V. Deshmukh :** Is it not a fact that the gentleman who was making research work on Cosmic Rays is not there now, and, if so, what is the reason?

**Mr. J. D. Tyson :** I must ask for notice of that question.

**Mr. C. P. Lawson :** With regard to (b) (iii) of the question, may I ask the Honourable Member if he will inform this House what is Crinoline?

**Mr. J. D. Tyson :** I have consulted several dictionaries and I understand that a Crinoline is a component of female attire worn in the time of Queen Victoria. Possibly the Honourable Member had in mind Quinoline, a very different matter.

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

#### INDEPENDENT TRADE AGREEMENTS WITH DOMINIONS, ETC.

**409. \*Mr. Govind V. Deshmukh :** Will the Honourable the Commerce Member please state if the Government of India can now enter into trade agreements with (i) Dominions, (ii) Crown Colonies, and (iii) foreign countries independently? Is the Government of India's power to enter into trade agreements with any of these, subject to any restrictions by His Majesty's Government? If so, what?

**The Honourable Sir M. Azizul Huque :** The attention of the Honourable Member is invited to the reply given to his starred questions Nos. 397 and 398 on the 8th September, 1937. The position has not changed since then.

**Mr. Govind V. Deshmukh :** Question put by whom?

**The Honourable Sir M. Azizul Huque :** By Mr. G. V. Deshmukh.

**Mr. T. S. Avinashilingam Chettiar :** Since the answer was given in 1937, will the Honourable Member repeat it now?

**The Honourable Sir M. Azizul Huque :** The answer was :

"I would invite the attention of the Honourable Member to the provisions of section 314 of the Government of India Act, 1935, regarding the general control of the Secretary of State over the acts of the Governor-General and the Governor-General in Council. India does not enjoy as regards the negotiation of Trade Agreements the same political status as the self-governing Dominions but the difference is more of form than substance since as a matter of practice it has been established that Trade Agreements shall be negotiated by the Government of India direct with other empire countries and also foreign countries."

**Mr. Abdul Qaiyum :** What steps have been taken by the Government of India between 1937 and now to see that India can enter into such agreements unfettered by any directions and advice by Britain?

**The Honourable Sir M. Azizul Huque :** As I have said, in substance there has been no fetter.

**Mr. T. S. Avinashilingam Chettiar :** May I know whether the Government is negotiating any trade agreement with any body because there are no fetter ?

**The Honourable Sir M. Azizul Huque :** These questions are being constantly examined and I think I can say that almost every time we are considering some aspect of this question.

**Mr. Govind V. Deshmukh :** In view of the fact that there has been some political change, has the Government of India thought fit to put forward any proposals in the matter of making trade agreements with colonies and foreign countries, particularly in the case of colonies like South Africa ?

**The Honourable Sir M. Azizul Huque :** That is answered by the question that, in fact, the Government had done it of its own accord.

#### WAR RISKS INSURANCE ON GOODS

**410. \*Mr. Manu Subedar :** (a) Will the Honourable the Commerce Member please state from which date the War Risks Insurance on goods, on warehouses and on factories was instituted ?

(b) What was the original rate ?

(c) How often has the rate been altered and what is the present rate ?

(d) How many claims have been paid in respect of War Risks Insurance from the time it was instituted and what is the total amount ?

(e) How much premium has been collected in each year since the War Risks Insurance was instituted and up to the 31st December, 1944 ?

(f) Where are the funds collected in this manner ?

(g) Are they kept separately or are they merged with Government of India's balances ?

(h) Have Government received any representation that the War Risks Insurance rates should be rendered nominal or the cover given during the last period be extended without any additional premium by six or twelve months ?

(i) When do Government propose to remove the compulsory War Risks Insurance altogether ?

(j) Have Government examined the position whether this charge does not tend to raise prices of all articles and therefore to assist inflation ?

(k) How much commission has been given to insurance companies in connection with the collection of War Risks Insurance by them from the date this claim was instituted up to the 31st December, 1944 ?

**The Honourable Sir M. Azizul Huque :** (a) War Risk (Goods) Insurance Scheme was put into operation on the 1st October, 1940 and the War Risks (Factories) Insurance Scheme on the 29th May, 1942.

(b) The original rate for goods was 1/32 per cent. per month and for factories 4 per cent. for the entire period commencing from the 1st April, 1942 and ending on the 31st March, 1944.

(c) The rate for goods has been changed eight times and for factories once. The present rate for goods is one anna on each complete sum of one hundred rupees per month and for factories one per cent. for the period 1st April, 1944 to 31st March, 1945.

(d) The total number of claims paid so far under the Goods Scheme is 52 and under the Factories Scheme 25. The total amount of claims paid under Goods Scheme is Rs. 412,594-0-4 and under Factories Scheme Rs. 257,511-8-9.

(e) The amount of premium received in each year under the Goods Scheme is as follows :

1st October, 1940—30th September, 1941—Rs. 1,05,40,080-15-4.

1st October, 1941—30th September, 1942—Rs. 2,91,71,535-15-3.

1st October, 1942—30th September, 1943—Rs. 7,89,76,450-12-7.

1st October, 1943—30th September, 1944—Rs. 5,24,52,069-9-6.

Later information is not available.

The amount of premium received in each year under the " Factories " Scheme is as follows :

29th May, 1942—31st March, 1943—Rs. 9,23,81,237-8-8.

1st April, 1943—31st March, 1944—Rs. 6,86,89,679-14-8.

1st April, 1944—30th November, 1944—Rs. 3,15,61,000-0-0 (Appx.).

**Mr. President** (The Honourable Sir Abdur Rahim) : A statement like this ought to be laid on the table.

**The Honourable Sir M. Azizul Huque** : (Continuing to read his answer) : Later information not available.

(f) With Government.

(g) The position is that the balances are merged in the Central Government's balances. So long as the moneys are received to the credit of the public account, they merge in general balances. There is, however, a *pro forma* account showing the amounts at the credit of specific funds.

(h) Yes.

(i) When conditions will permit.

(j) Rates of premia are so low that it is most unlikely that they affect prices to any appreciable degree.

(k) Insurance Companies are not given any commission. They are reimbursed on an agreed basis the actual expenses incurred by them in the administration of the War Risks Insurance Schemes.

**Mr. Manu Subedar** In view of the fact that very enormous reserves have now been collected, running into about 35 crores, will Government abolish this charge ?

**The Honourable Sir M. Azizul Huque** : It is difficult in the present war situation to abolish these things altogether.

**Sir Cowasjee Jehangir** : Why did you not abolish it in 1942 ?

**The Honourable Sir M. Azizul Huque** : I wish my friend had asked the question in 1942 ?

**Sir Cowasjee Jehangir** : I am asking the question in 1945.

**Mr. T. T. Krishnamachari** : Will the Honourable Member consider reducing the rate ?

**The Honourable Sir M. Azizul Huque** : The rates are revised from time to time with a view to lowering them.

**Mr. T. T. Krishnamachari** : When may we expect another reduction ?

**The Honourable Sir M. Azizul Huque** : The matter is under consideration.

#### PUNJAB GOVERNMENTS REQUEST RE BISCUIT FACTORY

411. \***Sir Muhammad Yamin Khan** (on behalf of **Dr. Sir Zia Uddin Ahmad**) :

(a) Will the Honourable the Food Member please state if it is a fact that the Government of the Punjab requested the Government of India to place one of the biscuit factories in one of the districts of the Punjab ?

(b) Will Government lay on the table of the House all the correspondence and figures supplied by the Punjab Government or by the Director of Industries on behalf of the Punjab Government in support of their request ?

(c) Why was it given to a person who had no experience of biscuit making ?

(d) Where was this factory located ?

(e) Is it not a fact that the factory was located in the corner of an Indian State ?

(f) Was it not placed there on account of the fact that they wanted to avoid income-tax ?

**The Honourable Sir Jwala Prasad Srivastava** : (a) No, Sir.

(b) Does not arise.

(c) If the Honourable Member is referring to a biscuit plant imported from the U. S. A. in 1943 the existing biscuit manufacturing firms were not interested owing to the size of the plant. It was therefore offered to a firm who had considerable experience in erecting and operating large factories.

(d) Rajpura (Patiala State).

(e) Yes.

(f) No.

**Mr. Govind V. Deshmukh** : Is the answer to part (c) really correct ? Is it or is it not a fact that it was given to a person with no experience of this ?

**The Honourable Sir Jwala Prasad Srivastava :** The existing manufacturing concerns were not interested in the plant.

**Mr. Govind V. Deshmukh :** Does that mean that the person to whom it was given had no experience of this ?

**The Honourable Sir Jwala Prasad Srivastava :** Yes.

**Mr. H. A. Sathar H. Essak Sait :** In answer to part (e) he said that the other manufacturers were not interested. Was the thing advertised ? Or how does he satisfy himself that the others were not interested ?

**The Honourable Sir Jwala Prasad Srivastava :** We know the existing biscuit manufacturing concerns. We asked them and they were not interested.

**Mr. N. M. Joshi :** Why did not the Government of India themselves start the biscuit factory instead of giving it to people with no experience ?

**Mr. Sri Prakasa :** They have experience of biscuit eating and not biscuit making.

**Mr. President (The Honourable Sir Abdur Rahim) :** With regard to Dr. Zia Uddin's question, has Sir Muhammad Yamin Khan had any written authority from Dr. Zia Uddin Ahmad ?

**Sir Muhammad Yamin Khan :** Yes, I had.

**Mr. President (The Honourable Sir Abdur Rahim) :** The Honourable Member should have made it over to the office.

**Sir Muhammad Yamin Khan :** All right I will do it.

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

#### PAUCITY OF SIKHS IN HIGHER POSTS OF LEGISLATIVE DEPARTMENT

†412. \***Sardar Mangal Singh :** (a) Will the Honourable the Law Member please state the percentages of Anglo-Indians, Parsees, Indian Christians and Sikhs in the gazetted and higher posts in his Department including the Income-tax Appellate Tribunals in each Province?

(b) What steps do Government contemplate to make up the deficiency in the share of the Sikhs? If none, why?

**The Honourable Sir Asoka Roy :** (a) Anglo-Indians 7.4.

Parsees—11.1.

Indian Christians—Nil

Sikhs—Nil.

(b) The Honourable Member is referred to my reply to his question No. 170 of the 13th, February 1945.

#### PAUCITY OF SIKHS IN HIGHER POSTS OF COMMERCE DEPARTMENT

†413. \***Sardar Mangal Singh :** (a) Will the Honourable the Commerce Member please state the percentages of Anglo-Indians, Parsees, Indian Christians and Sikhs in the gazetted and higher posts in the Commerce Department including Industries and Civil Supplies Department?

(b) What steps do Government contemplate to make up the deficiency in the share of the Sikhs? If none, why?

**The Honourable Sir M. Azizul Huque :** (a) Eight per cent. of the Gazetted and higher posts in the Commerce Department Secretariat are held by Anglo Indians and none by Parsis, Indian Christians or Sikhs. In the Industries and Civil Supplies Department 9.6 per cent. of the total posts go to these four communities in equal proportions.

(b) No specific share for Sikhs has been fixed but they, along with Anglo-Indians, Parsis and Indian Christians, are included in "other minority communities", for whom an over-all quota of 8 1/3 per cent. has been fixed in vacancies filled by direct recruitment. In this connection I would also invite the Honourable Member's attention to my reply to Starred Question No. 169 given on the 13th instant.

#### PAUCITY OF SIKHS IN HIGHER POSTS OF FOOD DEPARTMENT

†414. \***Sardar Mangal Singh :** (a) Will the Honourable the Food Member please state the percentages of Anglo-Indians, Parsees, Indian Christians and Sikhs in the gazetted and higher posts in his Department?

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

(b) What steps do Government contemplate to make up the deficiency in the share of the Sikhs? If none, why?

**The Honourable Sir Jwala Prasad Srivastava :** (a) A statement showing the relative shares of minority communities in the gazetted posts is placed on the table.

(b) There is no deficiency in the share of the Sikhs, who hold more than 50 per cent. of the posts reserved for minority communities.

*Statement showing percentage of Minority Communities, e.g., Anglo-Indians, Indian Christians, Parsees and Sikhs in the Gazetted posts in the Department of Food as it stood on 1st February, 1945*

	Number of posts	Number of posts filled up	Number of posts out of col. 2 reserved for minority communities	Number filled up by Sikhs	Ratio per cent. of column 4 to 3.	Number filled up by Parsees	Ratio per cent. of column 6 to 3	Number filled by Indian Christians	Ratio per cent. of column 8 to 3	Number filled up by Anglo-Indians	Ratio per cent. of column 10 to 3
	1	2	3	4	5	6	7	8	9	10	11
D. F. I. & II	94	85	7 1/3	4	54.5	..	..	1	13.6	..	..
D. F. III	156	122	10	5	50	3	30	2	20	1	10
Total	250	207	17 1/3	9	52.1	3	17.3	3	17.3	1	5.8

#### PAUCITY OF SIKHS IN HIGHER POSTS OF COMMONWEALTH RELATIONS DEPARTMENT

†415. \*Sardar Mangal Singh: (a) Will the Honourable Member for Commonwealth Relations please state the percentages of Anglo-Indians, Parsees, Indian Christians and Sikhs in the gazetted and higher posts in his Department?

(b) What steps do Government contemplate to make up the deficiency in the share of the Sikhs? If none, why?

**The Honourable Dr. N. B. Khare :** (a) I presume the Honourable Member refers to the Secretariat establishment of the Department. There are no member of any of these communities in such posts. There is, however, one Domiciled European employed as a Superintendent.

(b) Appointments to such posts are made on merits either by deputation or by promotion and the rules regarding communal representation in the services do not apply to such appointments. The question does not therefore arise.

#### PAUCITY OF SIKHS IN HIGHER POSTS OF EDUCATION, HEALTH AND LANDS DEPARTMENT

†416. \*Sardar Mangal Singh: (a) Will the Secretary for Education, Health and Lands please state the percentages of Anglo-Indians, Parsees, Indian Christians and Sikhs in the gazetted and higher posts in all the sections of his Department?

(b) What steps do Government contemplate to make up the deficiency in the share of the Sikhs? If none, why?

**Mr. J. D. Tyson :** (a) A statement showing the percentages of Anglo-Indians, Parsees, Indian Christians and Sikhs within the 'other minority' group and relative to the total number of gazetted posts in the Department of Education, Health & Lands and the offices subordinate to it, is laid on the table of the House.

(b) There is no separate share reserved for the Sikh Community. 8 1/3 per cent. of the total number of vacancies available for direct recruitment is reserved for 'other minorities' and the Sikhs share these vacancies along with the other minority communities of Anglo-Indians, Indian Christians and Parsees.

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

*Statement showing the percentages of Anglo-Indians, Parsees, Indian-Christians and Sikhs within the 'Other Minority' group and relative to the total number of gazetted and higher posts in the Department of Education, Health and Lands and the Office subordinate to it*

Department or Office	Percentages within the 'other minority' group				Percentages relative to the total number of gazetted and higher posts.				Remarks
	Anglo-Indians	Parsees	Indian Christians	Sikhs	Anglo-Indians	Parsees	Indian Christians	Sikhs	
Department of E., H. & L.	Nil	28.6	14.3	57.1	Nil	6.6	3.3	13.3	Total strength of officers excluding H. M. in-charge and 3 honorary officers is 30.
Office of D. G. I. M. S.	33.3	33.3	33.3		3.5	3.5	3.5		
Malaria Institute of India	Nil	Nil	Nil	100.0	Nil	Nil	Nil	25.0	
All-India Institute of Hygiene	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
Public Health, Calcutta	12.5	75.0	12.5	Nil	4.5	27.3	4.5	Nil	
Port Health Department	Nil	33.1	50.4	16.5	Nil	4.4	6.7	2.2	
Imperial Agricultural Research Institute	75.0	Nil	Nil	25.0	8.8	Nil	Nil	2.9	
Imperial Veterinary Research Institute	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
Imperial Council of Agricultural Research	Nil	39.9	Nil	60.1	Nil	5.7	Nil	8.6	
Central Agricultural Marketing Department.	Nil	100.0	Nil	Nil	Nil	14.3	Nil	Nil	
Imperial Dairy Department	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
Archaeological Survey of India	Nil	Nil	Nil	100.0	Nil	Nil	Nil	5.4	
Forest Research Institute and Colleges	Nil	Nil	Nil	7.2	19.0	.8	.8	1.6	
Survey of India	85.6	85.6	3.6	Nil	Nil	Nil	Nil	Nil	
Botanical Survey of India	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
Zoological Survey of India	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
Imperial Record Department	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	There is only one gazetted post (Director of Archives)
Imperial Library	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	There is only one Librarian
Indian War Memorial	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	There is no-gazetted post.
Delhi Polytechnic	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
Central Quinine Office	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
Indian Central Cotton Committee	33.5	66.5	100	Nil	Nil	5.6	11.1	Nil	There is only one gazetted post
Indian Central Jute Committee	Nil	100	100	Nil	Nil	Nil	8.3	Nil	
Indian Central Sugarcane Committee	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	There is only one gazetted post

OPINION RE ATLANTIC CHARTER EXPRESSED BY THE HONOURABLE MEMBER FOR  
COMMONWEALTH RELATIONS

†417. \***Mr. R. B. Gupta**: (a) Will the Honourable Member for Commonwealth Relations be pleased to state whether he characterised the Atlantic Charter as humbug in his speech delivered on the 2nd January, 1945, at Nagpur?

(b) If the answer to the above is in the affirmative, will the Honourable Member be pleased to state whether his opinion expressed about Atlantic Charter was given in an individual capacity or as a member of the Executive Council?

**The Honourable Sir Sultan Ahmed** : (a) I understand from my Honourable Colleague that he did not make the statement attributed to him.

(b) Does not arise.

SOLUTION OF POLITICAL IMPASSE

†418. \***Mr. R. B. Gupta**: (a) Will the Honourable Member for Commonwealth Relations be pleased to state whether Honourable Members of the Executive Council are making any attempt to facilitate the solution of the present political impasse?

(b) If the answer is in the affirmative, what is the line of their attempt?

**The Honourable Sir Sultan Ahmed** : (a) and (b). I cannot enlighten the Honourable Member on this point.

TREATY OF NAVIGATION AND COMMERCE WITH UNITED STATES OF AMERICA

419. \***Mr. T. T. Krishnamachari**: Will the Honourable the Commerce Member please state:

(a) whether there had been any negotiations between the Government of India and the Government of the United States of America in regard to concluding a treaty of Commerce and Navigation;

(b) whether the Government of the United States of America has sent a Draft to the Government of India some months back;

(c) whether the Government of India has decided their policy in this matter; and

(d) whether Indian Commercial interests will be given an opportunity for voicing their opinions before the treaty becomes an accomplished fact?

**The Honourable Sir M. Azizul Huque** : (a), (b) and (c). Honourable Member's attention is invited to my replies on the 9th February, 1945 to the starred question No. 55 by Mr. Abdul Qaiyum and the supplementary questions and answers.

(d) Government will consider at the appropriate time, the question of consulting Indian Commercial opinion.

**Mr. N. M. Joshi** : Will the Legislature be consulted?

**The Honourable Sir M. Azizul Huque** : It is very difficult for me to answer that question at this stage when it is so problematical.

**Mr. T. T. Krishnamachari** : Were the Government unable to proceed with these negotiations because the United States wanted the type of preference now accorded to the United Kingdom ?

**The Honourable Sir M. Azizul Huque** : I have nothing further to answer.

**Mr. K. C. Neogy** : I do not know whether part (b) of the question has been specifically answered.

**The Honourable Sir M. Azizul Huque** : It was answered to the extent that the Government of both countries moved together.

**Mr. K. C. Neogy** : May I know whether the Government of the United States of America has sent a draft to the Government of India ?

**The Honourable Sir M. Azizul Huque** : There must have been a draft when the matter was under discussion.

**Mr. K. C. Neogy** : My Honourable friend referred to the previous reply in which he said that both the countries moved simultaneously. Did the Government of India also send a draft to the United States ?

**The Honourable Sir M. Azizul Huque** : If both the Governments move simultaneously it is not necessary that both parties will send drafts.

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

## PRODUCTION OF PENICILLIN AND QUININE

**420. \*Mr. Manu Subedar:** (a) What special steps has the Secretary for Education, Health and Lands taken for the production in India of Penicillin?

(b) What special steps have been taken for the production in India of quinine so as to make India self-sufficient?

(c) How much quinine did the Government of India have before the war, how much was imported during the war period, and how much was released for the civil population and through whom?

(d) What steps have been taken to prevent black-marketing and adulteration of quinine?

**Mr. J. D. Tyson:** (a) Certain preliminary exploratory work on a limited scale has been initiated by the Supply Department but has been held up for the lack of adequately trained men and properly equipped laboratory facilities.

(b) Quinine production has been increased from about 70,000 lbs. to over 90,000 lbs. a year. In addition approximately 2,500 acres have been close planted under a short term production scheme. Arrangements have been made for the planting of an additional area of 1,390 acres in 1945 and a further area of 1,000 acres in 1946. A scheme for vegetative reproduction on a large scale is being undertaken in order to improve the outturn from existing plantation.

(c) The Government of India's stock of quinine before the war stood at 90,000 lbs. The total amount imported after the outbreak of war to meet civil requirements was about 270,000 lbs. Out of this 206,000 lbs. have so far been distributed to the civil population of India through the Provincial and State Governments. The annual production of about 90,000 lbs. by the Governments of Bengal and Madras has also been utilised for similar distribution.

(d) Quinine is distributed by Provincial Governments to approved dealers or agents for sale to the public under conditions which include a provision regarding the selling price.

**Mr. Manu Subedar:** What steps are Government taking in order to end the woeful shortage of quinine for the poor people who are dying of malaria?

**Mr. N. M. Joshi:** Why poor people, what about ourselves?

**Mr. J. D. Tyson:** In answer to part (b) I have said what steps are being taken. There is also a big distribution of quinine substitutes.

**Mr. Manu Subedar:** Is the quantity not enough or is there maldistribution.

**Mr. J. D. Tyson:** So far as the Central Government is concerned, there is no maldistribution. We give to the provinces what they ask as far as our supplies permit.

**Mr. T. S. Avinashilingam Chettiar:** Is the quinine substitute as effective as the quinine?

**Mr. J. D. Tyson:** I understand it is.

**Mr. T. S. Avinashilingam Chettiar:** Have any efforts been made to manufacture quinine substitutes in greater quantities?

**Mr. J. D. Tyson:** The Government of India have made no efforts but I believe that experiments have been conducted in various provincial Institutes.

**Mr. Manu Subedar:** Do I understand that the Supply Department is only doing preliminary and limited work with regard to penicillin and why is it not setting up a proper manufacturing concern for this important drug?

**Mr. J. D. Tyson:** Because hitherto it has been manufactured in the United Kingdom and the United States only and there are many factors to be considered before factories can be set up in India.

**Mr. Manu Subedar:** Are climatic conditions in India such that penicillin cannot be made in this country and we are waiting for its manufacture by the United Kingdom and the United States and thereby making its manufacture in India impossible?

**Mr. J. D. Tyson:** It requires a good deal of exploration.

**Mr. Manu Subedar:** Have we not completed explorations in the last five years of the war?

**Mr. J. D. Tyson:** I understand that penicillin was not discovered five years

**Prof. N. G. Ranga :** Why have the Government of India not taken up the manufacture of substitutes for quinine, and will they now be pleased to take up this matter and push up the manufacture of these substitutes.

**Mr. J. D. Tyson :** I have answered that several times before in this House. The chief difficulty is that to import the basic chemicals and the apparatus required involves about sixteen times as much shipping space as to import the finished product.

**Mr. Manu Subedar :** So we shall always get the manufactured product.

COTTON SURPLUSES STORED UP BY AMERICAN GOVERNMENT

**421. \*Prof. N. G. Ranga:** Will the Honourable Member for Industries and Civil Supplies be pleased to state:

(a) if he is aware of the huge-cotton surpluses stored up by the United States of America Government;

(b) whether the United States of America textile and cotton interests are contemplating to unload the American cotton stores on world markets at cheap prices;

(c) whether it is not a fact that the Indian Central Cotton Committee has warned Government that suitable steps should be taken to protect Indian cotton growers from that menace; and

(d) what Government propose to do, both economically and diplomatically to protect our cotton-growers?

**The Honourable Sir M. Azizul Huque :** (a) Yes.

(b) The Government of the United States is at present giving a subsidy of 4 per cent. per pound on all exports of cotton.

(c) Yes.

(d) There is to be a meeting of the International Cotton Advisory Committee in March at which the Government of India would be represented by the Trade Commissioner in New York and by Mr. Chard, the Controller of Raw Materials and Stores in the Textile Commissioner's office. Opportunity will be taken to present India's point of view on this subject in an adequate manner.

**Mr. T. S. Avinashilingam Chettiar :** Will the Honourable Member please state whether Government have taken any steps to prevent dumping?

**The Honourable Sir M. Azizul Huque :** We took some steps immediately the matter came to our notice.

**Mr. T. S. Avinashilingam Chettiar :** Will the Honourable Member please state what those steps are?

**The Honourable Sir M. Azizul Huque :** At this stage it is not possible for me in public interest to disclose them, but I can assure my Honourable friend that we took immediate steps. There is to be a meeting of the International Cotton Advisory Committee and this question will be brought before them.

MINIMUM LEVEL OF PRICES FOR AGRICULTURAL PRODUCE AND PROTECTION TO PEASANTS AGAINST INTERNATIONAL COMPETITION

**422. \*Prof. N. G. Ranga:** Will the Secretary for Education, Health and Lands be pleased to state:

(a) if he is aware of the fact—

(i) that the Honourable Member for Planning and Development has stated in his reply to the Andhra Chamber of Commerce, Madras in January, 1945, that agriculture ought to be assured of a minimum level of prices for the staple products, that peasants ought to be protected from undue international competition and that Government should be prepared to build up sufficient storage of Indian agricultural produce in order to maintain the minimum prices; and

(ii) that the Bombay planners too take up the same position in their second volume; and

(b) whether, in view of these trends, Government propose to get detailed schemes worked out and requisite funds built up from out of budget surpluses and special levies?

**Mr. J. D. Tyson :** (a) No. I understand that the Honourable Member, Planning and Development, while indicating the desirability of crop-planning and

stabilisation of prices, did not dogmatize, as is suggested, on any of the subjects mentioned.

(ii) The authors of the ' Plan ' have suggested the adoption of a policy of fixing fair prices for the principal agricultural crops and the accumulation of reserve stocks with which to make such prices effective. They have also advocated control of imports and expressed the belief that India's participation on an independent footing in international agreements may be expected to lead to a measure of price stability at a reasonable level for some of India's staple crops.

(b) A Sub-Committee of the Policy Committee on Agriculture, Forestry and Fisheries has been appointed to consider (a) the principles on which producers' prices of agricultural produce, whether crops grown for industrial purposes or for food, or the produce of animal husbandry of all descriptions, should be fixed ; and (b) the means by which such prices can be made effective and an assured market be provided.

The Sub-Committee will report on its terms of reference in relation to conditions in the post war period (i) in which a substantial measure of Government control over the procurement, distribution and prices of commodities exists and (ii) in which such control has been relaxed or abolished, and normal trade and market conditions have been restored.

**Prof. N. G. Ranga :** Have Government considered whether they have any genuine and representative peasants on these Sub-Committees?

**Mr. J. D. Tyson :** I am sorry I have not got the personnel of the Sub-Committee with me here.

**Prof. N. G. Ranga :** Will the Honourable Member please state whether any effort is being made, if it had not been made already, to see that genuine and representative peasants are secured to serve on these Sub-Committees, so that the Government may be in a position to get a proper report from these committees ?

**Mr. J. D. Tyson :** I do not know what a genuine peasant is.

**Prof. N. G. Ranga :** Is the Honourable Member aware of the fact that peasants have got their representative organisations and any one who represents those organisations will be considered to be a genuine peasant ?

**Mr. J. D. Tyson :** I think they have in some provinces.

**Mr. T. Chapman-Mortimer :** Will the report, which the Honourable Member has referred to in his reply, be submitted to this House ?

**Mr. J. D. Tyson :** We shall consider that.

#### POLICY RE DISCOURAGEMENT TO PEASANTS TO GROW COMMERCIAL AND NON-FOOD CROPS

**423. \*Prof. N. G. Ranga:** Will the Secretary for Education, Health and Lands be pleased to state :

(a) if it is the policy of Government to discourage peasants from growing commercial and non-food crops such as cotton and tobacco, in preference to food crops ;

(b) whether it is in pursuance of such a policy that Government are demanding from peasants compulsory supplies of larger quantities of foodgrains, calculated on the basis of their total land holdings and not on that of their land under food crops ;

(c) whether Government have any scheme of compensating or giving any special subsidy to peasants in proportion to their preference of food crops to commercial crops ;

(d) if that is not so, whether Government are aware of the financial loss caused to peasants by forcing them to take to less paying food crops ; and

(e) whether Government will be pleased to consider the advisability of extending the Bombay practice of giving a suitable subsidy to all those peasants who are willing to change over from commercial crops to food crops ?

**Mr. J. D. Tyson :** (a) The Government of India have been encouraging, as part of their ' Grow More Food Campaign ', the growing of food-crops instead of short staple cotton, an unwanted crop, both in Provinces and States.

(b) The Government of India are making no such demand.

(c) Subsidies from Cotton Fund at suitable rates have been given to cultivators diverting acreage from short staple cotton to foodcrops.

(d) Does not arise.

(e) Every scheme received from a Provincial Government for giving such subsidies is and will be considered on its merits.

**Prof. N. G. Ranga :** Is it not a fact that those subsidies are not being given to the cotton growers in the Madras Presidency, where they are being advised and also forced not to raise short staple cotton ?

**Mr. J. D. Tyson :** I am afraid I cannot answer that off hand : I must ask for notice. With regard to Madras, we have given subsidy at Rs. 2 per acre for diversion of cotton land to foodcrops.

**Mr. Govind V. Deshmukh :** Was that money given only for a year, sometime in 1942 ? Has any subsidy been given to new land, which was formerly under short staple cotton but has now been brought under food crops ?

**Mr. J. D. Tyson :** The subsidy to Madras must be very recent as I have not actually seen the papers in this connection. What my Honourable friend Mr. Deshmukh has in mind is that a subsidy was given two or three years ago to the Central Provinces. That has not been repeated in the Central Provinces.

**Mr. Govind V. Deshmukh :** May I know if the policy of the Government is even now to give the subsidy to agriculturists who changed over from cotton to food crop cultivation ?

**Mr. J. D. Tyson :** We are anxious that the agriculturists themselves should get the benefit of any subsidy that is given.

**Prof. N. G. Ranga :** Is it not a fact that the peasant who shifts his cultivation from cotton to food crops is losing at the rate of Rs. 15 per acre, whereas the Honourable Member says that they are giving a subsidy of only Rs. 2 per acre ?

**Mr. J. D. Tyson :** I do not say that the subsidy covers the entire difference between the price of short staple cotton and the price of foodcrops. It must however be borne in mind that if short staple cotton cultivation had not been so tremendously restricted, its price would not have gone up as it has.

**Prof. N. G. Ranga :** Would the Honourable Member consider the advisability of increasing the quantum of that subsidy so that it may cover the difference between the price of food crops and the price of cotton ?

**Mr. J. D. Tyson :** The matter will be examined but I would not like to hold out any hope that the whole difference can be covered at the present rate of prices. There are other ways in which the cultivator can be helped in that connection, such as by remission of land revenue or by lowering his irrigation dues, etc.

**Prof. N. G. Ranga :** Is it not a fact that in Madras Presidency as much as 75 lakhs of land revenue remission granted by the Congress Ministry were withdrawn by the Advisor Ministry and to that extent the cultivator is not being encouraged to take to food crops instead of the commercial crops ?

**Mr. J. D. Tyson :** It is a provincial matter but I imagine that the price of food crops went up and the cultivator needed no such concession.

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

#### POLICY RE ENCOURAGING MONOPOLISTS IN COMMODITY MARKETS

**424. \*Prof. N. G. Ranga :** Will the Honourable the Food Member be pleased to state :

(a) if it is the policy of Government to encourage monopolists in the commodity markets of the country ; and

(b) whether Government propose to consider the question of a departmental enquiry to study how far their war-time trade regulation, licensing and price fixation and regulation and fixation of zones of supply and demand have worked towards the development of black-markets prevalence of abnormal middlemen's profiteering, exploitation of both producers and consumers and to what extent the expeditious and productive supply of commodities has been facilitated ?

**The Honourable Sir Jwala Prasad Srivastava :** (a) (C) So far as foodgrains are concerned the Government of India are in favour of monopoly procurement by Government, so far as the circumstances of each province permit.

(b) No Sir, but these matters are continually receiving the attention of the Food Department, as well as of the various Councils and Committees, which have been set up to advise the Department on the various problems of food administration.

**Prof. N. G. Ranga :** Pending the Development of the Government themselves taking up the monopoly of procurement, how many Provincial Governments have taken up such a monopoly ? Is it the policy of the Government to encourage monopolies in the procurement of foodgrains in the Provinces ? I mean private monopoly, not Government monopoly.

**The Honourable Sir Jwala Prasad Srivastava :** There is no complete Government monopoly just now anywhere excepting perhaps in one or two Indian States. Is the Honourable Member referring to Madras ?

**Prof. N. G. Ranga :** I refer to Madras and the Central Provinces also.

**The Honourable Sir Jwala Prasad Srivastava :** There is no complete monopoly anywhere. In Madras also there is no complete monopoly.

**Mr. T. S. Avinashilingam Chettiar :** What is the system operating now, if there is no complete monopoly ?

**Prof. N. G. Ranga :** He does not know.

**The Honourable Sir Jwala Prasad Srivastava :** Procurement is by traders acting on behalf of the Government and appointed as agents for definite areas.

**Mr. T. S. Avinashilingam Chettiar :** Is it not true that they have monopolies for those areas ?

**The Honourable Sir Jwala Prasad Srivastava :** That is a matter for argument.

**Mr. T. S. Avinashilingam Chettiar :** If only particular traders are appointed for particular areas, is it not true that other people cannot procure or sell grain in those areas ?

**The Honourable Sir Jwala Prasad Srivastava :** We want to eliminate competition : that is our policy. We do not want to have competition in the procurement of food grains.

**Mr. Muhammad Nauman :** With reference to part (b) the Honourable Member said that they did not propose to re-examine the whole question which means that the Honourable Member proposes to allow the black market to go on as they have been going on ?

**The Honourable Sir Jwala Prasad Srivastava :** I did not say that I did not propose to do anything : I said these matters are continually receiving the attention of the Food Department.

**Mr. Muhammad Nauman :** May I know if in spite of this continual attention the black market has been going on and yet the Honourable Member is not prepared to look into the whole thing as one scheme ?

**The Honourable Sir Jwala Prasad Srivastava :** We are looking into it every day—day and night.

**Mr. Muhammad Nauman :** And this is the result of all this examination !

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

**Sir Cowasjee Jehangir :** May I ask the Honourable Member whether these private agents are procuring foodstuffs for themselves or for the Government of India or a Provincial Government ?

**The Honourable Sir Jwala Prasad Srivastava :** For the Government of Madras in this case.

**Sir Cowasjee Jehangir :** That is, they are agents for the Government of Madras. They are not procuring for themselves ?

**The Honourable Sir Jwala Prasad Srivastava :** No.

**Prof. N. G. Ranga :** Is it not a fact that when Government authorise certain individuals alone to purchase foodgrains in any one or two districts or particular parts of a province, and competition is completely shut out and no minimum prices are fixed, there is no check at all in the drop in prices through exploitation of the peasants ?

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

**Prof. N. G. Ranga :** But the Honourable Member is prepared to answer.

**Mr. President (The Honourable Sir Abdur Rahim) :** The Honourable Member can argue that at the proper time.

#### PLANS FOR SUPPLY ZONES OF AGRICULTURAL PRODUCE, ETC.

**425. \*Prof. N. G. Ranga :** Will the Honourable the Food Member be pleased to state :

(a) if Government have got worked out any consistent plans for different Provinces and co-ordinated plans for the whole of India for the zones of supply

of different agricultural produce, their despatch to specified markets within the same and outside provinces; the margins of differences of prices to be permitted and margins that actually obtain between the prices paid to peasants who supply them and those charged in the consuming markets;

(b) if Government have any administrative machinery to examine how the prices paid for the same commodities, first to the producers and next by ultimate consumers vary from Province to Province, even from District to District both at the end of suppliers and also at that of the consumers;

(c) whether any steps are being taken to minimise the wide disparities that have come to prevail in the prices paid to producers of different Districts and charged to consumers of different Districts;

(d) whether it is not advisable to get requisite charts worked out to show within what ranges the suppliers' prices and consumers' prices are allowed to vary; and

(e) whether Government propose to hold a scientific and departmental enquiry into the whole matter in order to give greater satisfaction to both producers and consumers and minimise middlemen's profits?

**The Honourable Sir Jwala Prasad Srivastava :** The Honourable Member will realise that I am chiefly concerned with agricultural produce that is used for food. The prices of the principal foodgrains are co-ordinated by the Government of India and are fixed in consultation with the Price Advisory Committee and with Provincial Governments. On the distribution side inter-provincial movements are controlled in accordance with allocations made by the Government of India under the Basic Plan. Retail prices are fixed by the Provincial Governments on the basis of the over-all holding costs of the grains available to them for distribution from internal and external sources. In order to improve the co-ordination and control of prices and movement in respect of the fresh and protective foods a resolution was put to and adopted by the Fifth Food Conference, a copy of which was laid on the table of the House on the 9th February, 1945 and I would invite the Honourable Member's attention to its terms. I will consider the Honourable Member's suggestion regarding the use of charts to display the information received regarding prices. The whole question of agricultural prices in its long term aspect is being examined by a sub-committee of the Policy Committee on Agricultural Forestry and Fisheries set up by the E. H. and L. Department. In so far as subsidisation of food may be involved that question also is being examined in all its aspects by an Inter Departmental Committee recently appointed by the Food Department.

**Prof. N. G. Ranga :** What steps are being taken by Government to see to the distribution and movement of foodgrains as between different districts within the same province? The Honourable Member said that they have a system by which they allocate foodgrains as between the different provinces—surplus and deficit: but within the same province what steps are taken to see that an equitable system is followed?

**The Honourable Sir Jwala Prasad Srivastava :** It is a provincial matter—a domestic matter for the province.

**Prof. N. G. Ranga :** Are we to understand that the Government of India is not interested at all whether certain districts within the provinces are being starved because they happen to be deficit districts and the Provincial Government is unable to supply them with the necessary foodgrains?

**The Honourable Sir Jwala Prasad Srivastava :** No; we are interested; but I am not able to supply the information because there are different systems in different provinces.

**Prof. N. G. Ranga :** Has any effort been made to study and co-ordinate them so as to evolve a regulated policy for it?

**Mr. President (The Honourable Sir Abdur Rahim) :** That is a provincial matter.

†426\*—432\*.

†These questions were withdrawn by the questioners.

**MEMBERS OF TARIFF BOARDS ACCEPTING APPOINTMENTS WITH PRIVATE CONCERNS**

**433. \*Mr. T. Chapman-Mortimer:** Will the Honourable the Commerce Member be pleased to state:

(a) the names of all persons appointed by the Government of India to serve on any Tariff Board established since 1921;

(b) whether any of the persons referred to in (a) subsequently accepted appointments with any financial, commercial or industrial firm or company and, if so, the name of such firm or company; and

(c) whether the Government of India intend to place any restrictions in future on the persons appointed to serve on any Tariff Board in relation to the subsequent acceptance by them of Directorship or other appointments with any financial, commercial or industrial firm or company?

**The Honourable Sir M. Azizul Huque :** (a) It is presumed that the Honourable Member wants information only in respect of persons who served as Presidents and Members of the Tariff Board. A statement showing the names of such persons is laid on the table.

(b) This may have happened, but no information is available with Government.

(c) The question of Tariff machinery for the post-war period is under Government's consideration. The Honourable Member's suggestion will be considered in that connection.

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*Statement showing the names of Presidents and Members of the Tariff Boards appointed in the past*

**Presidents :**

- |                                   |   |
|-----------------------------------|---|
| (1) Sir George Rainy.             | (4) Sir Frank Noyce.                        |
| (2) Sir Padamji P. Ginwala.       | (5) Mr. A. E. Mathias.                      |
| (3) Sir Frank Noyce.              | (6) Rai Bahadur Pundit Harikishan Kaul.     |
| (4) Mr. A. E. Mathias.            | (7) Mr. N. S. Subba Rao.                    |
| (5) Dr. John Matthai.             | (8) Mr. Fazal Ibrahim Rahimtoola.           |
| (6) Mr. G. Wiles.                 | (9) Mr. G. T. Boag.                         |
| (7) Sir Alexander Murray.         | (10) Mr. H. R. Batheja.                     |
| (8) Sir Geoffrey Bracken.         | (11) Mr. G. Wiles.                          |
| (9) Mr. Fazal Ibrahim Rahimtoola. | (12) Mr. G. A. Natesan.                     |
|                                   | (13) Diwan Bahadur (now the Honourable Sir) |

**Members :**

- |                             |                            |
|-----------------------------|----------------------------|
| (1) Mr. V. G. Kale.         | (14) Dr. L. C. Jain.       |
| (2) Sir Padamji P. Ginwala. | (15) Mr. N. I. Roughton.   |
| (3) Dr. John Matthai.       | (16) Mr. N. N. Anklesaria. |

**Mr. T. Chapman-Mortimer :** With reference to the answer to part (b) of the question, am I to understand that the Government do not know what has happened in regard to these persons ?

**The Honourable Sir M. Azizul Huque :** It is very difficult for Government to know what take place all over India about individual members ; there may be an individual instance coming to notice but no full information is available with Government.

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**INTERNATIONAL INDUSTRIAL COMMITTEES**

**434. \*Mr. T. Chapman-Mortimer:** With reference to the proposal for the setting up of International Industrial Committees for certain major industries which was discussed on the 30th January, 1945, by the Governing Body of the International Labour Office, will the Honourable the Labour Member be pleased to state the likely functions of the proposed International Industrial Committees?

**The Honourable Dr. B. R. Ambedkar :** I regret that information available to me at present is not sufficient for a definite answer to the Honourable Member's question. Certain proposals were placed before the Twenty-Sixth International Labour Conference held in April-May, 1944, at Philadelphia. The documents prepared for the Conference refer to the British Government's proposals for Industrial Committees. It was envisaged that the function of the Committees would be to advise the Governing Body.

It was contemplated that the function of the Committees must include the formulation of proposals concerning the regulation of wages, conditions of employment and welfare arrangements in the industry. The Committees might also evolve into or sponsor the development of a machinery for negotiation between the employers

and the workers of agreements of an international character. The Conference itself, however, did not take firm decisions on the subject but adopted a resolution that the International Labour Office should proceed with the setting up of Industrial Sections and the Governing Body was invited to elaborate regulations governing the activities of Industrial Committees.

The Governing Body recently met in London as referred to by the Honourable Member, but the decisions of the Governing Body have not yet reached me.

ADVISORY COMMITTEES OF COMMERCE AND INDUSTRIES AND CIVIL SUPPLIES:

DEPARTMENTS

435. \*Mr. T. Chapman-Mortimer: Will the Honourable Member for Commerce, Industries and Civil Supplies be pleased to state:

(a) the names of all Advisory Committees attached to these Departments, other than Committees chosen exclusively from Members of the Indian Central Legislature;

(b) the general nature of the business laid before such Committees;

(c) the rules, if any, regulating the business of such Committees; and

(d) whether in all cases materials submitted to the said Advisory Committees are made available to Members of the Indian Central Legislature?

The Honourable Sir M. Azizul Huque : (a) to (d) A statement giving the required information is placed on the table.

Statements

(a)	(b)	(c)	(d)
Names of Advisory Committees	The general nature of the business laid before such Committees	Rules, if any, regulating the business laid before such Committees	Whether in all cases materials submitted to the said Advisory Committees are made available to Members of the Indian Legislature.
<i>I.—Commerce Department</i>			
The Indian Accountancy Board	The Board is consulted on all matters of administration relating to accountancy and in maintaining the standards of qualifications and conduct of persons enrolled on the Register.	Use of subsection (2A) of Section 144 of the Indian Companies Act and Rules 60 and 61 of the Auditors Certificates Rules, 1932.	No.
The Export Advisory Council.	For parts (b) and (c) of the question the attention of the Honourable Member is invited to this Department Resolutions No. 81-CW(1)/40, dated the 11th May, 1940 and No. 81-CW (1)/43, dated the 11th November, 1944 published in the Gazette of India of the same dates, copies of which are available in the Library of the House.		No.
The Export Advisory Committee, Bombay.	The functions of the Committee are :— (i) To advise Government as to the principles which should govern the allocation of quotas for cotton piecegoods and yarn to shippers and (ii) to assist the Export Trade Controller, Bombay, in dealing with applications for export of cotton piecegoods and yarn in the light of principles approved by the Government of India.	The Export Trade Controller, Bombay is the Chairman of the Committee and acts as convener of the meetings.  No specific rules regulating the business of the Committee have been laid down.	No.

(a)	(b)	(c)	(d)
The Consultative Committee of Economists.	Questions pertaining to the economic aspects of reconstruction.	No rules have been framed.	No.
The Advisory Pilot Committee.	<ol style="list-style-type: none"> <li>1. Matters affecting the general administration of the Bengal Pilot Service.</li> <li>2. Examination of the annual budget of the Bengal Pilot Service.</li> <li>3. All proposals involving expenditure which may be placed before it.</li> </ol>	No rules have been framed.	No.
The Central Advisory Committee for Lighthouses.	<ol style="list-style-type: none"> <li>1. Accounts of the Central Lighthouse Department at the close of each financial year.</li> <li>2. Statements of anticipated receipts and expenditure of that Department during the forthcoming year.</li> <li>3. All proposals involving expenditure.</li> </ol>	<p>The committee is consulted in all matters relating to</p> <ol style="list-style-type: none"> <li>(i) the erection or position of light houses or of any works appertaining thereto.</li> <li>(ii) additions to, or the alteration or removal of, lighthouses ;</li> <li>(iii) variation of the character of any lighthouse or of the mode of use thereof ; or</li> <li>(iv) cost of any proposals relating to lighthouses ; or</li> <li>(v) making or alteration of any rules or rates of dues under the Indian Lighthouse Act, 1927.</li> </ol>	No.
+			
The War Risks Insurance Advisory Committee, Bombay	<p>The Committee is consulted from time to time on (i) the most suitable manner of giving effect to the provisions of the War Risks (Goods) and (Factories) Insurance Ordinances and the Rules made thereunder, (ii) proposals for amendments of the Ordinances and Rules and any other matter that may be referred to the Committee by the Government of India.</p>	No rules have been prescribed.	No.
The Advisory Committee of industrialists.	<p>The Committee is consulted on important question of policy arising out of the administration of the War Risks (Factories) Insurance Ordinance and the Rules made thereunder so far as they affect owners and occupiers of factories ; and any other matter connected with the Ordinance which may be referred to the Committee by the Government of India.</p>	No rules have been prescribed	No.

(a)	(b)	(c)	(d)
The War Risks Claims Committee, Calcutta, Madras, Bombay.	The functions of the Committees are (i) to examine the reports of Loss Assessors in respect of claims for compensation under the War Risks (Goods) Insurance and (Factories) Insurance Schemes and (ii) to recommend to Government the amount of claims admissible and to appoint Loss Assessors in places where no Loss Assessor recognised by Government is available.	No rules have been prescribed.	No.
The Central Claims Committee, New Delhi.	The function of the Committee is to adjudicate claims under the War Risks (Goods) Insurance and (Factories) Insurance Schemes.	No rules have been prescribed.	No.
<i>II.—Industries and Civil Supplies Department</i>			
The Central Drugs Control Advisory Committee.	Questions relating to the enforcement of the Drugs Control Order, 1943 and fixation of ceiling prices of drugs and medicines under that order.	No rules have been laid down.	No.
The Film Advisory Committee.	To advise on matters relating to the administration of the Raw Cinematograph Film (Control of Distribution) Order, 1943.	Nil . . .	No.
The Central Consumers' Council.	The Council was set up as an advisory body to keep Government informed of the types of consumer goods required by the public, or the working of price control measures and about the manner in which distribution and control arrangements could be improved.	Nil . . .	No.
The Footwear Advisory Committee.	To assist Government in all matters relating to the foot-wear industry and in the operation of the Foot-wear Control Order.	Nil . . .	No.
The Paper Control Advisory Committee.	The function of the Committee is to advise Government on all matters relating to Paper Control.	Nil . . .	No.
The Newsprint Advisory Committee.	To advise Government on all important questions relating to newspapers printed on newsprint.	Nil . . .	No.
The Textile Control Board.	To advise the Central Government through the Textile Commissioner generally on matters connected with the purposes of the Cotton Cloth and Yarn (Control) Order 1943 (including matters connected with the export of cloth, yarn and raw cotton.)	As given in clause 9 of the Cotton Cloth and Yarn (Control) Order, 1943, a copy of which is laid on the table of the House.	No.
Tentage Panel . . .	To advise on all questions that arise in the course of execution of orders for tentage, including components.	Nil . . .	No.

(a)	(b)	(c)	(d)
The Handloom Board.	<p>The Board has only just been constituted and its members have not yet been appointed. Its functions will be :—</p> <ol style="list-style-type: none"> <li>(1) To make recommendations to the Government of India on the proportion of the yarn available from Indian production which should be supplied to each Province and State interested in obtaining it for handloom weaving.</li> <li>(2) To assist handloom weavers in obtaining dyes, chemicals, stores, etc., at fair prices through their recognised associations or through Provincial or State Governments.</li> <li>(3) To investigate and report on the best methods of marketing handloom products.</li> <li>(4) To undertake research particularly into markets and the improvement of production. In pursuing such researches the Board make use of any Provincial or State organisations already in existence.</li> <li>(5) To advise on the administration of the grant-in-aid given by the Government of India for the furtherance of the handloom industry.</li> <li>(6) To consider the conditions of work of handloom weavers</li> </ol>	Nil	No.
<p>Toilet Articles Panel. Wines and Spirits Panel. Cycles Panel. Arms &amp; Ammunition Panel. Fountain Pens Panel. Books Panel. Woolen Goods Panel. Radios Panel. Silk Fabrics Panel. Laboratory Chemicals Panel. Optical Trade Panel. Surgical Instruments Panel.</p>	<p>Questions arising out of the price control, under the Hoarding and Profiteering Prevention Ordinance, of the articles with which the respective trades are concerned.</p>	Nil	No.

GOVERNMENT OF INDIA  
DEPARTMENT OF INDUSTRIES AND CIVIL SUPPLIES  
Notification

*New Delhi, the 17th June, 1943*

*No. 34-TeX (1)/43.*—In exercise of the powers conferred by sub-rule (2) of rule 81 of the Defence of India Rules, the Central Government is pleased to make the following Order, namely :—

1. (1) This Order may be called the Cotton Cloth and Yarn (Control) Order, 1943.  
(2) It shall come into force at once.
2. The provisions of this Order shall be in addition to and not in derogation of any other law for the time being in force.

3. In this Order, unless there is anything repugnant in the subject or context —

\*[(a) "cloth" and "yarn" mean respectively any type of cloth or yarn manufactured either wholly from cotton, or partly from cotton and partly from any other material and containing not less than 10 per cent. of cotton by weight, but "cloth" does not include —

( ) ready made clothing other than dhoties and saris;

(ii) hosiery].

†[(iii) any articles which are Indian woollen goods as defined in the Indian Woollen Goods (Control) Order, 1944].

‡[(iv) leather cloth and inferior or imitation leather cloth ordinarily used in book-binding].

§[(v) tracing paper].

¶[(vi) cloth manufactured partly from cotton and partly from wool and containing 40 per cent or less of cotton by weight.

(b) "dealer" means a person carrying on the business of selling cloth or yarn or both, whether wholesale or retail, and whether or not in conjunction with any other business ¶[and shall include master weavers of handloom cloth].

\*\* [(c) 'manufacturer' means a person engaged in the production of cloth or yarn or both, including any process ancillary to such production, like dyeing, bleaching, embroidering printing and finishing; and 'manufacture' shall be construed accordingly;].

(d) "Textile Commissioner" means the Textile Commissioner appointed by the Central Government and includes such Additional Textile Commissioners as may be appointed by the Central Government.

4. (1) The Central Government may constitute a Textile Control Board (hereinafter referred to as the Board) consisting of 25 to advise the Central Government through the Textile Commissioner generally on matters connected with the purposes of this Order (including matters connected with the export of cloth, yarn and raw cotton) and in particular in respect of the functions of the Textile Commissioner under clauses 10 and 11.

(2) The Chairman of the Board shall be such non-official member thereof as the Central Government may designate in this behalf.

5. (1) The Board may by resolution form from among its members such Committees as it thinks expedient to exercise on its behalf such of its functions as may be specified in the resolution;

Provided that any such Committee formed for the purposes of advising on technical matters connected with the purposes of this Order and in particular on matters relating to the fixation of prices, increase in production, standardisation and rationalisation, shall be composed only of members representing the Textile Industry, and subject to the provisions of Clause 9 its advice on all such matters shall ordinarily be acted upon.

(2) Any such Committee shall not exceed fifteen in number and it shall elect a Chairman from among its members.

6. Any Committee of the Board may co-opt such additional members not exceeding ten in number as it thinks fit and having special knowledge of the subject with which the Committee is concerned, and the members so co-opted shall have the same rights as the other members of the Committee.

7. (1) A Committee of the Board may by a resolution form from among its members a Standing Sub-Committee to exercise on its behalf such of its functions as may be specified in the resolution.

(2) Any such Standing Sub-Committee shall not exceed five in number, and if the Chairman of the Committee is a member of the Standing Sub-Committee he shall be the Chairman thereof.

8. The Board may in consultation with the Central Government make rules to regulate the calling of, and procedure at, meetings of the Board, Committees and Standing Sub-Committees (including the fixing of quorum).

9. (1) The Board or any Committee or Standing Sub-Committee acting in the exercise of the functions assigned to it under clause 5 or as the case may be clause 7 may tender advice to the Central Government through the Textile Commissioner on matters connected with the purposes of this Order and in particular in respect of the functions of the Textile Commissioner under clauses 10 and 11.

Provided that if the Textile Commissioner is unable to recommend to the Central Government to accept the advice so tendered he shall refer the matter back to the Board Committee or Standing Sub-Committee as the case may be for further consideration.

(2) If after such reference the Textile Commissioner is still unable to recommend to the Central Government to accept any advice so tendered by the Board or any Committee or Standing Sub-Committee he may, or if the Chairman of the Board so requires shall, refer the question for the decision of the Central Government who shall consult the Board or the Committee or Standing Sub-Committee as the case may be before giving its decision.

(3) Before issuing any notification under clause 10 or any direction under clause 11 otherwise than in pursuance of advice tendered to him by the Board or a Committee or Standing Sub-Committee, the Textile Commissioner shall consult the Chairman of the Board, who shall refer

\* Substituted by Notification No. 34-Tex. A (1) 13-43, dated 22nd January, 1944.

† Added by Notification No. Tex. (1) 15-44, dated 19th February, 1944.

‡ Added by Notification No. TB (1) 25/44, dated 24th June, 1944.

§ Added by Notification No. TB (1) 27/44, dated 12th August, 1944.

¶ Added by Notification No. TB (1) 30/44, dated 16th November, 1944.

\*\* The words in brackets added by Notification No. 34-Tex. (1)-43, dated 14th August, 1943.

\*\*\* Substituted by Notification No. TB (1) 24/44, dated 17th June, 1944.

he question to the Board or, in his discretion to the appropriate Committee or the Standing Sub-Committee.

(4) The Textile Commissioner may refer any matter on which he desires advice, or make any proposal to the Chairman of the Board who shall refer the same to the Board or, in his discretion, to the appropriate Committee or Standing Sub-Committee.

(5) If the opinion of the majority of members of the Board or any Committee or Standing Sub-Committee, as the case may be, present at the meeting at which the question is discussed is adverse to the Textile Commissioner's proposal, he shall, if he does not accept the advice of such majority, refer the question for the decision of the Central Government who shall consult the Board or the Committee, as the case may be, before giving its decision.

\*10. Subject to the provisions of sub-clause (3) of clause 9, the Textile Commissioner may, by notification in the Gazette of India, specify —

(a) the maximum quantity of handloom cloth which may be stocked by any dealer and the maximum period for which he may hold such stock ;

(b) the maximum prices, ex-factory, wholesale and retail, at which any class or specification of cloth or yarn may be sold ;

†[(c) the markings to be made by the manufacturers and dealers on any class or specification of cloth or yarn manufactured or sold by them, and the time and manner of making these markings.]

‡[10A. The Textile Commissioner may, for the purposes of a notification under sub-clauses (b) and (c) of clause 10 relating to cloth or yarn imported from outside India provide in such notification for the determination of the landed cost of such cloth or yarn, the issue of certificates as to such landed cost and the charging of fees therefor.]

11. Subject to the provisions of sub-clause (3) of clause 9, the Textile Commissioner may from time to time issue directions in writing to any manufacturer regarding the classes or specifications of cloth or yarn, and the maximum or minimum quantities thereof, which he shall or shall not manufacture during such periods as may be specified in the directions, and the manufacturer shall comply with such directions.

12. (1) No manufacturer or dealer shall sell or offer to sell any cloth or yarn at a price higher than the maximum price specified in this behalf under clause 10.

§(2) Every sale of cloth, [or yarn] [by a dealer] ||except to a consumer shall be at a price either for station of despatch or ex-godown of storage at the Buyer's option.

¶[Provided that the commission of a commission agent shall be paid by the buyer.]

(3) A dealer shall not buy or sell, except to a consumer, cloth [or yarn]\*\* at a price, either ex any godown of storage or f. o. r. any station of despatch (being a godown or station within 100 miles of the manufacturer's premises) which exceeds by more than four per cent. [in the case of cloth and three per cent. in the case of yarn]\*\* the ex-mill contract price whichever is less.

(4) A dealer shall not buy or sell, except to a consumer, cloth [or yarn]\*\* at a price, either ex any godown of storage or f. o. r. any station of despatch (not being a godown or station within 100 miles of manufacturer's premises), which exceeds by more than ten per cent [in the case of cloth and seven and a half per cent in the case of yarn]\*\* the ex-mill maximum price or the ex-mill contract price whichever is less.]

††[Explanation.— The expression " manufacturer's premises " in sub-clauses (3) and (4) shall mean the factory premises and not the office premises of the manufacturer].

(5) Every dealer shall exhibit on his premises a true copy of each of the notifications that may have been or may hereafter be issued by the Textile Commissioner under clause 10 specifying the maximum prices at which cloth or yarn may be sold.

(6) No manufacturer or dealer shall, without sufficient cause, refuse to sell cloth or yarn to any person.

Explanation.—The possibility or expectation of obtaining a higher price at a later date shall not be deemed to be a sufficient cause for the purposes of this sub-clause.

13. (1) Where the Textile Commissioner has specified under clause 10 the markings to be made, and the time and manner of making them, in respect of any class or specification of cloth or yarn :—

(a) every manufacturer of [and dealer in]‡‡such cloth or yarn shall cause the markings to be made thereon at the time and in the manner, specified by the Textile Commissioner.

(b) No person other than a manufacturer [or a dealer]‡‡ shall cause the markings to be made on any such cloth or yarn.

\* Clauses 10 to 19 substituted by Notification No. 34-Tex. (1) 12-43, dated the 24th November, 1943.

† Substituted by Notification No. Tex. (1) 17-44, dated 18th March, 1944.

‡ Added by Notification No. TB (1) 28/44, dated 14th October 1944.

§ Sub-clauses (2) (3) and (4) added by Notification No. Tex. (1) A (1) 13-43, dated 22nd January 1944.

|| The words in brackets were (2) (3) and (4) of clause 12 inserted by Notification No. 34 Tex. A (1) 16-144, dated 14th March 1944.

¶ Added by Notification No. Tex.-(1) 20/44, dated 29th April 1944.

\*\* The words in brackets were inserted by Notification No. Tex. (1) 14-44, dated 5th February 1944.

†† Added by Notification No. Tex. (1) 16-44, dated 14th March 1944.

‡‡ The words /n bracket were inserted by Notification No- Tex. (1) 17-44, dated 18th March, 1944.

(c) No person other than a manufacturer shall after the 31st December 1943 have in his possession or under his control any such cloth or yarn which is not so marked, unless it be for *bonafide* personal requirements.

\*[(2) Where a manufacturer, who is required under this Order to cause the cloth or yarn manufactured by him to be marked with the price fixed by the Textile Commissioner, is unable to do so because no such price has been fixed, he shall apply forthwith to the Textile Commissioner for the fixation of the price and furnish such information as may be required by the Textile Commissioner and shall not deliver or otherwise dispose of the cloth or yarn until it is marked with the price fixed by the Textile Commissioner in accordance with the provisions of this Order.]

†[14. (1) No dealer shall, after the 31st December 1944, buy or sell or have in his possession :—

(a) any cloth or yarn manufactured in India before the 1st August 1943 ;

(b) any cloth or yarn manufactured in India and packed after the 31st July 1943 and before the 1st January 1944.

(2) No manufacturer or dealer shall buy or sell or have in his possession any cloth or yarn, whether manufactured in India or elsewhere, other than that referred to in sub-clause (1), after the expiration of twelve months from the last day of the month marked on the cloth or yarn in accordance with the directions of the Textile Commissioner under clause 10 ; and no person shall buy or sell or have in his possession any such cloth or yarn in unopened bales or cases after the expiration of six months from the said date.

(3) For the purposes of this clause :—

(i) cloth or yarn shall be deemed to be in the possession of a person when it is held on behalf of that person by another person ;

(ii) a bale or case shall be deemed to be unopened if the hoops or other bindings and all outer covering have not been removed.

(4) Nothing in this clause shall apply to handloom cloth.]

15. The Textile Commissioner may by general or special order exempt any cloth or yarn or any class of cloth or yarn from all or any of the provisions of clauses 13 and 14.

\*[15-A. Notwithstanding anything contained in †[clause 14 (1) and 14 (2)] (b), cloth or yarn not disposed of within the period specified in these clauses may be kept and sold by a dealer subject to the conditions notified in this behalf by the Textile Commissioner prescribing the special markings to be made on such cloth or yarn, the agency by which the marking shall be made and the fee payable for such marking:

Provided, however, that no such cloth or yarn shall be kept undisposed of by any dealer, or by any person holding on behalf of a dealer, for more than six months after the date of such marking.]

‡[15-B. Notwithstanding anything contained in Clause 10, the Provincial Government, or such authority as may be notified by them in this behalf, may fix the *ex-factory* maximum price for the purpose of the special markings under clause 15-A in respect of any type of cloth for which such price has not been fixed by the Textile Commissioner and for hand-printed cloth.]

16. Where in pursuance of a notification under clause 10 [or clause 15-A] any piece of cloth is required to be marked at one end with the price at which it is to be sold retail and the piece is not sold as a whole, the portion of the piece containing the price marking shall be sold last by the dealer.

17. Every manufacturer, every dealer and every person to whom any stocks of cloth or yarn have been pledged by a manufacturer or dealer, shall declare the stocks of cloth and yarn held by him on such dates, in such form and to such authority as may be specified by the Textile Commissioner by notification in the Gazette of India. ▮

18. ¶ [(1) No manufacturer shall, save with the permission of the Textile Commissioner, at any time hold :—

(a) stocks of cloth exceeding the total quantity manufactured by him during the preceding three months ; or

(b) stocks of yarn exceeding :—

(i) in the case of a person engaged in the manufacture of yarn alone, the quantity of yarn manufactured by him during the preceding two months,

(ii) in the case of a person engaged in the manufacture of cloth alone, the quantity of yarn reasonably required by him for manufacturing cloth during the next three months ; and

(iii) in the case of a person engaged in the manufacture of both cloth and yarn, the sum total of the quantity of yarn reasonably required by him for the manufacture of cloth during the next three months and the amount equal to the yarn manufactured by him during the preceding three months surplus to his own requirements for that period.

For the purposes of this sub-clause, cloth on looms and yarn in process of manufacture into cloth shall not be taken into account in computing the stocks held by the manufacturer.

\* Added by Notification No. 34-Tex. (1) 13-43, dated 22nd January 1944.

† Substituted by Notification No. T. B. (1) 29/44, dated 4th November 1944.

‡ Substituted by Notification No. T. B. 33/45, dated 13th January 1945.

§ Added by Notification No. Tex. (1) 21/44, dated 29th April 1944.

¶ The words in brackets inserted by Notification No. 34-Tex. A (1) 13-43, dated 22nd January

▮ Substituted by Notification No. T.B. (1) 24/44, dated 17th June 1944.

(2) No dealer or other person not being a manufacturer shall, save with the permission of the Textile Commissioner, at any time held stocks of cloth or yarn in excess of his normal requirements.

*Explanation.*—In the case of a person engaged in manufacturing from cloth or yarn articles such as ropes, tapes, sewar, bandages or canvas, his normal requirements of cloth or, as the case may be, of yarn for the purposes of this sub-clause shall be deemed to be the quantity of cloth or yarn used by him during the preceding three months in such manufacture.]

(3) Nothing in sub-clause (2) shall be deemed to apply in relation to the possession by any person carrying on the business of banking of cloth or yarn pledged with him by a dealer or a manufacturer.

(4) For the purposes of sub-clauses (1) and (2) any cloth or yarn agreed to be sold to a dealer by a manufacturer and of which delivery has not been taken by the due date shall be deemed to be held by the dealer and not by the manufacturer.

\* [18-A. (1) No manufacturer shall, save in accordance with a general or special permission of the Textile Commissioner or in compliance with a direction given under Clause 18 B.

†[(a) sell or agree to sell cloth or yarn to any person who :—

(i) is not a licenced dealer under the rules framed in this behalf by the Provincial Government and

(ii) did not as a dealer buy any cloth or yarn from him at any time during the years 1940 1941 and 1942.]

(b) during any quarter deliver to any dealer, whether in pursuance of pre-existing contract or otherwise, cloth or yarn in excess of his quota determined under sub-clause (2).

(2) For purposes of sub-clause (1) (b), a dealer's quota of cloth shall bear to the value of the total deliveries of cloth made to all dealers during the quarter by the manufacturer concerned the same proportion as the value of the total deliveries of cloth made to that dealer during the years 1940, 1941 and 1942 bore to the value of the total deliveries of cloth made to all dealers during the same years by the same manufacturer; and a dealer's quota of yarn shall be similarly determined.

(3) Every manufacturer shall maintain a register of contracts and deliveries and shall submit returns in such form and at such time as the Textile Commissioner may prescribe.

18-B... .. (See page 8).

19. The Textile Commissioner may †[with a view to securing compliance with this Order].

(a) require any person to give any information in his possession with respect to any business carried on by that or any other person;

(b) inspect or cause to be inspected any books or other documents belonging to or under the control of any person.

(c) enter and search, or authorise any person to enter and search, any premises and seize or authorise any person to seize, any cloth or yarn in respect of which he has reason to believe that a contravention of this Order has been committed.

§ (d) and (e)

20. If any person with the intent that any provision of this Order may be evaded refuses to give any information lawfully demanded from him under clause 19, or conceals, destroys, mutilates or defaces any book or other document, he shall be deemed to have contravened the provision of this Order.

21. A Textile Commissioner may, with the sanction of the Central Government and by general or special Order in writing, authorise any person to discharge on his behalf all or any of his functions under this order other than those specified in clauses 9 and 10.

22. A Court trying any contravention of this Order may, without prejudice to any other sentence which it may pass direct that any cloth or yarn in respect of which it is satisfied that such Contravention has occurred shall be forfeited to His Majesty.

‡[23. No prosecution for the contravention of any of the provisions of this Order, shall be instituted without the previous sanction of the Provincial Government] § [or of such officer of the Provincial Government not below the rank of District Magistrate as the Provincial Government may by general or special order in writing authorise in this behalf.]

¶[18B. (1) The Textile Commissioner may, with a view to securing a proper distribution of cloth or yarn or with a view to securing compliance with this Order, direct any manufacturer or dealer, or any class of manufacturers or dealers :—

(a) to sell to such person or persons such quantities of cloth or yarn as the Textile Commissioner may specify;

(b) not to sell or deliver cloth or yarn of a specified description except to such person or persons and subject to such conditions as the Textile Commissioner may specify; and may issue

\* Added by Notification No. Tex. (1) 22/44, dated 28th April 1944.

† Substituted by Notification No. T.B. (1) 23/44, dated 22nd May 1944.

‡ The words in brackets substituted by Notification No. 34-Tex. A (1) 13-44, dated 22nd January 1944.

§ Sub-clauses (d) and (e) were omitted by Notification No. T. B. (1) 32/44, dated 16th December 1944.

¶ Added by Notification No. T. B. (1) 32/44, dated 16th December 1944.

such further instructions as he thinks fit regarding the manner in which the direction is to be carried out.

(2) Every manufacturer or dealer shall comply with the directions and instructions given under sub-clause (1)].

**Mr. T. S. Avinashilingam Chettiar :** What is the number of the committees?

**The Honourable Sir M. Azizul Huque :** There are so many attached to different sections.

**Mr. T. S. Avinashilingam Chettiar :** What would be the number?

**The Honourable Sir M. Azizul Huque :** I am afraid I have not calculated it.

**Prof. N. G. Ranga :** In regard to part (d) of this question, what is the answer—whether materials made available to these Advisory Committees will be placed on the table of the House or will be supplied to Members of this House?

**The Honourable Sir M. Azizul Huque :** As far as I know, whenever there is a question asked or a point raised, we try to give as full information as possible, including such information as is placed before these Committees but take, for example, the Indian Accountancy Board. Surely, the matters which are placed before that Board will not interest the House at all.

**Prof. N. G. Ranga :** Will the Honourable Member consider the advisability of supplying such information as is asked for to Members who are interested in specific matters?

**The Honourable Sir M. Azizul Huque :** Certainly.

**Mr. Muhammad Nauman :** The Members of the Legislature in some of these committees are by nomination.

**The Honourable Sir M. Azizul Huque :** Yes, they are by nomination.

#### ARRANGEMENTS FOR CARE OF CHILDREN OF WOMEN MINERS

**436. \*Shrimati K. Radha Bai Subbarayan :** Will the Honourable the Labour Member please state.

(a) what the specific arrangements are for the care of infants and children of women miners working inside mines and on the surface in all mining areas, and under whose supervision these arrangements are carried out;

(b) the facilities provided for nursing mothers working inside mines to feed their infants at regular intervals; and

(c) whether the arrangements referred to in (a) and (b) have been approved by any medical authority; and, if so, by whom?

**The Honourable Dr. B. R. Ambedkar :** (a) No specific arrangements have so far been made, but at a few mines creches with female attendants have been provided and in some collieries child clinics exist where milk is distributed to miners' children. The question of requiring provision of creches is at present under the consideration of Government.

(b) Children are not allowed underground and therefore no special facilities are required underground. Mothers are not allowed underground within one month of delivery. Information as to facilities allowed to other mothers to come up to feed their children is being called for.

(c) No.

**Shrimati K. Radha Bai Subbarayan :** May I ask, Sir, if the Government will prohibit women from working underground in mines where these arrangements have not been made until Government consider this question?

**The Honourable Dr. B. R. Ambedkar :** I have not followed the question.

**Shrimati K. Radha Bai Subbarayan :** Will Government take definite steps to have proper arrangements for the care of children and for enabling women to come up to the surface to feed their children? Surely infants require to be fed even after they are a month old?

**The Honourable Dr. B. R. Ambedkar :** I cannot arrive at a decision until I know what is the magnitude of the problem. I have called for information.

**Shrimati K. Radha Bai Subbarayan :** As the Honourable Member himself admits that the problem is a very serious one, will Government prohibit women from working underground till they have finished considering the problem?

**The Honourable Dr. B. R. Ambedkar :** I do not know whether there are any number of women who are suckling babies underground.

**Mr. Manu Subedar :** Will the Honourable Member discontinue the work of women underground in those mines where the creches and other facilities mentioned by him do not exist.

**The Honourable Dr. B. R. Ambedkar :** I am taking steps to see that every mine has got creches.

**Mr. Manu Subedar :** Will the Honourable Member discontinue the work of women until that time ?

**The Honourable Dr. B. R. Ambedkar :** If that was the only alternative, that proposition might be considered.

**Prof. N. G. Ranga :** Will Government consult the All-India Medical Council in regard to part (c) of this question in regard to the advisability or otherwise of allowing mothers with suckling babies to work underground ?

**The Honourable Dr. B. R. Ambedkar :** I do not know whether they will accept the responsibility of advising Government in this matter.

**Prof. N. G. Ranga :** I am asking whether Government will be willing to ask them, whether they are prepared to give advice or not.

**The Honourable Dr. B. R. Ambedkar :** I do not think this is a problem where consultation is necessary.

**Shrimati K. Radha Bai Subbarayan :** May I ask if the International Labour Conference during its last session made certain suggestions with regard to this matter ?

**The Honourable Dr. B. R. Ambedkar :** I have no information at all at present with me.

**Mrs. Renuka Ray :** Is it a fact that these creches in most mines only function effectively when visitors are conducted round and when Government Inspectors go round there on their pre-arranged visits and that miners' children who live in neighbouring areas are sometimes not permitted into the creches and there are no adequate facilities in most of the mines for the care of infants or children, even where creches exist in name with very few exceptions ?

**The Honourable Dr. B. R. Ambedkar :** I do not know how the Honourable Member knows that there are no creches when she does not go and visit.

**Mr. N. M. Joshi :** The Honourable Member had gone to the mining areas.

**The Honourable Dr. B. R. Ambedkar :** I have also gone.

#### STEPS FOR ENFORCING MINES MATERNITY BENEFITS ACT IN MINING AREAS

**437. \*Shrimati K. Radha Bai Subbarayan :** Will the Honourable the Labour Member please state:

(a) what steps Government have taken to enforce the provisions of the Mines Maternity Benefits Act in mining areas since women miners are illiterate and ignorant of their rights;

(b) whether Government have any report about the application of this Act since it was passed in 1941;

(c) whether four week's absence before and after delivery of a child has not proved insufficient to give adequate relief to the women miners and avoid injury to their health; and

(d) whether Government have obtained medical opinion on the subject referred to in (c); and, if so, whether Government will place a copy of it on the table of the House; and, if not whether Government propose to take steps to secure such opinion?

**The Honourable Dr. B. R. Ambedkar :** (a) One Senior Labour Inspector and two Junior Labour Inspectors who are qualified doctors have been appointed, under the Chief Inspector of Mines in India.

(b) Although Government themselves have not received reports about the working of the Act, the Inspectors under the Chief Inspector of Mines submit reports to him regularly and suitable action is taken by the Department of Mines.

(c) and (d). The four-week period before and after delivery in respect of women is in line with similar provision under Factory legislation. The question of increasing the period before delivery in respect of women employed underground is under consideration.

**Prof. N. G. Ranga :** What about after delivery ? Will Government also consider the advisability of extending the period after delivery ?

**The Honourable Dr. B. R. Ambedkar :** It is not necessary. There is complete prohibition on the employment of women who have delivered.

**Mrs. Renuka Ray :** Is the Honourable Member aware of the fact that since the ban on the employment of women underground was withdrawn, there have been cases in some mines of children being born underground.

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

**Mrs. Renuka Ray :** Will the Honourable Member kindly find out and take steps to see that such cases do not occur ?

**The Honourable Dr. B. R. Ambedkar :** If the Honourable Member will refer me to specific cases, I shall certainly make inquiries.

**Mrs. Renuka Ray :** I am prepared to do so.

**Shrimati K. Radha Bai Subbarayan :** May I ask for an assurance that Government will get the opinion of a competent medical authority on this important question, before they come to a decision on it ?

**The Honourable Dr. B. R. Ambedkar :** They will undoubtedly, if they find it necessary.

**Shrimati K. Radha Bai Subbarayan :** Is it not a fact that the International Labour Conference during its last session suggested that the period before and after confinement should be about two months under the Maternity Benefits Act ?

**The Honourable Dr. B. R. Ambedkar :** I have no information. I do not recall that.

**Shrimati K. Radha Bai Subbarayan :** I understand that it is mentioned in the report which the Government have circulated to us.

**Mrs. Renuka Ray :** Since the Honourable Member considers that he is justified in ignoring the International Convention prohibiting women working underground, I should like to know if he thinks it also unnecessary to consider the maternity benefits provision of the International Labour Conference ?

**The Honourable Dr. B. R. Ambedkar :** We are considering that matter.

#### DRAFT HINDU CODE

**438. \*Shrimati K. Radha Bai Subbarayan :** Will the Honourable the Law Member please state :

(a) whether Government have any programme for legislation on the subjects dealt with in the Hindu Code ; and, if not, the reasons for the delay ;

(b) whether Government of India have issued any instructions to Provincial Governments to collect opinions on the draft Hindu Code ; and

(c) whether there is a difference of opinion in the Executive Council on the Hindu Code ?

**The Honourable Sir Asoka Roy :** (a) The Honourable Member presumably refers to the draft Hindu Code prepared by the Hindu Law Committee. On this assumption Government must obviously await the report of the Committee before considering what programme, if any, should be framed.

(b) No ; opinions are being obtained by the Hindu Law Committee.

(c) In the circumstances explained in the reply to part (a), the question does not arise, but I should perhaps add that the question is one on which I would not in any event have been prepared to furnish the information desired.

**Mr. Sri Prakasa :** With regard to part (b), is it not a fact that the United Provinces Government sent out the Draft Code to many gentlemen in the province for opinions ?

**The Honourable Sir Asoka Roy :** I presume that it must have been done under the instructions of the Hindu Law Committee or at their request.

**Mr. M. Ananthasayanam Ayyangar :** May I know if any instructions were issued to the Hindu Law Committee regarding the nature of opinions to be collected and the persons from whom such opinions are to be collected by the Central Government ?

**The Honourable Sir Asoka Roy :** I know nothing about what has been done by the Hindu Law Committee in the way of obtaining opinions. The matter has been left to the Committee itself.

**Mr. Govind V. Deshmukh :** May I know if the draft Code was not sent for eliciting public opinion ? Is it not a fact that among the persons to whom it was

sent for public opinion are included Sri Sankaracharyas and other Hindu Sanatanists all over India ?

**The Honourable Sir Asoka Roy :** The draft Hindu Code has certainly been circulated for eliciting public opinion by the Hindu Law Committee.

**Mr. Govind V. Deshmukh :** Is it a fact that opinions have been sought to be elicited from Sri Sankaracharyas and other Hindu Sanatanists and not merely from lawyers and other westernised people ?

**The Honourable Sir Asoka Roy :** I dare say that my Honourable friend has more information about these matters than most Members of this House.

### (b) WRITTEN ANSWERS.

#### IMPORT OF CAUSTIC SODA PLANTS

**439. \*Dr. Sir Zia Uddin Ahmad :** (a) Will the Honourable Member for Industries and Civil Supplies please state if it a fact that the Government of India recently imported caustic soda plant?

(b) How many plants for caustic soda were imported from the United States of America and the United Kingdom and whom were these allotted?

(c) Is it true that the Punjab Government drew the attention of the Government of India that one of these plants be given to the Punjab where all raw materials are available?

(d) Why was the request of the Punjab Government turned down?

(e) Is it a fact that the Government of India have decided to set up a large plant for the manufacture of amonia sulphate somewhere in Bihar?

(f) Is it not a fact that, according to all the facts and figures collected by the Government of India, the location of a factory of this kind in the Punjab would have been more suitable?

**The Honourable Sir M. Azizul Huque :** (a) and (b). Arrangements are being made to import three caustic soda/Chlorine Plants from U. S. A. and these have been allotted to the following firms :

(1) Messrs. The Delhi Cloth & General Mills Company Ltd., Delhi.

(2) Messrs. H. Mumtaz & Company, Calcutta.

(3) Messrs. The Ahmedabad Manufacturing and Calico Printing Company, Ahmedabad.

(c) Yes.

(d) Other factors being equal it is preferable to set up an electrolytic caustic soda and chlorine plant at a place where there is the maximum local consumption of chlorine. The consumption of chlorine and its products in the Punjab area is very small compared to the area to which allotments have been made.

(e) Yes ; at Sindri near Dhanbad in Bihar.

(f) No.

#### LICENCES FOR SALE OF PIECE GOODS TO EVACUEES FROM BURMA, ETC.

**440. \*Sardar Sant Singh :** Will the Honourable Member for Industries and Civil Supplies be pleased to state the steps taken by Government to help the evacuees from Burma, Shanghai and Malaya who were in the textile trade in those countries before the evacuation, in the grant of licence for selling piece-goods and also for obtaining quotas of the textiles for sale?

**The Honourable Sir M. Azizul Huque :** No special steps have been taken. Both quotas and the grant of licences are dependent on the dealers having been in the trade in this country in 1940-42 and evacuees have for these purposes been treated on the same basis as every body else.

†441\*

#### MANUFACTURE OF POWER ALCOHOL

**442. \*Mr. T. T. Krishnamachari :** Will the Honourable Member for Industries and Civil Supplies please state:

(a) what progress has been made in the matter of encouraging the manufacture of power alcohol in India since his answer to the questions put during the Assembly Session of November, 1944;

†This question has been post poned to be answered on the 5th March, 1945.

(b) whether the Government of India have consulted the Provincial Governments in the matter;

(c) whether there had been any Conference between the Government of India and/or Provincial Governments and the prospective Indian distillers;

(d) whether Government were aware that the United Provinces Government recently summoned a Conference of distillers at Lucknow;

(e) whether the Government of India were aware that the United Provinces Government asked the prospective distillers assembled at the Conference to consult Messrs. Lawless and Webb, two representatives in India of the Aluminium Plant and Vessel Manufacturing Company of London, in regard to the erection of power alcohol plants;

(f) whether the Government of India are aware that the United Provinces Government told the distillers that no licences will be issued for distillation unless their production was certified by the experts namely Messrs. Lawless and Webb;

(g) whether the Government of India have any information in regard to Messrs. Lawless and Webb, their credentials and the expert knowledge they possess;

(h) whether the Government of India are aware that Mr. Moss of the Indian Civil Service in the United Provinces is interesting himself greatly in the matter of pushing the plants sponsored by Messrs. Lawless and Webb; and

(i) whether the Government of India propose to scrutinise the applications for licences for erecting power alcohol plants backed by the Provincial Governments?

**The Honourable Sir M. Azizul Huque :** My Honourable colleague, the Planning and Development Member, will answer this question on the appropriate date.

**REQUISITIONING BY GOVERNMENT OF PREMISES OF PEOPLE'S FREE READING ROOM AND LIBRARY AT DHOBI TALAO, BOMBAY**

**443. \*Mr. Manu Subedar:** (a) Will the Honourable Member for Industries and Civil Supplies please state if it is a fact that for the Civil Supplies Department, Government originally took a part, but have now taken the whole of the premises occupied by the People's Free Reading Room and Library at Dhobi Talao, Bombay?

(b) Are Government aware that this institution was established about a hundred years ago and that thousands of people are taking advantage of the same, being centrally located?

(c) Did Government make any attempts to secure alternative accommodation for the office in question?

(d) If so, what were they, and why did Government fail?

(e) What is the total office accommodation in addition to the Central Government Offices on Queen's Road, Bombay, which has been brought under occupation since the beginning of the war for civil departments of the Central Government?

(f) For whom are the new ground floor offices now under construction next to the Central Government Offices on Queen's Road intended?

(g) Which educational institutions have Government requisitioned in Bombay already, in addition to this one?

(h) Is it a fact that offers were made to Government to build offices to their requirements at reasonable rents by engaging private capital, and that such offers were turned down by them?

(i) Will Government consider the desirability of putting up additional buildings themselves, or permitting such buildings being put up by private parties and assure this House that educational institutions will not be requisitioned in future?

(j) Is there any free reading room and library established by Government themselves in Bombay?

(k) If not, do Government propose to consider the withdrawal of the requisitioning of this institution?

**The Honourable Sir M. Anisul Huque :** (a) *First part*; 'Yes'. *Second part*: 'No'.

(b) *First part*: 'No'. *Second part*: "Government have no information".

(c) and (d) Do not arise in view of reply to (a).

(e) 3,17,000 Sq. feet.

(f) For various Central Government officers.

(g) So far as Government are aware no educational institutions have been requisitioned in Bombay.

(h) Yes.

(i) Government are doing their best to construct office accommodation to meet immediate demands and are prepared to construct more accommodation to meet similar demands within the limits of their available resources. Government will follow their existing policy of not requisitioning educational buildings except in the last resort, but regret their inability to give the categorical assurance asked for.

(j) No.

(k) Does not arise in view of reply to (a).

#### ASSISTANT RATIONING ADVISER

**444. \*Sardar Sant Singh:** Will the Honourable the Food Member be pleased to state:

(a) the functions and duties of the Assistant Rationing Adviser;

(b) his nationality, educational and other qualifications;

(c) his present salary and the salary drawn by him before he joined the Food Department of the Government of India; and

(d) whether the post was advertised; if not, on whose recommendations he was appointed?

**The Honourable Sir Jwala Prasad Srivastava :** (a), (b) and (c). A statement is laid on the table of the House.

(d) The post was not advertised, but was filled by the transfer of an officer with the required qualifications, who was already employed in Food Department.

#### Statement

(a) The functions and duties of the Assistant Rationing Adviser are to assist the Rationing Adviser in all matters relating to rationing technique and especially as regards:

(1) examination of—and when necessary—preparation of—rationing schemes in Provinces and States;

(2) assistance in the actual operation of such schemes, chiefly in the Centrally Administered areas and States;

(3) the training of Food Executive Officers, and staff of the Rationing Branch;

(4) compilation of a training syllabus and the revision of the Manual on Food Control and Rationing; and

(5) production of the monthly publication "Nutrition" and the quarterly publication of "Canteens in Industry" issued by the Food Department.

(b) He is a British subject, and was educated at Emanuel School, London.

He is a permanent local Government officer employed by the Royal Borough of Kensington.

His services were lent to the Ministry of Food in September, 1939 and he was appointed Assistant Divisional Food Officer (Rationing) for the London Division, comprising the City of London and Greater London, with a total population of 7,000,000.

In April, 1943, he was released for joining the Royal Air Force and was posted to administrative duties in India.

In March, 1944, he was released from the Royal Air Force to assist the Regional Food Commissioner, Eastern Region under the Government of India and was appointed Deputy Regional Food Commissioner on Rs. 1,000 per mensem.

(c) Present salary—Rs. 1,000 per mensem—his previous salary at Ministry of Food, London, was £ 520 per annum, in the scale of £ 400/50/600, plus the superannuation emoluments of his Local Government Department, the total amounting to approximately £ 650.

#### CLOSING OF GLASS FACTORIES DUE TO SHORTAGE OF COAL

**445. \*Mr. K. S. Gupta:** (a) Is the Honourable Member for Industries and Civil Supplies aware of the fact that Indian glass manufacturers—20 in number—had to close down their works for lack of supply of coal?

(b) Is it not a fact that Government enquired from the Federation of Indian Chambers of Commerce at Calcutta, whether they would agree to the import of finished glass bottles from Great Britain owing to shortage of glass bottles in India?

(c) Is it not a fact that they made an urgent recommendation to Government that supply of coal and chemicals in adequate quantities be made to glass manufacturers so that the factories which had been closed might be reopened and the needs of India fully met? If so, what is the action taken by Government? If no action is taken, why?

(d) Do Government realize the absolute need for research in glass industry of India? If so, what are the steps taken to save the industry from extinction in the face of world-wide competition and especially in the face of scientific and technical discoveries?

(e) Would the Government of India consider the advisability of setting up the contemplated Central Glass and Silicate Research Institute at Calcutta to facilitate the permanent development of the glass industry in India?

**The Honourable Sir M. Azizul Huque :** (a) Yes. Some factories have had to close down on account of the coal shortage.

(b) No. Government however, consulted the Federation of Indian Chambers of Commerce and Industry, New Delhi on the subject.

(c) Yes. Coal allocations to the glass industry have been steadily increased since August 1944 and during this period actual monthly deliveries have been better than those during the preceding months of 1944.

(d) and (e). It has been decided to establish a Central Glass and Silicate Research Institute at Calcutta which will render all possible help to the indigenous glass industry in scientific and technical matters. Funds have been sanctioned, the site selected and plans for building are being drawn up.

An industrial panel for glass has been constituted to advise on the development of the industry after the war. It will be one of the functions of the panel to recommend the steps that should be taken by Government to assist the industry.

#### LICENCES FOR IMPORT OF FINE CLOTH

**446. \*Mr. Manu Subedar:** (a) Will the Honourable Member for Industries and Civil Supplies please state how many licences have been given for the importation of fine cloth (above 36 warp) into India during 1942-43, 1943-44 and 1944-45 (up to the 31st December, 1944), and for how many million yards of cloth?

(b) To whom are these licences given and on what basis?

(c) How much fine cloth (stated in million square yards) has been permitted to be exported from India during 1942-43, 1943-44 and 1944-45 (up to the 31st December, 1944)?

(d) Does this amount include purchases on account of Government either of India or any of the Eastern Group?

**The Honourable Sir M. Azizul Huque :** (a) 293 licences were granted during the period for approximately 5.93 million yards of cloth.

(b) In the case of the United States of America licences are granted to established importers on the basis of quotas calculated on imports in 1940-41. In the case of the United Kingdom licensing was originally carried out on a quota basis, but quota licensing was discontinued with effect from the beginning of 1943 when exports of cotton piecegoods from the United Kingdom came under prohibition. Since then licences have been granted only for goods which had been manufactured before the prohibition came into force or for some speciality lines such as furnishing fabrics.

(c) and (d) The information is not available, as these particulars are not separately recorded in the trade returns. I may, however, inform the Honourable Member that it has been decided recently to allow the export of fine cloth only to the extent of a very small percentage of the production. A press note to this effect was issued on the 6th February.

#### CONSUMERS' GOODS IMPORTED UNDER LEND-LEASE

**447. \*Mr. Manu Subedar:** (a) Will the Honourable Member for Industries and Civil Supplies please state which articles and of what total value, referring to consumers' goods, have been imported under the Lend-Lease during 1940-41, 1941-42, 1942-43, 1943-44 and 1944-45 (up to the 31st December, 1944)?

(b) Who fixes the price for goods imported in this manner? Is it on the basis of the American price, or the United Kingdom price, or an arbitrary price?

(c) Is full customs duty paid on these goods?

(d) What is the machinery for their disposal after they reach India?

(e) In what manner is a quota given to different kinds of merchants, and how are merchants selected for this purpose?

(f) Have Government received any complaints of discrimination in this manner?

(g) Is it a fact that British firms have secured greater opportunities and greater advantages in this matter?

(h) Have Government received complaints that consumers' goods have been or are about to be, imported in large bulk and that in some cases these goods will be landed here at lower than the Indian producing cost?

(i) Have Government ascertained in all cases whether the consumers' goods are sold at below the Indian production cost or not?

(j) If not, why have they not so ascertained?

**The Honourable Sir M. Azizul Huque :** (a) *Radio Sets*.—1942-43, Quantity 27701, Appx. landed cost Rs. 51,73,000.

*Radio Spares and Accessories*.—1942-43 to 1944-45, Appx. landed cost Rs. 190,000. Separate figures for the three years are not available.

*Drugs and Medicines*.—1943-44, Appx. landed cost Rs. 740,000.

*Drugs and Medicines*.—1944-45, Appx. landed cost Rs. 33,30,000.

(b) *First Part*.—Government in consultation with the trade interests concerned.

*Second Part*.—On the basis of the American price but related closely to the prevailing controlled rates in India.

(c) Yes.

(d) Through normal trade channels.

(e) *Drugs and Medicines*.—Stores are distributed on the basis of *bona fide* normal requirements of applicants, preference being given to manufacturers in the case of basic materials and to sole importers in the case of proprietary medicines.

*Radio Sets, Spares and Accessories*.—The Radio Sets have been distributed and the spares, etc., are being distributed to the principal established importers on a *pro-rata* basis.

(f) and (g) No.

(h) Yes.

(i) No.

(j) It is not considered necessary in view of Government's policy which is to import only such goods as are available and necessary to meet the requirements of the country with due regard to the position of indigenous industries and to their ability to meet that demand.

#### FACILITIES FOR TRADE BY INDIAN EVACUEES IN LIBERATED BURMA

448. \***Mr. Amarendra Nath Chattopadhyaya:** (a) Has the attention of the Honourable the Commerce Member been drawn to a paragraph under the heading "Indo-Burma Trade", published at page 2 of the *Hindustan Times* of the 9th February? If so, would the Indian evacuees from Burma be required to apply to S.E.A.C. and not to the Government of India for restarting business in the liberated parts of Burma?

(b) Is it a fact that facilities for starting business are being given direct by His Majesty's Government to British firms and houses and that some of them have already restarted business in the liberated parts of Burma?

(c) Is it a fact that trade between India and Burma would be carried by a branch of the U.K.C.C.?

(d) Will the Honourable Member be pleased to make a detailed statement on the matter with special reference to the facilities of trade between Indians and Burmans during the reconquest period and after the reconquest of Burma is completed?

**The Honourable Sir M. Azizul Huque :** (a) to (c). Government have seen the paragraph referred to in the *Hindustan Times* but the announcement was not authorised by Government. The position is that no private business whether by the U. K. C. C. or by other firms, British or Indian is permitted to be started during the period of Military Administration in liberated areas. All supplies which are moving into such areas are procured and distributed by the Military Administration through the ordinary Army channels.

(d) The stage has not been reached yet for the restoration of India's private trade. Problems relating to trade with Burma after the period of Military Administration are under examination.

NOTICES FOR EVACUATION ON RESIDENTS OF DELHI WARD NO. 14

**449. \*Mr. Kailash Bihari Lal:** (a) Will the Secretary for Education, Health and Lands be pleased to state whether notice under Sections 36 and 38 of the United Provinces Town Improvement Act (VIII of 1919), as extended to the Province of Delhi, has been served on the residents of Delhi, Ward No. 14?

(b) If so, when will the residents of that Ward be actually required to vacate their houses?

(c) What compensation will be given to (i) the Zamindars who own the land; (ii) the owner of the house to whom the buildings belong; and (iii) the tenants who live in hired houses of that Ward, and in what form will it be given?

(d) Will the residents of Ward No. 14 be given houses constructed by Government under the Poormen Housing Scheme?

(e) What are the conditions under which poor men are given those Government houses?

(f) In what locality do Government propose to house the men of Ward No. 14 when they will vacate their houses?

**Mr. J. D. Tyson :** (a) to (f). Information has been called for and will be furnished to the House when received.

IMPENDING LARGE IMPORT OF CYCLES

**450. \*Mr. Satya Narayan Sinha:** (a) Will the Honourable the Commerce Member be pleased to state whether there is any truth in the rumour very current and persistent that about one lac and twenty-five thousand cycles are going to be imported in this country during the course of next one year?

(b) Is the Honourable Member aware that the three years average import of cycles in this country, in the pre-war period, was about one lac and twenty-five thousand only?

(c) Is it a fact that the present capacity of the Indian Cycle Companies for manufacturing cycles is eighty thousand?

(d) Is it not a fact that there is sufficient scope for further expansion of the said Indian Companies?

(e) If the reply be in the affirmative, will the Honourable Member be pleased to state what steps Government propose to take to save the Indian Industry from the foreign competition and make India self-sufficient in respect of its needs for cycles?

**The Honourable Sir M. Azizul Huque :** (a) Yes, Sir. This is the maximum quantity which Government think should be imported to meet India's requirements

(b) The average imports in the period were about 158,000 cycles per year.

(c) The present capacity, on the Industry's own estimate is 70,000, but Government are informed that the actual production has never yet exceeded 26,000. It is doubtful whether even this production will be maintained during 1945, as one of the firms concerned has recently suspended production of complete cycles.

(d) Yes; but not in the immediate future, on account of the difficulties in obtaining the required raw materials most of which have to be imported from abroad.

(e) Government propose to continue their assistance to the industry in the following directions:

(i) by imports of cycle parts, electrically welded steel tubes, various types of special steel and machines tools required for the Industry,

(ii) release of indigenous steel and other controlled materials and grant of priority for transport of finished cycles.

I may state in this connection that one of the Firms has also been assisted by the grant of a priority passage to obtain the services of an Industrial expert.

#### ABOLITION OF DISTINCTION BETWEEN ORTHODOX AND UN-ORTHODOX QUARTERS

**451. \*Mr. H. A. Sathar H. Essak Sait:** Will the Honourable the Labour Member be pleased to state:

(a) the reasons that led to the decision to abolish the distinction between "orthodox" and "unorthodox" types of quarters as stated in the Labour Department Memorandum, dated the 25th January, 1945; and

(b) the effect of this decision on (i) the present occupants of such quarters and (ii) those who qualify for these quarters in the future?

**The Honourable Dr. B. R. Ambedkar:** (a) According to the allotment rules hitherto in force, applicants for accommodation had to apply either for the orthodox or the unorthodox type of quarters and those who applied for one type of quarters were considered ineligible for the other type. In view of the present shortage of accommodation, the above rules very often worked to the disadvantage of the officers eligible for these types of accommodation, and produced the anomalous result that if an applicant failed to secure accommodation in the type he had applied for, he was obliged to go without any accommodation at all, even though he might have secured accommodation in the other type, had he applied specifically for that type.

Further, the maintenance of the distinction between the two types of quarters entailed extra work in the Estate Office in as much as the allotment of the two types of quarters had to be kept separate. Besides, it was also felt that the maintenance of the distinction between orthodox and unorthodox quarters and their allotment on the basis of the orthodoxy or otherwise had become out of date.

(b) (i) None.

(ii) The decision of 25th January 1945 has since been slightly modified on 15th February 1945. Those who are eligible for the particular category of 'A', 'B', 'C' and 'D' type of accommodation will be eligible to apply for both types of quarters.

#### MISUSE OF PAPER CONTROL ORDER PROVISIONS

**452. \*Mr. Satya Narayan Sinha:** (a) Has the attention of the Honourable Member for Industries and Civil Supplies been drawn to the following resolution passed by the All-India Newspaper Editors' Conference at its Calcutta Session held on the 28th January, 1945:

This Conference protests against the manner in which the provisions of the Paper Control Order, etc., are used by Government for purposes other than the conservation of newsprint, particularly as an excuse to prevent the growth and expansion of papers and periodicals whose political opinions are not to the liking of Government?

(b) Will the Government lay on the table a statement giving the following information:

(i) the names of the new newspapers and periodicals that have come into existence as a result of the permission given by Government under the Control Orders relating to paper and newsprint;

(ii) the names of those to whom such permission has been refused;

(iii) whether such permission or refusal has been based on the political opinions of the applicants concerned;

(iv) if the answer to (iii) is in the negative what are the grounds on which the Government's policy in the matter has been based;

(v) the names of the new newspapers and periodicals that have been allotted quotas of newsprint or paper and the principle or principles by which Government have been guided in allowing such quotas; and

(vi) the names of old newspapers or periodicals which have been given special or additional quotas of newsprint or paper with the amount of such quota and the reason or reasons for which they have been given in each case.

**The Honourable Sir M. Azizul Huque:** (a) Yes.

(b) (i) I place on the table a statement giving the desired information.

(ii) and (vi) Collection of the information asked for will involve an expenditure of time and labour which Government do not consider justified in present conditions.

(iii) No.

(iv) Permission to start a new newspaper or periodical is given as a rule only if it represents views of an important political party or group or advocates policy which is not advocated by any other newspaper or journal or is likely to serve a useful purpose.

(v) New newspapers and periodicals which have been allotted quotas of news print are enumerated in part III of the statement laid on the table. The amount of the quota is determined on the individual merits of each case. There is no system of allotment of quotas of paper other than newsprint to newspapers and periodicals.

*List of newspapers and periodicals which have been permitted to start publication since the 7th November, 1942 when the prohibition on the starting of new newspapers was first imposed, up to the 15th February 1945.*

**I.—NEWSPAPERS AND PERIODICALS PERMITTED TO START PUBLICATION ON PAPER OTHER THAN NEWSPRINT UNDER THE PAPER CONTROL ORDER, 1942**

**MADRAS.**

1. The Journal of Aurobindo Library, Madras . . . . . Quarterly—English.
2. The Telugu Journal of Sri Ramakrishna Math, Madras . . . . . Monthly Telugu.
3. The Andhra Mahila (Madras) . . . . . Fortnightly Telugu Journal of Women.
4. The Burma Nadu (Madras) . . . . . Fortnightly Anglo-Tamil and Telugu Journal

**BENGAL**

5. The National Sunday Newspaper, Calcutta . . . . . English Weekly.
6. The Mazdoor, Calcutta . . . . . Fortnightly news-sheet in English and Hindi.
7. The Indian Patent Design, and Trade Marks Review, Calcutta. . . . . Monthly English Journal of the Indian Trade Mark Registration Bureau.
8. The Praeya Vani (Calcutta). . . . . Quarterly—English.
9. The Hindoosthan (Calcutta). . . . . Quarterly—English.

**BOMBAY**

10. The Sanghadit Maharashtra (Poona) . . . . . Monthly.
11. The Kesar Kiari (Bombay) . . . . . } Vernacular monthlies for the troops.
12. The Tajdar (Bombay) . . . . . }
13. The Belgium and Belgian Congo Bulletin (Bombay). . . . . Monthly—English.

**PUNJAB**

14. Al-Islah (Lahore) . . . . . Weekly—Urdu.

**BIHAR**

15. The Indian Journal of Horticulture, Sabour (Bihar). . . . . Half-yearly—English.

**ORISSA**

16. The Utkalika (Cuttack) . . . . . Monthly.

**DELHI**

17. The Eastern Economist . . . . . } English weeklies.
18. The Investment and Finance . . . . . }

**II.—NEWSPAPERS AND PERIODICALS PERMITTED TO START PUBLICATION UNDER THE PAPER CONTROL (ECONOMY) ORDER, 1944**

1. The Marxian, Way, Calcutta . . . . . Quarterly . . . . . English.
2. The Journal of the Indian Institute of International Affairs, New Delhi. . . . . Quarterly . . . . . English.
3. The India Quarterly (English Journal of the Indian Council of World Affairs), New Delhi. . . . . Quarterly . . . . . English.
4. The Planning (Calcutta) . . . . . Fortnightly broad-sheet in English.
5. The Patna University Journal (Patna) . . . . . 3 times a year . . . . . English.
6. The Textile Journal (Calcutta) . . . . . Monthly . . . . . English.
7. The Natya Shree (Calcutta) . . . . . Quarterly . . . . . Bengali.

**III.—NEWSPAPERS AND PERIODICALS PERMITTED TO START PUBLICATION ON NEWS PRINT UNDER THE NEWSPAPER CONTROL ORDERS, 1942 & 1944**

**BENGAL**

1. Morning News daily . . . . . Calcutta . . . . . English.
2. Nationalist daily . . . . . Calcutta . . . . . English.
3. Natun Jeeban monthly . . . . . Calcutta . . . . . Bengali.
4. Indo-Soviet-Journal fortnightly . . . . . Calcutta . . . . . English.
5. Pratimodh daily . . . . . Calcutta . . . . . Bengali.
6. People's Voice daily . . . . . Calcutta . . . . . English.
7. China Review weekly . . . . . Calcutta . . . . . Chinese.
8. Saturday Mail weekly . . . . . Calcutta . . . . . English.

9. Jagran weekly . . . . .	Calcutta . . . . .	Bengali.
10. Quarterly of Sino Indian Studies . . . . .	Calcutta . . . . .	English.
11. Indian Capital weekly . . . . .	Calcutta . . . . .	English.
12. Dacca Mail, daily . . . . .	Dacca . . . . .	English.
13. Usha, daily . . . . .	Dacca . . . . .	Bengali.

## BOMBAY

14. Muslim Times daily, and Muslim Times weekly. . . . .	Bombay . . . . .	Gujrati.
15. Mr. Chikadi's weekly newspaper . . . . .	Belgaum . . . . .	Kannada.
16. Commercial India weekly . . . . .	Bombay . . . . .	English.
17. Janata weekly . . . . .	Bombay . . . . .	Hindi.
18. Prabuddhya Vaishya . . . . .	Bombay. . . . .	

## CENTRAL PROVINCES AND BERAR.

19. Udyama weekly. . . . .	Nagpur . . . . .	Hindi.
20. Tarun Bharat, daily . . . . .	Nagpur . . . . .	Marathi.

## DELHI

21. Naya Hindustan daily . . . . .	Delhi . . . . .	Hindi.
22. Bi-monthly supplement, of the 'Eastern Economist' . . . . .	New Delhi . . . . .	English.

## MADRAS

23. Powra Shaki daily . . . . .	Calicut . . . . .	Malayalam.
24. Dinajari daily . . . . .	Madras . . . . .	Tamil.
25. Picturepost monthly . . . . .	Madras . . . . .	English.
26. Muslim India weekly . . . . .	Madras . . . . .	English.
27. Justice weekly . . . . .	Erode. . . . .	
28. Indian Journalist . . . . .	Madras. . . . .	
29. Pudu Ulagam . . . . .	Madras. . . . .	
30. Belaku . . . . .	Dharwar . . . . .	Kanarese.

## PUNJAB

31. Cosmopolitan weekly . . . . .	Simla . . . . .	English.
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## UNITED PROVINCES

32. Savdhan weekly . . . . .	Cawnpore . . . . .	Hindi.
33. Bharat Varsh daily . . . . .	Cawnpore . . . . .	English.
34. Singh weekly . . . . .	Cawnpore . . . . .	Punjabi & English.
35. Hindustan weekly . . . . .	Lucknow . . . . .	English.

## DEATHS OF WOMEN WORKERS IN MINES

453. \*Mr. K. S. Gupta: (a) Will the Honourable the Labour Member please state the number of deaths of women workers in the mines of India (including coal) in the years of 1942, 1943 and 1944 due to (i) diseases, and (ii) accidents?

(b) Is it not a fact that men workers are not available to work in coal mines as the wages offered are not commensurate with the rise in prices of foodstuffs and other necessaries of life?

(c) Is there any attempt on the part of the mine owners or the Government of India to offer better wages and special amenities of life in the supply of foodstuffs and housing accommodation to mine workers to attract enough men workers to enable the Government to apply the ban on women working underground and thus save the dignity of womanhood in India as in every other civilized country?

(d) Is it not a fact that infant mortality is very high in the mining areas due to lack of milk from the mother who is automatically getting dry due to hard and strenuous work underground?

(e) Is it not a fact that no pure milk is available to the workers in the mining areas?

(f) Are any attempts made by the mine-owners or Government to supply milk free of cost to children at least below one year in the various mining areas? If not, why not?

**The Honourable Dr. B. R. Ambedkar :** (a) The number of deaths of women in all mines in India due to accidents both on surface and underground for the years 1942, 1943 and 1944 were 9, 11 and 53 respectively. No figures of deaths due to diseases are available.

(b) No.

(c) Yes. The following improvements in regard to wages, welfare and amenities have been introduced :

- (1) subsidisation of foodstuffs and the provision of grain shops ;
- (2) improved health measures including malaria control and increased provision for construction of hospitals ;
- (3) provision of an adequate range of consumer goods for purchase ;
- (4) provision of transport to and from work ;
- (5) increase in the rates for coal raisings at Railway Collieries so as to enable the contractors to offer more attractive wages to labour ; and
- (6) an informal agreement between Government and the mine-owners for an increase in the wages of colliery labour.

(d) It cannot be said that infant mortality is very high in mining areas due to lack of milk. Infant mortality figure in the coalfields is less than the All-India figure.

(e) Pure milk is available in mining areas. Samples of milk are frequently taken and examined by the Inspectors employed by the Mines Boards of Health and action is taken when adulteration is discovered.

(f) No. Government are examining further possibilities in regard to improvement of health of women and children in mining areas.

#### WOMEN WORKERS WORKING UNDERGROUND IN MINES

454. \*Mr. K. S. Gupta: (a) Will the Honourable the Labour Member please state the number of women workers underground in the years 1942, 1943 and 1944?

(b) Is there any attempt made to reduce the number of women employed underground? If not, why not?

(c) Is it a fact that in certain coal mines women are allowed or compelled to work even in stages of advanced pregnancy, thus giving rise to child births underground? Was any report to that effect brought to the notice of Government? If so, what is the action taken to put a stop to such a malpractice?

(d) Would Government consider the question of applying a strict ban on women working underground as soon as the seventh month of pregnancy is complete? If not, why not?

(e) Are Government aware that maternity benefit offered to women workers is only nominal and that several complaints are made to their immediate superiors who do not care to report to the authorities concerned?

(f) Does the Honourable Member propose to make an enquiry and remedy the defects?

**The Honourable Dr. B. R. Ambedkar :** (a) 1942—*Nil*, 1943—about 7,000, 1944—16,000.

(b) Yes. Every effort is being made to expedite the bringing about of such conditions as would enable Government to re-impose the ban on the underground employment of women in coal mines. In other mines, the ban already exists.

(c) No. So far as I am aware no children have been born underground in mines. No such reports have ever been received. The last part of the question does not arise.

(d) A proposal on these lines is under the consideration of Government.

(e) There are one Senior Labour Inspector and two Junior Labour Inspectors working under the Chief Inspector of Mines to administer the Mines Maternity Benefit Act, and every effort is made to see that the requirements of this Act are complied with.

(f) No.

#### FUEL PRICES IN DELHI AND DELHI SHAHDARA

455. \*Mr. Muhammad Azhar Ali: Will the Honourable Member for Industries and Civil Supplies please state the prices current in the Markets of Delhi, Shabdara and Delhi, Coal, Softcoke, Charcoal and Firewood (split) separately?

**The Honourable Sir M. Azimul Huque :** A statement is laid on the table of the House.

Statement showing the controlled rates of Coal, softcoke, charcoal and firewood in the markets of Delhi Shahdara

Name of commodity	Depot Holder purchasing rates			Delhi City			Shahdara Town		
	Wholesale	Retail	rates	Wholesale	Retail	Wholesale	Retail	Wholesale	Retail
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
<i>Per Maund.</i>									
1. Steam-coal .	1	4	9	1	7	9	1	9	9
2. Softcoke	1	9	6	1	12	6	1	14	6
3. Charcoal—									
1st quality .				3	13	6	4	4	6
2nd quality .				3	9	6	4	0	6
4. Firewood—				(Per 112½	(Retail per	(Per 112½	(Retail per		
				maunds)	rupee)	maunds)	rupee)		
				Mds.	Srs.	Chts	Mds.	Srs.	Chts
<i>Kikar Purana</i>									
(a) Panwara Danda				187	8	0	0	16	14
Mota				175	0	0	0	16	14
							(Split.)	(Split.)	
<i>Kikar Naya—</i>									
(b) Panwara Danda				162	8	0	0	20	10
Mota				150	0	0	0	20	10
							(Split.)	(Split.)	
<i>Dhak Purana—</i>									
(c) Danda				162	8	0	0	20	10
Mota				150	0	0	0	20	10
(d) Dhak Naya				100	0	0	0	30	0
							(Split.)	(Split.)	
(e) Kabar				137	8	0	0	22	8
							(Split.)	(Split.)	
(f) Sal wood				156	4	0	0	20	0
				(per 100 mds.)			(Split.)	(per 100 mds.)	(Split.)

SUPPLY OF WOOLLEN CLOTHES IN NON-RATIONED AREAS OF DELHI PROVINCE

456. \*Mr. Muhammad, Ashar Ali: Will the Honourable Member for Industries and Civil Supplies please state:

- the arrangements made for the supply of woollen clothes to the residents in non-rationed areas within Delhi Province;
- if no arrangements are made, the reasons therefor; and
- whether Government now propose to supply woollen cloth to those areas; if not, why not?

**The Honourable Sir M. Azizul Huque:** (a) I take it that the intention of the Honourable Member is to enquire what arrangements have been made for supply of Indian woollen goods against the quota released from Defence requirements. Such goods are supplied in Northern India towns with a population of more than 40,000. In Delhi Province therefore, they have been supplied only to Delhi itself including New Delhi. A person from the non-rationed areas in the province has however the same opportunities of making purchases in Delhi as a person from the rationed areas.

(b) The reason why more extensive arrangements are not made is that supplies are very limited. For the whole of India, there were only 1,900,000 pounds (roughly 2,170,000 yards) in 1944. It is however hoped to increase it to 7,300,000 pounds (roughly 8,340,000 yds.) in 1945 and the possibility of approving more dealers and the places at which such dealers should be approved will be examined. The increased supply is likely to make itself felt in the second half of the year.

(c) In view of the limitations of supply and the fact that the residents of the non-rationed areas can purchase in Delhi, Government do not propose to make special arrangements in these areas.

**MALPRACTICES AT ELECTIONS TO SHAHDARA (DELHI) MUNICIPAL COMMITTEE**

**457. \*Mr. Muhammad Azhar Ali:** Will the Secretary for Education, Health and Lands please state:

(a) if it is a fact that elections to Shahdara (Delhi) Municipal Committee were held in January 1945;

(b) if the reply to part (a) be in the affirmative, if it is a fact that malpractices were witnessed by the officers in charge of the polls;

(c) if it is a fact that persons found impersonating were arrested by the police;

(d) if it is a fact that petitions calling in question the election of successful candidates are presented to the Deputy Commissioner Delhi; if so, what the particulars of those petitions and the allegations stated therein are; and

(e) whether Government propose to hold an enquiry into the conduct of the officers concerned; if not, why not?

**Mr. J. D. Tyson :** (a) to (e). Information has been called for and will be furnished to the House when received.

**DISPOSAL OF SURPLUS RICE WITH BENGAL GOVERNMENT.**

**458. \*Mr. K. C. Neogy:** (a) Will the Honourable the Food Member be pleased to state whether during recent months the Government of Bengal approached the Central Government with any proposal for the disposal outside Bengal of any stock of rice or paddy procured in Bengal? If so, will the Honourable Member make a detailed statement about the proposal and the reaction of the Central Government thereto?

(b) What is the total quantity of rice at present in stock in Bengal under the Government procurement scheme? Is any proportion of it particularly liable to deterioration due to the quality or variety of the rice, or defective storage or otherwise?

(c) Is it a fact that milled rice is generally less liable to deterioration or deteriorates less rapidly than *Dhenki* or hand pounded rice? What proportion of the stock of rice referred to in parts (a) and (b) respectively, represents milled rice?

(d) What is the total annual milling capacity of the rice mills in Bengal and what is their total storage capacity? Is the Honourable Member satisfied that the milling capacity of these mills and their storage capacity have been fully utilised by the Government of Bengal under the procurement scheme? If not, what are the reasons for the failure to do so? Have any complaints been received from the rice-milling industry of Bengal on this or any other point relating to the Government attitude towards the industry? If so, to what effect and with what result?

**The Honourable Sir Jwala Prasad Srivastava :** (a) Yes. Owing to the success of the Government of Bengal's procurement operations particularly in the closing months of 1944, they have very large stocks in their possession and have been anxious not only to secure avoidance of deterioration by ensuring a satisfactory turnover but to make supplies of rice available to the Government of India on a replacement basis if such supplies could be utilised to the advantage of other deficit areas. The Government of India and the Government of Bengal have examined the position together. They have decided upon certain measures designed to secure the necessary turnover of stocks within Bengal itself and the provision of greatly augmented storage accommodation. To this end, the Government of India have offered the Government of Bengal financial assistance and also assistance with materials and priorities for the rapid construction of additional storage. There is no proposal at present to export rice from Bengal.

(b) and (c) Complete up-to-date figures are not available. A detailed survey is now being made of the stocks actually held, the different classes of rice and paddy in the stocks and their present condition. Generally *Aus* and *Boro* rice deteriorate more quickly than *Aman* rice. The exact quantities of these classes of rice now held will be known after the survey is complete. It is true that milled rice keeps longer than *dhenki* or hand-pounded rice. The proportion of *dhenki* and hand-pounded rice in the stocks held will also be known after the survey.

(d) A report has been called for from the Bengal Government. The information required will be placed on the Library table when received.

#### ALLOTMENT OF RAW FILM TO PRODUCERS IN PRODUCTION BEFORE JULY 17, 1943

**459. \*Mr. K. C. Neogy:** (a) Will the Honourable Member for Industries and Civil Supplies please refer to starred question No. 624 of November, 20, 1944, and his reply to part (b) thereof, regarding allotment of raw film to certain producers who were not in production before July 17, 1943, and indicate the specific conditions of the Raw Cinematograph Film (Control of Distribution) Order, 1943, under which provision is stated to have been made for these cases?

(b) Will the Honourable Member please also explain how far in each case the conditions of the Raw Cinematograph Film (Control of Distribution) Order, 1943, were satisfied by the producers referred to in the list supplied by him to this House in answer to the starred question No. 624 (b)?

**The Honourable Sir M. Azizul Huque :** (a) and (b). It is not a fact that the producers referred to were not in production before 17th July 1943. The grant of licences to them is covered by (iii) in part (b) of the reply given on 30th March 1944 to Starred Question No. 716. Each of these producers had previous production record but was prevented from continuing production at the date of the Control Order for reasons which were considered by the Government of India to be genuine.

#### ALLOTMENT OF RAW FILM TO PRODUCERS NOT IN PRODUCTION BEFORE JULY 17, 1943

**460. \*Mr. K. C. Neogy:** (a) Will the Honourable Member for Industries and Civil Supplies state if it is a fact that two firms of producers, *Chitra*, *Bharati*, and *Unity Production* of Calcutta who were not in production before July 17, 1943, have been given licences for the first time in 1944? If so, will the Honourable Member please state fully the special circumstances, if any, for which exception has been made in their case?

(b) Is it a fact that two other establishments of Calcutta, *Deluxe Production* and *P. R. Production* who had produced only one film each in 1942, but none in 1943, have each been allowed quotas of raw film—*De Luxe* for two pictures and *P. R.* for one? If so, will the Honourable Member please place on the table a list of eligible producers showing the relative position of the above-mentioned firms in order of priority, referred to in the answer to part (b) of starred question No. 716 of March 30, 1944?

(c) Will the Honourable Member, further, be pleased to state—

(i) if the claims of all other firms whose names in this list stand above those of *De Luxe* and *P. R. Productions*, have already been met; and

(ii) if firms with more frequent production have been given higher places in the list?

**The Honourable M. Azizul Huque :** (a) *First part:* It is not a fact that Messrs. *Chitra Bharati* and *Unity Productions* were not in production before 17th July 1943, nor were they given licences for the first time in 1944.

*Second part.*—Does not arise.

(b) *First part.*—Messrs. *De Luxe Film Distributors* (not *De Luxe Production*) and *P. R. Productions* were given two (one for completing an incomplete picture on hand at the date of the Control Order and the other for a new picture in 1944) and one licence respectively in the period 17th July 1943 to 31st December 1944. It is not a fact that these two concerns were not in production in 1942-43. For the purposes of licensing, production record is taken in financial years and not calendar years. Further, both were in active production at the date of the Control Order.

*Second part.*—Does not arise. For the information of the Honourable Member, however, a list of the producers concerned is laid on the table. The relative position of producers on this list is not material because by a careful husbanding of available supplies of raw stock it has been possible to meet the established claims of all producers on this list. In practice, therefore, it was not found necessary to work on any priorities *inter se* within this list. In order to appreciate this list, however, I think, it is desirable that I should explain at some length who it includes. Briefly speaking it includes all eligible producers in active production at the date of the Control Order

and who had the intention of shooting a full length feature film on or after that date, who have one or more censored pictures in their own name as evidenced by censor's certificates between 1st April 1942 and 17th July 1943, the date of the Control Order except in the case of Madras, where due to evacuation there producers had to have a censored picture in each of the years 1940-41 and 1941-42. The line had to be drawn at the above dates because the number of producer who had a previous production record in their own name was very large and our raw stock position during war time years did not permit going further down the ladder. Allotment of the number of licences to each producer again is based on his pre-control average since 1st April 1939. The list thus includes all producers with continuous production record in their own name who were in active production at the date of the Control Order.

(c) Does not arise.

*Centre Bombay.*

- |                                |                                |
|--------------------------------|--------------------------------|
| (1) Bombay Talkies Ltd.        | (29) Sobhagya Pictures.        |
| (2) Minerva Movietone.         | (30) Standard Picture Corpn.   |
| (3) Prabhat Film Co.           | (31) Sun Rise Pictures.        |
| (4) Prakash Pictures.          | (32) Venus Pictures.           |
| (5) Ramniklal Mohanlal & Co.   | (33) Chandra Art Production.   |
| (6) Ranjit Film Co.            | (34) Asiatic Pictures.         |
| (7) Vishnu Cinetone Co.        | (35) Basant Pictures.          |
| (8) Navayug Chitrapat Ltd.     | (36) Bharat Production.        |
| (9) Kardar Prodns.             | (37) Bombay Cinetone Ltd.      |
| (10) Laxmi Productions.        | (38) Acharya Art Productions.  |
| (11) Shalimar Pictures.        | (39) Chandra Cinetone.         |
| (12) Prafulla Pictures.        | (40) N. R. Desai Productions.  |
| (13) Filmistan Ltd.            | (41) Eastern Pictures.         |
| (14) Rajkamal Kala Mandir.     | (42) Jagriti Pictures.         |
| (15) Jayant Dessai Production. | (43) Janak Pictures.           |
| (16) Prabhakar Pictures.       | (44) Jayant Films.             |
| (17) Central Studios.          | (45) Kamal Pictures.           |
| (18) New Huns Pictures.        | (46) New Maharashtra Film Co.. |
| (19) Wadia Movietone.          | (47) Paras Picture.            |
| (20) Famous Films.             | (48) Pardeep Picture.          |
| (21) Harish Chandra Pictures.  | (49) Raja Movietone.           |
| (22) Hind Pictures.            | (50) Silver Film.              |
| (23) Amar Pictures.            | (51) Star Prodns.              |
| (24) Atre Pictures.            | (52) Sun Art Pictures.         |
| (25) Fazli Brothers.           | (53) D. R. D. Prodns.          |
| (26) Chitra Prodns.            | (54) Mehboob Prodns.           |
| (27) Kirti Pictures.           | (55) Murari Pictures.          |
| (28) Morli Muvitone.           | (56) Purnima Prodns.           |
|                                | (57) United Films.             |

*Centre Madras*

- |                             |  |
|-----------------------------|--|
| (1) Modern Theatres.        | (12) R. P. Padmanabhan.                  |
| (2) Gemini Studios.         | (13) Sree Renuka Films.                  |
| (3) Central Studios.        | (14) G. S. H. (Shree) Films.             |
| (4) Pragati Pictures.       | (15) Uma Pictures.                       |
| (5) Sobhanachala Pictures.  | (16) Madras United Artists Corporations. |
| (6) Vauhini Pictures.       | (17) Saraswathi Cine Films Ltd.          |
| (7) Raja Rajaeshwari Films. | (18) Bhaskar Pictures.                   |
| (8) C. V. Reman.            | (19) Jagdesh Films.                      |
| (9) Bama Films.             | (20) Rohni Pictures.                     |
| (10) Jupiter Pictures.      | (21) Tamil Nadu Talkies.                 |
| (11) Kalaivani Films.       |  |

*Centre Calcutta*

- |   |                               |
|---|-------------------------------|
| (1) Shri Bharat Laxmi Pictures.                 | (9) Eureka Pictures.          |
| (2) Indrapuri Studios (Chandanmull Indrakumar). | (10) New Century Productions. |
| (3) New Theatres Ltd.                           | (11) P. R. Productions.       |
| (4) Aurora Film Corporation.                    | (12) Rupa Sree Ltd.           |
| (5) M. P. Productions.                          | (13) Unity Productions.       |
| (6) New Talkies Ltd.                            | (14) Art Films Ltd.           |
| (7) Chitra Rupa Ltd.                            | (15) K. B. Pictures.          |
| (8) DeLuxe Film Distributors.                   | (16) S. D. Productions.       |

*Centre Lahore.*

- |                               |                          |
|-------------------------------|--------------------------|
| (1) Pancholi Art Productions. | (3) Maheshwary Pictures. |
| (2) Shorey Pictures.          | (4) Talwar Productions.  |

## UNDUE ALLOTMENT OF RAW FILM TO CERTAIN PRODUCERS

**461. \*Mr. K. C. Neogy:** (a) Will the Honourable Member for Industries and Civil Supplies please state if it is a fact (i) that *M. P. Production* have been allowed quotas for three new films in addition to fresh licences for two pictures left incomplete since 1942, (ii) that *New Century Production* and *Uraka Pictures*, each of whom produced only one picture in 1943 for the first time, were allotted raw film for two pictures each in 1944, and (iii) that *New Talkies* who had produced only one picture each year during 1942 and 1943 were granted quotas for two in 1944? If the answers are in the affirmative, will the Honourable Member please state (i) the reasons in each case for increased quota, and also (ii) if it is to be presumed that there were no equally eligible claimants who had not received any quota at all?

(b) Is it a fact that some producers, whose production record and the date of censorship of their first film are not substantially different from those of the aforesaid firms, have been refused licences for raw films? If so, on what particular grounds were they refused?

**The Honourable Sir M. Azizul Huque :** (a) (i) *M.P. Productions* were granted only three licences.

(ii) *New Century Productions* and *Eureka Pictures* were not granted two licences each in 1944.

(iii) *New Talkies* were not granted two licences in 1944.

*Second part.*—Does not arise.

(b) No producer satisfying the conditions mentioned in reply to part (b) of Question No. 460 has been refused a licence for a new picture.

## UNDUE ALLOTMENT OF RAW FILM TO ELIGIBLE PRODUCERS

**462. \*Mr. K. C. Neogy:** Is the Honourable Member for Industries and Civil Supplies aware that exception was taken by members at the meeting of the Film Advisory Committee of November, 6 and 7, 1944, to licences being unduly granted to those who were not producers in the past, while there were plenty of hard cases even within the list of eligible producers itself? If so, has he made any enquiry as to the accuracy or otherwise of this allegation?

**The Honourable Sir M. Azizul Huque :** Yes.

## PREVENTION OF FICTITIOUS COMPANIES OBTAINING RAW FILM QUOTAS

**463. \*Mr. K. C. Neogy:** (a) Will the Honourable Member for Industries and Civil Supplies please clarify, with regard to part (c) of the starred question No 624 of November 20, 1944, as to which of the conditions of the *Raw Cinematograph (Control of Distribution) Order, 1943*, will prevent fictitious companies from obtaining separate quotas of such film?

(b) Is it a fact that there are instances where—

(i) a producing firm has been declared ineligible for licence for a new film notwithstanding the fact that it had had a picture censored before July 17, 1943, and

(ii) different reasons have been assigned at different times for refusal of licence?

(c) Will the Honourable Member please also furnish to this House a list of incomplete pictures on July 17, 1943, for which quotas of raw film have subsequently been granted, along with a list of their respective producers?

**The Honourable Sir M. Azizul Huque :** (a) The conditions are mentioned in reply to part (b) of Question No. 460.

(b) (i) Yes.

(ii) No, if the case stated was the same on the different occasions.

(c) The required list is placed on the table.

Serial No.	Name of the Producer.	Title of Picture.
<b>BOMBAY CENTRE</b>		
1	Anand Brothers . . . . .	Zamin.
2	Acharya Art Productions . . . . .	Age Kadam.
3	Asiatic Pictures . . . . .	Bare Log.
4	Aurora Productions . . . . .	Suno-Sunata-Hoon.
5	Amar Pictures . . . . .	(i) Paigam. (ii) Adab Arz.
6	Bharat Productions . . . . .	(i) Circus King. (ii) Vana Rani. (iii) Do-or-Die.
7	Basant Pictures . . . . .	Hunterwali-ki-Beti.
8	Bombay Talkies Ltd. . . . .	Hamari Baat.
9	Bombay Cinetone Ltd. . . . .	Lal Haveli.
10	Chitra Productions . . . . .	Pratigya.
11	Central Studios . . . . .	Parakh.
12	Chandra Art Productions . . . . .	Manorama.
13	Din Pictures . . . . .	Koshish.
14	Empire Pictures . . . . .	Kheladi.
15	Filmstan Ltd. . . . .	Chal-Chal-Re-Navjavan.
16	Flora Films . . . . .	Main Kya Karoon.
17	Gitanjali Movietone . . . . .	Sawaal.
18	Girdhar Bahar Productions . . . . .	Mohabbat-Ki-Jeet.
19	Gita Pictures . . . . .	Adhar.
20	Hind Pictures . . . . .	(i) Abroo. (ii) Salma. (iii) Leila-Mjnu.
21	Harischandra Pictures . . . . .	Mouji-Jivan.
22	Hindustan Chitra . . . . .	Shararat.
23	Indian Art Productions . . . . .	Oka-Raju-Raja.
24	Jagriti Pictures . . . . .	Bahadur.
25	Janak Pictures . . . . .	Angoothi.
26	Jayantdesai Productions . . . . .	(i) Bhaktaraj. (ii) Zaban.
27	Jay Pictures . . . . .	Bedapar.
28	Kedar Sharmra . . . . .	Kalyan.
29	Kardar Production . . . . .	(i) Sanjog. (ii) Geet or Gopi. (iii) Jeevan. (iv) Pahle-Ap.
30	Kamalroy Pictures . . . . .	Shahanshah Akbar.
31	Kirti Pictures . . . . .	Rahat.
32	Kamal Pictures . . . . .	White Face.
33	Lakshmi Production . . . . .	Kadambari.
34	Minerva Movietone . . . . .	(i) Prathvi-Vallabh. (ii) Raidas. (iii) Pathroka-Saudagar.
35	Mahboob Productions . . . . .	Taqdeer.
36	Mazhar Art Production . . . . .	Bari Baat.
37	Navayug Chitrapat Ltd. . . . .	(i) Naya Tarana. (ii) Pundalik.
38	Navin Pictures . . . . .	(i) Parshuram. (ii) Dost.
39	Prabhat Film Co. . . . .	(i) Ram-Shastri (Hindi.) (ii) Ram-Shastri (Marathi)
40	Prafulla Pictures . . . . .	(i) Chimukala Sansar. (ii) Gajabahu.
41	Praja Pictures . . . . .	Umang.
42	Rajlakshmi Pictures . . . . .	Kalidas.
43	Rajkamal Kalamandir . . . . .	(i) Mali (Hindi). (ii) Mali (Marathi).
44	Ramniklal Mohanlal & Co. . . . .	(i) Rekha. (ii) Kiran.
45	Raja Movietone . . . . .	O'Panchi.

Serial No.	Name of the Producer.	Title of the picture.
<b>BOMBAY CENTRE—contd</b>		
46	Shree Ranjit Movietone Co.	(i) Andhera. (ii) Shankar Parvati. (iii) Bhanwara. (iv) Vish Kanya.
47	Silver Films	(i) Bare-Na wab-Saheb (ii) Can't Help It. (Nasib.)
48	Sobhagya Pictures	Ronaq.
49	Standard Pictures Corporation	(i) Lahri Cameraman. (ii) Rangila Dost.
50	Shalimar Pictures	(i) Mun-Ki-Jeet. (ii) Prod. No. 4.
51	Shree Vishnu Cinetone Co.	(i) Khanjarwali. (ii) Mayanagri.
52	United Films	Bhaijan.
53	Venus Pictures	Lady Doctor.
<b>MADRAS CENTRE.</b>		
1	Central Studios	Valmiki.
2	Chandra Prabha Cinetone	Meera.
3	Gemini Studios	Aparanji.
4	Jupiter Pictures	Mahamaya.
5	Krishna Pictures	Prabhavathi.
6	Kalaivani Films	Barthouhari.
7	Leo Films	Poompavai.
8	Modern Theatres	Dewan Bahadur.
9	Pakshiraja Films (Narsain & Co.)	Jagadalapratapan.
10	Premier Cinetone Ltd.	Jambulingam.
11	Prathibha Pictures	(i) Garuda Garvabhangam. (ii) Sri Seetha Rama Jananam
12	Royal Talkie Distributors	Haridass.
13	Sri Raja Rajeshwari Pictures	Harischandra.
14	Sarathi Films Ltd.	Pantulamma.
15	Sobhanchala Pictures	Samsar Narada.
16	Sri Vijaya Films	Radha Ramana.
17	Shyamala Pictures	(i) Uthami. (ii) Paranjothi.
18	Tamil Nadu Talkies	Chenchu Lakshmi.
19	Victory Pictures	Ram-Rahim.
<b>CALCUTTA CENTRE.</b>		
1	Aurora Film Corporation	Sandhya.
2	Art Films	Takrar.
3	Associated Distributors	Dampati.
4	Chandemull Indrukumar (Rai Sahib)	(i) Debar. (ii) Irada. (iii) Khoos Nasib. (iv) Kalankini.
5	Chitra-rupa Ltd.	(i) Sandhi (Hindi). (ii) Sandhi (Bengali).
6	Chitra Bharti	Sesh Raksha.
7	Delux Films Distributors	(i) Chadmabeshi. (ii) Sansar.
8	Eyebee Pictures	Arzoo.
9	Eastern Talkies	Sahar-Thake-Dure.
10	Gajapati Pictures	Narada Samsaram.
11	Kali Films	Biparjaya.
12	Motimahal Theatres	Sree Durga.
13	New Talkies Ltd.	(i) Bedwin. (ii) Bondita.
14	New Theatres Ltd.	(i) Wapas. (ii) Dui Purush. (iii) Udayaf Pathe.
15	P. R. Productions	Parinita.
16	Rupasree Ltd.	Nandita.
17	Shree Bharat Lakshmi Pictures	(i) Pati Puja. (ii) Girha Lakshmi.
18	Unity Productions	Bhai-Chara.
19	Variety Pictures Ltd.	Pushi Puttra.
20	New Century Productions	Pratikar.

Serial No.	Name of the Producer.	Title of picture.
LAHORE CENTRE.		
1	Northern India Studios Ltd.	Panchi.
2	Pancholi Art Pictures	(i) Poonji. (ii) Shirin Farhad.
3	Shorey pictures	(i) Koyal. (ii) Shalamar.
4	Talwar Productions	(i) Shukriya.
5	Vashwani Art Productions	Sahara.
6	Vinod Pictures	Rattan.
7	Zaman Production	Gul Baloch.

#### SCHEME FOR RECRUITMENT OF GORAKHPUR LABOUR FOR EMPLOYMENT IN COAL MINES

**464. \*Mr. K. C. Neogy:** (a) Will the Honourable the Labour Member be pleased to explain in detail the scheme for the recruitment of Gorakhpur labour and its employment in the coal mines?

(b) What is the total number of labourers so far recruited under this scheme? What has been the total expenditure incurred therefor, and how much of it has been and is expected to be recovered from the collieries in which the labourers are employed or intended to be employed?

(c) What rates of wages and what amenities are these labourers entitled to, and how do they compare with the average terms and conditions on which other labourers are engaged in the coal mines? What reports, if any, have been received as regards their output of work and general efficiency as also aptitude for mining work from the different mines where they are employed?

(d) What are the names of officers directly in charge of the working of the scheme, and what are their respective duties? What are their qualifications and experience in the line, and what emoluments do they receive?

(e) From what source is the requisite finance obtained initially? Are the accounts relating to the scheme regularly audited under the control of the Auditor-General? Up to which period has audit of these accounts been completed? Has any financial or accounts irregularity been brought to light as a result of audit of the accounts?

**The Honourable Dr. B. R. Ambedkar :** (a) The labour is recruited by the Gorakhpur Labour Supply Depot in the United Provinces for employment on various Government works as well as in the coalfield. It is organised in gangs under the following supervisory staff :—

One sirdar for each gang of 50 men.

One unit Supervisor for each contingent of 250 men.

One camp Supervisor for each camp of 1,000 men.

One Group Officer in charge of the personnel of one or more camps according to location.

The officer directly responsible for these labour camps is the Deputy Director, Labour Supply (Coal) with Headquarters at Dhanbad.

The labourers are recruited for six months or one year's service at work site or until no longer required, whichever is shorter. Each labourer is given a set of mazri clothing and blanket ; he is also given advances to meet initial expenses and provided free with accommodation, medical aid, cooking fuel and rations. He is remunerated for work done on specified scales of wages in addition to bonus for good work and long service.

(b) Total number of labourers so far recruited for work in mines 33,500. Present working strength 15,000.

Total expenditure incurred—Rs. 74,16,584 up to the end of January 1945.

#### Recoveries

Total amount billed for up to the middle of January 1945.....14½ lakhs.

Actual recoveries.....5 lakhs.

(c) Gorakhpur labour is entitled to the following wages and amenities when serving in colliery areas :

Basic wage of 12 annas per day.

Production Bonus of 4 annas per day.

Extra allowance for working underground—4 annas per day.

In addition the labour gets free foodstuffs for a complete diet, the estimated cost of which is about 14 annas per day. They are also entitled to free housing and free medical aid.

Labour from Gorakhpur gets on the whole better terms and conditions than local labour.

Local colliery labour gets :

(i) as cash wages 50 per cent. over the pre-war local rates of wages—the pre-war rates of wages were for an average worker about 8 annas in the case of surface workers and 14 annas in the case of those employed underground ;

(ii) food concessions as follows :

$\frac{1}{2}$  seer of rice free for each day of attendance.

Adequate supply of dal at concession rate of 6 seers to the rupee.

Such further supplies of rice and dal as he may require at controlled rates.

The intention of the present concession rates is to supply full ration at concession rates for the miner himself and to require him to pay controlled rates for his family. These concessions were introduced in May last, but previously the concessions extended to the worker's family and were for rather larger quantities of grain. The worker is now given in lieu an additional cash allowance of two annas in the case of a bachelor and five annas in the case of a married man with children.

Reports from various sources including colliery owners show that Gorakhpur labour is adaptable to most kinds of work such as building camps, removing overburden in quarrying schemes, loading coal into wagons as well as cutting coal. It is also reported to be regular in attendance, and under proper supervision, its output is as good as that of any other labour.

(d) (1) Mr. Walsh—Deputy Director, Labour Supply (Coal) Pay Rs. 1,925 per mensem.

(2) Mr. Morris—Assistant Director Coal (Production). Pay Rs. 1,215 per mensem.

Mr. Walsh is in complete charge of all matters relating to Gorakhpur labour including rations, pay, accommodation and welfare. He has 12 years' planting experience, was 3 years' Army Staff Officer in administrative capacity and was Labour Staff Officer at No. 3, Indian Reserve Base for 10 months where he was responsible for original organisation of Gorakhpur labour into Centralised force.

Mr. Morris is in charge of the labour on work sites, output of work, provision of tools and transport. He has handled labour of various classes during last 25 years in India and Burma. He raised and commanded Pioneer Battalion during past two years.

(e) The expenditure is initially debited to the head "Advance Repayable—Special Advances" while recoveries effected from the mine owners are credited to the receipt head "XXXVI—Miscellaneous Departments." The difference between the expenditure incurred and the recoveries effected is recouped from the Coal Production Fund. The Audit Department is responsible for the audit of the expenditure. No audit or accounts irregularities have been brought to light so far.

### UNSTARRED QUESTIONS AND ANSWERS.

#### LATE PUBLICATION OF LEGISLATIVE ASSEMBLY AND COUNCIL OF STATE DEBATES (1944 AUTUMN SESSION)

**13. Mr. Ananga Mohan Dam:** Will the Honourable the Leader of the House please state:

(a) the dates on which the Legislative Assembly and Council of State Debates for the Autumn Session (November), 1944, were made available for sale and for supply to the Honourable Members, respectively; and

(b) the reasons for the late publication of those Debates?

**The Honourable Dr. B. R. Ambedkar :** (a) The information is given in the statement attached.

(b) The delay in the publication of the debates was due to various causes, e.g; rush of operational war work, defective working of machines for want of replacement of spare parts and shortage of staff due to non-availability of suitable men.

Statement

Legislative Assembly Debates				Council of State Debates				
No. of Debate	Date of meeting	Date of commencement of sales to public	Date of supplies to members	No. of Debate	Date of meeting	Date of commencement of sales to public	Date of supplies to members	
Vol. IV	1	1-11-44	4-12-44	14-12-44	1	8-11-44	13-12-44	14-12-44
IV	2	2-11-44	8-12-44	14-12-44	2	9-11-44	13-12-44	22-12-44
IV	3	3-11-44	13-12-44	14-12-44	3	13-11-44	3-1-45	13-1-45
IV	4	6-11-44	19-12-44	22-12-44	4	14-11-44	13-1-45	6-2-45
IV	5	7-11-44	19-12-44	22-12-44	5	15-11-44	13-1-45	6-2-45
IV	6	8-11-44	19-12-44	22-12-44	6	16-11-44	19-1-45	6-2-45
IV	7	9-11-44	19-12-44	22-12-44	7	17-11-44	22-1-45	6-2-45
IV	8	10-11-44	28-12-44	13-1-45	8	20-11-44	22-1-45	6-2-45
IV	9	13-11-44	29-12-44	13-1-45	9	21-11-44	25-1-45	6-2-45
V	1	14-11-44	28-12-44	13-1-45	..	..	..	..
V	2	15-11-44	30-12-44	13-1-45	..	..	..	..
V	3	16-11-44	10-1-45	6-2-45	..	..	..	..
V	4	17-11-44	10-1-45	6-2-45	..	..	..	..
V	5	20-11-44	10-1-45	6-2-45	..	..	..	..
V	6	21-11-44	10-1-45	6-2-45	..	..	..	..

**PAYMENT OF WAGES ACT AUTHORITIES FOR RAILWAY LANDS WITHIN INDIAN STATE TERRITORIES**

**14. Mr. Ananga Mohan Dam :** Will the Honourable the Leader of the House please state the number of persons appointed, under section 15(1) of the Payment of Wages Act, to be the Authority under that Act for the areas comprising Railway lands within the territory of an Indian State? If no person has been so appointed, what are the reasons therefor?

**The Honourable Sir Sultan Ahmed :** The required information is being collected and will be supplied later.

**RATES OF GREY WOOLLEN FLANNELS IN AMRITSAR MARKET**

**15. Mr. Ananga Mohan Dam :** Will the Honourable Member for Industries and Civil Supplies please state the rate per yard of grey woollen flannel of English and Indian manufacture, separately, prevalent in the Amritsar Market during December, 1944?

**The Honourable Sir M. Azizul Huque :** The controlled prices are as follows :—

(a) Indian manufacture 54"-56" width and 10½-12 ounces weight per yard. Rs. 8-12-0 per yard.

(b) English manufacture 54" width and 12½/13½ ounces weight per yard. Rs. 9-12-0 per yard.

I can only presume that these were the prevailing prices in Amritsar during December. I have no other information

**IMPORT OF SPECTACLE FRAMES FROM AMERICA.**

**16. Mr. Muhammad Azhar Ali :** (a) Will the Honourable Member for Industries and Civil Supplies be pleased to state if it is a fact that the Industries and Civil Supplies Department have arranged to import 50,000 spectacle frames from the United States of America?

(b) Is it a fact that it includes 3,000 frames of assorted types such as 0, 00, 000 eye sizes which are out of fashion and for which there is no demand in India?

(c) Who selected and fixed prices of these frames with the manufacturers?

(d) Is it a fact that the landed costs of such frames are Rs. 3-8-0 to Rs. 14 per frame? Why are expensive frames, to the extent of 10,000 in number, at Rs. 14 each, being imported and why not cheaper frames in larger quantity, but of the same value?

(e) What has made Government to import such frames instead of allowing goods to be imported by usual trade channels?

(f) Is it a fact that spectacle frames and lenses manufactured at Karachi, Lahore Bombay and Delhi are being sold cheaper than imported goods and cheaper than control rates? Do Government propose to get frames and lenses manufactured in India on larger scale, in the interest of consumer and the Indian manufacturers?

**The Honourable Sir M. Azizul Huque :** (a) Yes ; the correct quantity is 33,552.

(b) No. The trade was consulted before the offer was accepted.

(c) Indian Supply Mission.

(d) *First part.*—Yes.

*Second part.*—Because there is a definite demand in the country for better quality frames also, and the frames that are being imported can be easily absorbed. Considerable quantities of frames of all types are also being imported through trade channels.

(e) The American offer was open only for a fortnight and this period was not sufficient for completing formalities to enable import through trade.

(f) *First Part.*—As quality is an important consideration, it is not possible to give a definite answer ; but indigenous manufacture at present is insignificant compared to the actual requirements, and their prices have tended to fluctuate with supplies.

*Second Part.*—Any very substantial increase in Indian production is not practicable during war time conditions. All possible assistance has been given by Government to firms that have approached them in the matter.

#### PRICE OF CHEAP GOGGLES.

**17. Mr. Muhammad Azhar Ali :** (a) Will the Honourable Member for Industries and Civil Supplies be pleased to state the wholesale price of cheap goggles such as "Wilsons" in 1939 in India? Is it a fact that it was about Rs. 6 per dozen?

(b) Is it a fact that Controller of Prices has allowed Rs. 6 per dozen, as profit to the importers on such goggles whose landed cost is at present about Rs. 6?

**The Honourable Sir M. Azizul Huque :** (a) Rs. 7-8-0 and Rs. 5-4-0 per dozen for Pints and Round 'Wilson' goggles respectively.

(b) Importers are allowed a fifty per cent. profit now same as before the war.

#### THE RAILWAY BUDGET—LIST OF DEMANDS—*contd.*

##### DEMAND NO. 1—RAILWAY BOARD—*contd.*

**Mr. President** (The Honourable Sir Abdur Rahim) : The Congress Party will now move cut motion No. 23.

##### *Inconveniences to Third Class Passengers*

**Mr. Ram Narayan Singh** (Chota Nagpur Division : Non-Muhammadan) : Sir, I beg to move :

"That the demand under the head 'Railway Board' be reduced by Re. 1."

I am moving this cut motion because the railway authorities headed by the Railway Board have grown indifferent to the comforts and conveniences of third class passengers all over the country. This is a matter which concerns not one Province only but all the Provinces in India. The lot of the third class passengers is really disgraceful. The matter is so very important and it is so very old that we would have been justified if we refused

supplies totally. But knowing as I do, such a step will have no material effect on the Railway Board, even if the House should accept the motion and refuse the whole demand. It will be easily certified by the Governor General, and all the officials will get their pay and carry on as if nothing has happened. So by means of this token cut motion, I am trying to condemn the Railway Board for their culpable negligence in their duty towards third class passengers. I hope the House will carry the motion. Sir, when my Honourable friend Mr. Neogy was speaking the other day, his remarks must not have been appreciated by the Government. He said that there was a change in the attitude of Government, but the change was not for the better but for the worse. In this matter also, formerly it appeared that Government paid some attention to the grievances of third class passengers and they have been taking some special steps to redress those grievances. In 1903, Sir Thomas Roberts, the Special Railway Commissioner, was asked to go into the matter and after long discussion and deliberation, he recommended that special measures must be adopted to remove the grievances of third class passengers. Again, in 1916, the Sanitary Commissioner of the Government of India in submitting the report of the Pilgrim Committee made the following remarks :

“ The Government of India can hardly be aware of the amount of ill-feeling and ill-will towards themselves that these two conditions, namely, overcrowding of ordinary trains and pilgrim specials and secondly use of goods wagons to carry pilgrims engender.”

Then again, in 1920-21, there was a Railway Committee which said :

“ The view has been urged upon us that third class passengers suffer relatively more than other users of railways from lack of adequate facilities and that though they contribute by far greater part of the coaching earnings and nearly one-third of the whole revenue, their requirements have received less attention than those of organised traders and more local class of passengers.”

**The Honourable Sir Edward Benthall** (Member for Railways and War Transport) : On a point of information. May I ask the Honourable Member where these goods wagons are used for the carriage of pilgrims ?

**Mr. Ram Narayan Singh** : I am referring to the remarks made by the Railway Committee in 1920-21:

“ There was a strong feeling on the part of the Indian public that improvement of the condition under which the mass of the passengers travel, has a priority claim.”

Sir, formerly this was done, but nowadays, it appears that almost every year the question is debated on the floor of the House, but all to no purpose. The other day the Honourable Member made a long speech covering about 23 long pages but in the whole of that speech, there is not a word of sympathy for the suffering third class passengers. Sir, in that speech there is not a word of apology for what he has not done for third class passengers. In one place he referred to overcrowding and that only casually. There too he frankly admitted that in the present circumstances of the country, there is no remedy for this. We will consider for some time the relation of third class passengers to the railway administration. Sir, the bulk of the income, coaching income is derived from third class passengers. In these matters, my Honourable friend Mr. Joshi has expert knowledge and he will give you figures to prove that third class passengers are very unjustly treated by the authorities. I can only tell you this much that if you make a calculation, it will be seen that the income received from third class passengers is at least 13 times greater than that received from passengers travelling in all other classes taken together.

**Mr. N. M. Joshi** ( Nominated : Non-official ) : the latest figure is, 18 times greater.

**Mr. Ram Narayan Singh** : And if we consider the number of passengers travelling we shall find that the number of third class passengers is about 90 times greater than those travelling in all the other classes put together. Therefore, considering this question in all its aspects we find that it is the third class passengers who are not only the real clients and customers of the railway administration but they are even masters and patrons of the department. And gratitude demands, if the railway department is manned by grateful people, that third class passengers should receive all the comforts and the conveniences that the railway administration can give them. But the position is quite different. The condition all over the country is hopeless. The trouble of the third class passenger begins as soon as he comes to the station. Before getting into the train he has to wait for some time in the passenger shed, which in some stations has a proper roof and is protected on all sides, but in the

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majority of places has only a roof but no protection in the sides. Besides, on the floor there is a heap of dung here and dirt there and bad smell is coming from all sides. Our blood boils when we think of the conditions prevailing there. I think it is the duty of the railway authorities and of the Railway Member to see that the place is kept neat and clean so as to be fit for human occupation.

Then comes the question of buying tickets. It is a great task to obtain a third class ticket. Only in some big stations is there some arrangement for tickets being sold at all hours, but in most of the stations they are sold only when the train is about to leave or when it is about to arrive from the previous station. The tickets are sold at a window in front of which there is an enclosure. People are expected to come to the window from one side of the enclosure and go out by the other. Only sometimes and in some places there is a policeman to regulate the coming in and going out of the passengers in this enclosure but generally there is none, and what happens is that people in their anxiety to get tickets all surround the window. They go to the window not only from both sides of the enclosures but also from underneath the enclosure while some try to jump over it. The man who is buying a ticket at the window is crushed from all sides and often receives blows also. So that there is an actual fight in buying tickets, and it is with great difficulty that one can get a ticket.

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

**The Honourable Sir Edward Benthall** : Is the Honourable Member suggesting more policemen to keep order?

**Mr. Ram Narayan Singh** : I have said that only in some places there is a policeman to regulate the passengers, but generally there is none.

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

**Mr. Ram Narayan Singh** : Sir, I am sorry I could not say all that I had to say. I move.

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

"That the demand under the head 'Railway Board' be reduced by Re. 1."

**Mr. N. M. Joshi** : Sir, I rise to support this motion. Almost every year I have been accusing the Government of India of having neglected this problem and I have also been accusing them definitely that comparing the treatment accorded to the upper class passengers and the third class passengers they are doing an injustice to the latter. I accuse Government of partiality. I have been doing this year after year. My Honourable friend Mr. Ram Narayan Singh referred to the figures which I used to give, because I felt that the Government of India were amenable to argument and to facts and figures. But time came when I fell into despair and I began to resort to the method of denunciation which goes rather against my nature as well as against my training. Sir, I would like the Government of India again to consider this question and study it. If they like I shall again help them with facts and figures, although my time is limited; and if they find that they are really partial to the upper class passengers they should rectify their attitude. I shall not detain the House with long figures, but I shall draw the attention of the Honourable the Railway Member to the figures that are given on pages 10 and 13 of the second volume of the latest report. There you find that there are 32,000 first class seats and the third class seats are 10 lakhs. If you consider the number of passengers, there are a million and a half of first class passengers and 750 million of third class passengers. From these it is clear that there is one first class seat for the use of 77·6 passengers while there is one third class seat for 743·4 passengers. These figures clearly show that your rolling stock, considering the numbers of first and third class passengers is 15 times short. I am prepared to admit that the first class passenger travels longer than the third class passenger, and those figures also are given on page 13. Taking the first class traveller as travelling six times longer distance than the third class passenger, the coaching stock of first class seats and third class seats is two and a half times more in favour of the first class passenger than the third class passenger. These figures the Honourable Member may be able to

explain, but he has never done it so far. I want to give him a challenge. Let him show that the figures that I have given are wrong. If he has any explanation let him give that explanation. But he must admit that from the figures that I have given to him there is a *prima facie* case against the Government of India of being partial in favour of the first class passenger. I therefore want the Honourable the Railway Member as well as this House to insist upon one thing, namely, that the Government of India should distribute their resources between the first and third class passengers more equitably and justly. Equitable distribution according to number and according to the payment which they make is a just thing. The Government of India are not doing it, and if I make out a *prima facie* case that they are partial, it is their duty to prepare a report showing that they are not partial. And if they have to admit that they are partial they must also tell us that they will give up being partial and will rectify this position. Sir, I quite realise that for improving the condition of the third class passengers we must first improve the efficiency of the railway system,—what the Honourable Railway Member called the productivity of our transport system. I admit that is a necessity, because if the railways are not efficient and have not got the resources equitable distribution means nothing. Therefore I want the railways to be efficient and to build up their resources to the full. But equitable and just distribution is equally necessary and I charge Government with not taking care to distribute whatever resources they have got equitably as between the upper classes and the third class. I should like this House to remember on this question of equitable distribution that facilities should be given to the upper and third class passengers according to their numbers and according to the contribution which they make to the finances of the Indian Railways. These conveniences I need not repeat—conveniences at stations for buying tickets, waiting halls, conveniences in the train, *viz.*, sitting and sleeping accommodation, going on fast trains, refreshments, etc. I can show that discrimination is made by the Government of India everywhere. You go and visit any station and you will see how much money is spent by Government on 1st and second class waiting halls, and on the arrangements they have made for issuing tickets to these higher class passengers. You go to the trains and you will see that there is a coach attached for refreshments for first and second class passengers, but they have no such arrangements for third class passengers. Not only that, but there are certain trains by which only 1st, 2nd and Inter class passengers can travel, not third class passengers. I want the Government to point out whether there is any train on the B.B. & C. I. Railway which runs as fast as the Frontier Mail and which carries third class passengers. Why should third class passengers be denied the facility of travelling by fast trains? If any passenger requires to go by a fast train, it is the third class passenger, because he cannot sleep on the way, he cannot get refreshments on the way, and he has not got other conveniences. Therefore, if a fast train is necessary, it is more necessary for the third class passenger than for the upper class passenger. I want the Government of India to tell me whether they allow third class passengers to travel by the Frontier Mail? The Government of India is definitely partial in this respect. The House does not insist on the proper distribution of the resources which the Government of India have got between the upper class passengers and the third class passengers.

In this connection, I would like to invite the attention of the Muslim League Members. At one time they had a grievance that the Mussalmans were not given proper share of the jobs under the Government of India. They agitated, and they asked year after year for figures and reports on the distribution of jobs between the Muslims and other communities, and they know that by that agitation—by agitating in a crusading spirit—they got what they wanted. At least they are now getting much more than they used to do. Therefore, I feel that if this House asks the Government of India to produce a report showing what they are doing and how they are distributing their resources between the upper class passengers and third class passengers, and if they continue this agitation year after year, as the Muslim League Members have done in the matter of distribution of jobs, I have no doubt that justice will be done to the third class passengers. But, Sir, it is difficult for us to agitate in the way in which we do in respect of some other problems, because even this House does not represent the real third class passengers; they are not

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represented in this House. Most of us, including myself, travel either by first class or second class. The difficulties and hardships of the third class passengers are not felt by us, and, therefore, we do not agitate in that crusading spirit and in that serious spirit in which we agitate on other questions. If the Muslim League Members succeeded in securing proper proportion of jobs for their community....

**Syed Ghulam Bhik Nairang** (East Punjab : Muhammadan) : Not actually.

**Mr. N. M. Joshi** : All right, to a great extent, and I congratulate you for that. I have full sympathy with your demand and I congratulate you. But if you want the grievances of the third class passengers to be removed, you will have to agitate with that crusading spirit; with that seriousness, and I have no doubt that the Government of India will come to their senses and they will become more just than they are today. I, therefore, suggest to the Government of India that they should produce every year a report showing how their resources are distributed between the upper class passengers and third class passengers in the same way as they did in the case of distribution of jobs between Muslims, Non-Muslims and other communities. The Honourable Member say may that it is difficult to calculate. There is nothing beyond the mathematical science to calculate. If you fail, I am prepared to undertake the job provided you give me the necessary funds and staff; give me a lakh of rupees and I will give you the necessary staff which will calculate the benefit which accrues to the different classes of people with some degree of accuracy and certainty. It is not difficult for you to calculate this if only you want to do so, and I emphasise this demand that we must have a report on the equitable distribution of railway resources between the different classes of passengers; it is absolutely necessary. It is more necessary in the present circumstances, because your resources cannot be increased. I also suggest to the Government of India that they should start rationing of travel for first and second class passengers. Take any train and you will find that the number of carriages attached for first and second class passengers is comparatively higher than of the carriages for third class passengers. Under these circumstances how can the overcrowding of third class passengers be reduced unless you reduce the number of carriages for first and second class passengers? And if that is to be done, rationing shall have to be introduced and priority shall be decided between the upper class passengers, because if the same number of first and second class passengers continue to travel then there will be overcrowding in upper classes; a system of priority will have to be introduced. But unfortunately the same Government of India propagates 'Travel when you must, otherwise you must not', and they reserve first and second class accommodation for people who attend races. If the Government issues tickets to people who attend races and reserve their berths, what is the use of your advertising 'Travel when you must'? Are you really serious when you say that? I therefore ask the Government of India to introduce a system of rationing for first and second class passengers. Let them make out a case that they are either travelling in the interest of public or for some essential domestic work. If a man's father is ill, let him travel, but if he is going to Kashmir to have a nice time let him not travel. Going to Kashmir is not a necessity. First and Second class passengers are not illiterate people. If they want to make out a case that travelling is essential for them, certainly they can prove that it is essential.

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

**Mr. N. M. Joshi** : Unless they do this there is no chance for third class passengers' overcrowding being reduced. I therefore hope that the House will be serious about this. I also hope that the Government of India will make out a case that they are as just to the third class passenger as to the first class passenger. I hope the House will take this question seriously.

**Dewan Abdul Basith Choudhury** (Assam : Muhammadan) : I rise to support the motion of my Honourable friend Mr. Ram Narayan Singh. First of all, I want to refer to the request made by my Honourable friend Mr. N. M. Joshi and I can assure him that the Muslim League Party is very anxious to remove the inconveniences of third class passengers which are more or less the same all over the country. From

the Honourable the War Transport Member we expected some definite proposals and assurances about amenities but in his speech he only mentions that plans for amenities for third class passengers are being finalized. No mention is made of the concrete steps he has taken or is going to take.

**Pandit Lakshmi Kanta Maitra** (Presidency Division : Non-Muhammadan Rural) : It is for the post war !

**Dewan Abdul Basith Choudhury** : In the Railway Finance Standing Committee's proceedings we find that the Honourable Members recommended to the Government to set apart a portion of the money for the amenities of these passengers. But these suggestions seem to be overlooked, whereas their inconveniences are numerous and acute and need immediate redress.

The Honourable Member has said that vigorous efforts are being made to improve the lighting and cleanliness in the trains, but I can tell him that nothing has yet been done so far as the Bengal and Assam Railways are concerned. There is no light whatsoever in the compartments, not to speak of third class compartments. There are no lights even in the upper class compartments. The compartments and the bath rooms are dirty and unfit for use. For want of proper lighting arrangements, thefts have become a common thing and third class passengers are suffering injuries almost daily in all the trains when travelling during the night.

The Honourable Member for War Transport mentioned in his speech that as a measure of fuel economy numerous stations are going to be closed. That will create another hardship for the third class passengers. Already, arbitrarily many stations have been abolished and this action has caused great inconvenience to the travelling public, the majority of whom are third class passengers. In his speech we find that he is going to take some other measures to abolish some other stations. I request him, when finally deciding the issue, to take into consideration the inconveniences of the travelling public.

In his speech he has mentioned that as a result of the failure of the propaganda for restricting travelling, he has taken recourse to the new Defence of India Rules. That is a dangerous thing so far as my knowledge goes. Our third class passengers have had enough troubles in our side of the country by way of reservations and preference to military personnel. We civilians have no right to enter a compartment marked with chalk "Military" and over and above that when in a civilian compartment, there happens to be a soldier and says "reserved" we cannot enter there. Nobody will be able to go near the compartment when the new Defence of India Rules will come into force, and police help will be requisitioned to restrict travelling, what will be the suffering of these third class public then, I do not know.

He has said that he has renewed assurances that bulbs will be available and improvements will be made as regards the inconvenience of light. But renewed assurances will not remove the inconveniences. What the travelling public want is light and not assurances.

**The Honourable Sir Edward Benthall** : What the railways want too !

**Mr. Sri Prakasa** (Allahabad and Jhansi Divisions : Non-Muhammadan Rural) : Why do they plug their switches?

**Dewan Abdul Basith Choudhury** : Nor is there any arrangement for water in our side. The bathrooms in the compartments and in the stations are dirty and unfit for use. We expect that the authorities would do something to remove these long-felt difficulties of the travelling public. As a matter of fact they are giving us high hopes that in the post-war plans something will be done.

The Honourable the War Transport Member has mentioned that after the victory of Imphal the scale has just been turned for the better with regard to civil services for the public. But I am very sorry to inform the Honourable Member that traffic in our side is in a state of confusion and inconveniences are the same when we lost Imphal. The branch line between Shaistaganj and Habiganj, about 8 miles in length, which connected a most important sub-division of my district, has been arbitrarily dismantled and taken away. He has assured us that plans are being made for reconstruction of new lines but no mention has been made about replacement of the dismantled lines. Sir, I want to bring to his notice that in preparing the list, preference should be given to those lines which have been dismantled for reasons of war effort in other theatres outside India.

[ Dewan Abdul Basith Choudhury. ]

The non-stopping of trains in important stations has become very frequent now. My request to him will be to take into consideration the inconvenience of the public and as a commercial concern, also to take into consideration the facilities which the business of that area deserves in getting better traffic.

Sir, I have referred to the inconveniences of passengers in the trains. My Honourable friend the Mover has mentioned something about booking difficulties. I will just try to give certain other facts about booking difficulties. The number of passengers have increased enormously but the time for booking has not been increased. In fixed hours through small booking windows quite a good number of passengers cannot procure tickets and those who get tickets, when the train arrives at the station, have to run from one end of the train to the other to get accommodation. Many of them are left on the platform for want of accommodation, specially in the night trains, when in darkness they cannot be sure in which compartment they will be able to get accommodation.

Then, again, the irregularity in the running of trains has put the travelling public to considerable inconvenience. The trains are always late, not by few minutes but by few hours and many passengers fail to catch the corresponding connecting trains or bus services and they are stranded at midway stations. I would therefore request that the timing of trains should be regulated.

With these words I support the motion of my Honourable friend Mr. Singh.

**Col. H. W. Wagstaff** (Government of India : Nonminated Official) : Sir, nobody would deny that Railway travel is uncomfortable in India at the present time and has been uncomfortable for two or three years. The discomfort of course is not restricted to the third class passenger, although undoubtedly it is more in evidence as regards the third class passenger. Members of this House, who are also members of the Central Advisory Committee for Railways will know that it is a question which has been exercising the Railway Board for a long time and they will also realise that it is an extremely intractable problem, the real solution of which can only come in time.

**An Honourable Member** : Doomsday.

**Col. H. W. Wagstaff** : No, not necessarily Doomsday but in a reasonable time, when the present conditions have passed. We know that the number of passengers offering has gone to up a prodigious extent : the Honourable Member gave some figures in his speech, and we know also difficulties in regard to coaching stock, coal and fitments of coaching stock have not only made it necessary to reduce the accommodation available but also the comfort of the accommodation. That will in time be remedied and I hope at a not too distant a date, but it would be quite wrong to say at the moment that we can remedy it in the very near future.

My honourable friend Mr. Joshi was very vehement in his denunciation of Government for the partiality that, he said, they showed to the upper class passengers. He said that both in regard to the amount of accommodation which was made available,—which really means comfort—and the speed at which they were transported they were given an advantage over the third class passengers.

**Mr. Sri Prakasa** : And the attention paid to them by the staff also.

**Col. H. W. Wagstaff** : A producer for the public, whether he is producing a consumable article or transportation, produces articles of different types for different purses. He produces one article that is plain and another that is coloured and he surely cannot be accused of partiality in regard to either the man who can purchase a plain article or against the man who can purchase a coloured article. It is a question of the fare which is charged. The first class fare is five times the fare of the third class passenger.

**An Honourable Member** : The third class passenger pays ten times what the first class passenger pays towards railway earnings.

**Col. H. W. Wagstaff** : In any commercial sphere a man gets what he pays for. As a matter of fact, the discomfort of the upper class passenger is quite as marked in many ways as that of the third class passenger.

I think Mr. Joshi realises that the full rationing of passenger traffic is an impracticable proposition. It has been thought of and there are really so many difficulties that it is impracticable, and that was why perhaps he suggested that the

rationing should be restricted to the fewer numbers of the first and second class passengers.

**Mr. N. M. Joshi :** To begin with.

**Col. H. W. Wagstaff :** The idea that the first and second class passengers are travelling for pleasure whereas all the third class passengers are not travelling for pleasure, cannot, I think, be accepted. In fact, we are told that we are not able to reduce the number of passengers because every body is travelling on their lawful occasions and could not restrict their travel. That is the first point about rationing the first and second class passenger. The second point is that even if you reduce the accommodation for the first and second class passenger by half, it would really make extremely little difference in the extra amount of accommodation available for the third class passenger compared with the demand.

**Mr. N. M. Joshi :** That is an old, old argument.

**Col. H. W. Wagstaff :** It may be an old argument but it is nevertheless valid.

**Mr. N. M. Joshi :** It is not valid. That does not entitle you to give more to the first and second class passenger.

**Col. H. W. Wagstaff :** Any producer of goods will give more to the person who pays more and the restriction of traffic of the first and second class passenger will not help to any appreciable extent. With regard to the absence of lights and, of course, other fitments, it is a fact that with the rise in price of these articles they have disappeared from railway coaches in large numbers. A small Ordinance has been passed which facilitated the apprehension of the thieves and I think the position in regard to fitments is better than it was and will continue to improve.

**Mr. Sri Prakasa :** Were there any thieves before also or have they suddenly come into existence?

**Col. H. W. Wagstaff :** The temptation has increased : before the bulb was worth very little; now it is worth a great deal, and the stronger the temptation the more incentive there is for theft.

**Mr. Sri Prakasa :** Have they disappeared from the Honourable Member's saloons also ?

**Col. H. W. Wagstaff :** As far as saloons are concerned, the saloons have mostly disappeared—at any rate in a great many cases they have been made into ambulance cars.

**Sir Cowasjee Jehangir (Bombay City : Non-Muhammadan Urban) :** There are many saloons used by your officers.

**Col. H. W. Wagstaff :** Not as far as senior officers are concerned : not certainly as far as the Railway Board is concerned. The justification for a saloon is greatest in regard to the district officer who has to stay out at small stations and in between long runs.

**Sir Cowasjee Jehangir :** May I point out to the Honourable Member that we have heard that argument on several occasions and we still continue to see saloons used by his officers and other officers between Bombay and Delhi for no other purpose than to travel between these two cities—luxurious saloons and only one person travelling in them.

**Mr. Sri Prakasa :** And the bulbs there are always replaced as soon as they are stolen !

**Col. H. W. Wagstaff :** Nevertheless it is a fact that there has been a very great reduction in the use of these saloons. One Honourable Member hoped that there would not be unlimited delay in the post-war plans for improving the conditions and the amenities for the third class passenger and I can assure him that that is so. Investigations are definitely taking place and I myself last month saw in Bombay some models of third class stock. After all we are always improving the design and there are on the stocks now some models of improved third class carriages.

**Mr. T. S. Avinashilingam Chettiar (Salem and Coimbatore cum North Arcot : Non-Muhammadan Rural) :** How many improved coaches are there in the railways now ?

**Col. H. W. Wagstaff :** I think therefore that although it is admitted that at the moment the third class passenger and other passengers as well are being subjected to considerable inconvenience, measures are being taken which will eventually improve the position very greatly. Sir, I oppose the motion.

**Sardar Mangal Singh** (East Punjab : Sikh) : Sir, the speech of Col. Wagstaff has given great provocation to this House and has merely made the task of the Honourable War Transport Member more difficult. If that is the justification and the defence of the Railway Department, I think this House should unhesitatingly condemn this Government for continuing this ill-treatment of the railway passengers. The same old arguments have been trotted out in support of his speech,—"The time will come when these grievances will be removed: you may wait patiently" and so on and so forth. This Railway Department has been here for more than a century, and still he is asking us and he seriously believes that any Honourable Member of this House will take his speech seriously or believe him that he is talking seriously. I was almost tempted to say that he has been talking humbug all the time, and that he cannot humbug this side of the House. Last year a proposal was brought forward by the Honourable Transport Member to increase fares by 25 per cent. and he promised that he would spend that money for providing amenities for third class passengers. This year he has made a profit of 42 crores; although he has no rolling stock he himself is rolling in crores; and yet throughout his speech he has not uttered a single word, a single sentence to give amenities to third class passengers. There is no regret even—he has no had the decency or courtesy to say that he is sorry he has not been able to do this. This 42 crores of rupees has been spent in other directions.

Some grievances have been mentioned by the Honourable Mover of this cut motion. As soon as the third class passenger arrives at the station, there is no one to attend to his inquiries: he gets all the information about the starting and going of trains from the railway coolies. No one at the station will attend to him—on the other hand, they will rebuke him; and when he enters his waiting room, it is worse than a cattle shed. Col. Wagstaff said "We are short of rolling stock and we cannot give more accommodation". But what about the waiting rooms? There are separate waiting rooms for first class passengers—ladies and gentlemen; there are separate waiting rooms for second class passengers—ladies and gentlemen; these rooms are mostly lying vacant. But what about these third class passengers waiting rooms? They are mere sheds—no protection against rain or cold; there they are huddled together like cattle; and then after that he goes to the ticket window and there he has to struggle to get a ticket. My honourable friend has given some experiences about this. Then he goes to the platform.... I want to point out for personal attention of the Honourable Railway Member that the railway staff ticket collectors, babus, and all those officers with red armlets—they do not attend to the inquiries of any third class passengers: they will run after the first and second class passengers, particularly the Europeans: they will run after the European and they will attend to his needs: if he says "I want to be woke up at such and such an hour—say 2 a.m., at such and such a station", they will all go to him: they will attend to his requirements. In fact the time table is so arranged that the trains stop at half past one for lunch as long as is required for the convenience of a few Europeans who have to go to the refreshment rooms; but at meal time of the thousands of these people the train does not stop at all. The whole scheme has been devised with a special partiality in favour of the first and second class passengers. Then, when you enter the train, what do you find?

**Mr. Sri Prakasa** : First, you cannot enter the train.

**Sardar Mangal Singh** : You cannot enter the train: people have to travel on foot boards and on roofs.

**Mr. Sri Prakasa** : They push themselves through the windows, legs first.

**Sardar Mangal Singh** : They have to push themselves through the windows as my Honourable friend says, sometimes head first and sometimes legs first. And all the time there is pushing from inside and pushing from outside. The luggage is thrown. And then look at the cleanliness of the train. I wish Lord Munster would have seen any third class bogey. He complained about the cleanliness of the railway trains. Probably he had seen some first class carriages.

I P. M.

Then most of all, there is no water. I challenge the Honourable the Railway Member. There is no water in any latrine of the third class bogeys at any time.

Does he imagine that the third class passenger does not need to answer the calls of nature ?

**Mr. Sri Prakasa :** When they don't get any food or water, why do they need to go there at all ?

**Sardar Mangal Singh :** I have myself travelled in the third class. I am not ashamed of it ; I am proud of it. I have invariably found that there is no water in the third class latrines. I wish that it should be laid down somewhere in the Railway regulations that every Honourable Member for Railways, before presenting his Budget, should travel in *cognito* at least one thousand miles in third class bogeys. If my Honourable friend Col. Wagstaff would have been obliged to travel third class, particularly in my province, in the N. W. R., he would not have come to this House and talked like that.

**Mr. Sri Prakasa :** With those clothes on, he would have got an empty third class.

**Sardar Mangal Singh :** But he should do that *in cognito*. There is no water, no light, no cleanliness. The whole thing is dirty. Those who travel in the third class are the greatest taxpayers of the railways. I wholeheartedly support the observations made by my Honourable friend Mr. Joshi. He was quite right. The Railway Department have so far not thought of the conveniences or inconveniences of the third class passengers. The Railways get all the money from them. They make the budget. They spend the money but the third class passenger is not thought of at any time. I expect the War Transport Member to get up and tell us what he has done or what he thinks of doing. He was all the time thinking of rail road co-ordination, of future planning and so on. He was afraid of the bus competition. If his conscience is quite clear, why is he afraid of the competition of the bus. Come along and enter into competition with them. I prophesy that if there is open competition between the bus and the railways after the war, nobody will go near your trains, at least the third class passengers. But the Railways are aware of their shortcomings. They are aware of their guilty conscience and therefore they are so arranging things that the Railway Department may not have to stand any competition. They want to have a monopoly everywhere. If there is an alternative method of travel, that will awaken the railway staff to their sense of duty. Some years before the war, the railways were somewhat solicitous of the comforts of the travellers ; they knew that otherwise they stand to lose. Now, they know that they are the sole monopolists and there is no alternative for the public to travel by any other means. Sir, the moving of this motion has become almost a routine. I have been here for the last 11 years and every year this motion has been carried by a large majority and the Honourable Member for Railways does not care for the vote of the House afterwards. I would beg of him to think of this seriously and do something. He should tell this House what he is going to do. He has not told us anything in his Budget speech. Now that he is aware of the feeling in this House, he should in his reply tell the House that he will do something even if it be a small thing. Sir, I support the motion moved by my Honourable friend Babu Ram Narayan Singh.

**Mr. Jamnadas M. Mehta** (Bombay Central Division : Non-Muhammadan Rural) : I rise to support this cut motion—not that it really needs much support ; it stands self-evident. The conditions of the third class passengers during the last few years have been an accumulating agony and torture, not in one part of the country but in every railway administration. Wherever you go, not merely during fairs or other holidays and sacred occasions but normally, every month and every day and every hour, in every part of the country, the conditions of overcrowding are something which are disgraceful to those who are responsible for it. The word “disgraceful” is a very mild word to use for the conduct of those who tolerate and countenance this state of things. What I am surprised at is this. This is a Budget of Rs. 220 crores of income. If the House will turn to page 18 of the Explanatory Memorandum, you will find what is done for the third class passenger. The amount which is going to be spent on all the railways during the next budget year is 4 lakhs of rupees. You will find that on page 18, para. 4. The total figure is Rs. 28 lakhs in the Budget for 1945-46. It is 28,81,000 theoretically but there is a catch. Rs. 24,89,000 are for improvement of existing carriages, whatever it may mean. The provision for positive amenities for the passengers about space, cleanliness,

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food supply at convenient centres, water supply and all the other amenities which a traveller expects is 4 lakhs. This is for twelve months. For how many passengers? The excess number of passengers mentioned in the Honourable Member's speech was three crores of passengers. It is over 20 lakhs of passengers in excess every month over the figures of last year. If you multiply this by 12, the excess comes to three crores per annum, and if you add to that the number of passengers who actually travelled in 1943-44 and 1944-45, then the figure of passengers who travelled by Indian railways reaches an astronomical figure. Yet you find in the Explanatory Memorandum, page 18, para. 4, the figures given for amenities to passengers to be merely Rs. 4 lakhs. I shall read out the exact figures: 'Improvement of latrines and sanitary arrangements: Rs. 53,000'. Well, Sir, in twelve months for 40 crores of people in this country, the Government propose to allot Rs. 53,000. Hundreds of millions of people travel in every condition of filth and dirt in third class, and yet for the year of the Budget, the Government of India are prepared to spend the prodigious sum of Rs. 53,000 only.

**An Honourable Member :** Even this you want to cut by Re. 1.

**Mr. Jamnadas M. Mehta :** It is not because we do not want this Rs. 53,000 nor because we want only Rs. 52,999 but because you have not provided more. The point is to provide only Rs. 53,000 for improvement of latrines and sanitary arrangements is a huge joke. Are you pulling our legs? What are you doing? To make the latrines clean and sanitary in the railway carriages you expect to spend only Rs. 53,000 a year. This is surely unthinkable.

Then I will take up another item: "Water supply to passengers—Rs. 18,000". This works out to Rs. 1,500 a month and Rs. 50 a day for the whole population of India. I think the Government of India should at least have the decency not to have included this item in the Budget and the people would not have noticed it. They have been used to all these conditions for the last five years. When after five years of agony and torture, you further insult the intelligence of the House by saying that Rs. 18,000 per annum will supply the needs of the people for water, I say you do not give yourself credit for intelligence.

**Mr. Sri Prakasa :** That is only for first and second class passengers. Third class passengers will get nothing.

**Mr. Jamnadas M. Mehta :** The next item is provision of lower class waiting rooms and waiting halls—Rs. 21,000. Not even one shed can be built in the whole of India at current prices out of Rs. 21,000 and yet millions of passengers are expected to rest in comfort such as it is, before they enter into the agony of third class railway travel. The next item is provision of refreshment rooms and tea stalls for lower class passengers—Rs. 35,000. There is a provision of Rs. 8,000 for covered platforms. I do not want to go on increasing the agony of the House by reading out more of the amenities for passengers. I cannot find adequate word in the dictionary to describe the miserable character of the provision for third class passengers. Talking of facilities, whatever they may mean, do you think you can increase them by spending the paltry sums provided in the Budget?

Then, there is a provision of Rs. 59,000 for raised platforms.

**The Honourable Sir Edward Benthall :** There is provision for improvement of carriages.

**Mr. Jamnadas M. Mehta :** I am coming to that. No doubt Rs. 24 lakhs and odd are provided for improvement in existing carriages. But it is not specifically mentioned that they refer to third class carriages.

**Mr. Sri Prakasa :** They may refer to saloons or first and second class carriages.

**Mr. Jamnadas M. Mehta :** In the absence of specific mention of third class carriages, I say this is an illusory thing. The figures given are so general that I want more particulars. Then there is provision for additional carriages to reduce overcrowding—Rs. 1,18,000. Is it seriously contended that this sum could remove overcrowding in the whole of India? After all this magnificent provision, there is a small provision for "any other objects to improve the amenities of lower class passengers—Rs. 70,000". On the whole, all told there is only a sum of Rs. 3,90,00 for improving the conditions of travelling for 40 crores of people, conditions to which war has brought them. I mentioned the sum of Rs. 24 lakhs for improvement to

carriages, but this is so general that I cannot particularise where the improvement will come. I do not wish to consider that as an amenity to third class passengers only. So, in the Budget year the Government has provided the sum of Rs. 3,90,000 for third class passengers.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member can continue his speech after Lunch.

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

The Assembly re-assembled after Lunch at Half Past Two of the clock, Mr. Deputy President (Mr. Akhil Chandra Datta) in the Chair.

**Mr. Jamnadas M. Mehta** : Sir, I was submitting that the provision made for the comfort and convenience of third class passengers in a budget where the income is 220 crores was a small figure of barely 4 lakhs, which to my mind is indictative of the total indifference, almost cynical indifference, to the fortunes of the people who maintain the railways; because it is the third class passenger who carries the railways to financial advantage. As against this very amazingly shabby treatment what are the railway fares they charge? It has been said in the Honourable Member's Budget speech that in this country transport is still cheap although uncomfortable. Here I have in my hand a ticket of an American railway. I am presenting it to the Honourable Member and I will request him to examine it. The claim that has been made during the last 40 years that transport in this country is the cheapest is believed by that ticket.

**An Honourable Member** : How did you get it?

**Mr. Jamnadas M. Mehta** : I travelled with it and no one collected it at the other end. The position is that in America where the lowest class accommodation is equal to our first class accommodation, the cost of transport for the lowest class passenger is not more than 1½ annas per mile. I ask my Honourable friend to examine that, one and a half annas per mile for the lowest class in America as against a quarter of an anna perhaps in this country; and the accommodation in the lowest class is a cushioned seat. Here you will be lucky if there is a wooden box. There can be no overcrowding there because there are only two chairs in each side of the corridor. There is a first class dining room where the lowest class traveller can go and take his food, there is every sanitary arrangement, the thing is spotlessly clean, and there is no discomfort of any kind in the lowest class of railway travel in America. I ask my Honourable friend to examine that ticket and compare it with the third class ticket here. The income of the American is Rs. 2,600 per year as against Rs. 65 per year of the Indian. American pays six times more but he is 40 times more rich. Therefore the Indian pays 700 per cent. more towards the cost of transport than the American passenger does for third class accommodation, the shabbiness of which is known to all.

**Mr. Deputy President** (Mr. Akhil Chandra Datta): The Honourable Member has one minute more.

**Mr. Jamnadas M. Mehta** : My agony also ends, because it is not pleasant to me to describe Government's weakness in the matter of third class railway travel. I have been a public servant since last October; I have been a servant of the public for the last 30 years; and I am now trying to reconcile the role of a public servant with the role of a servant of the public. I try to discipline myself as much as I can; I try to restrain myself as much as I can. But being still a servant of the public to some extent, if not entirely, you will pardon me if I have found it necessary to speak out frankly, although absolutely truthfully.

Sir, I support the cut motion.

**Mr. K. C. Neogy** (Dacca Division : Non-Muhammadan Rural): Sir, I should like first of all to deal with the American ticket which my Honourable friend Mr. Jamnadas Mehta has just now produced for the inspection of the Railway Member. If my recollection is correct, it is the policy of the American Railways not to make any profit on passenger traffic; they run their whole system more or less on the profits that they make on goods traffic. That perhaps might explain the comparatively low charges made in America on railway passengers. But let me come to

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my Honourable friend Col. Wagstaff. It is always a pleasure to have officers like him intervening in a debate of this kind, because when we get a straightforward, a forthright, statement of the case without the embellishment of any diplomatic frills. Now what did my Honourable friend state on this occasion? If I have been able to follow his arguments they come to this that travelling is uncomfortable for all and the discomfort is not restricted to the third class passengers. Then he says that different types of amenities have to be provided for different types of customers and that more or less the third class passenger gets his deserts. This is perhaps the first time, as far as I recollect, that the case of the railways has been presented in such a blunt fashion. In the past if my memory serves me right, Government have not stated their case on those lines. There has been no hesitation on the part of Government to admit that the grievances of the third class passengers are genuine and they deserve serious consideration. Now the most dangerous proposition that my Honourable friend has put forward is that he has to provide different types of amenities and comforts for different types of customers, and that it is the fare that determines the type of these amenities. My Honourable friend, Mr. Joshi, wanted certain mathematical calculations to be made for the purpose of establishing whether the third class passenger is having a fair deal, whether having regard to his contribution to the railway revenues he is getting what he should, and whether the amenities are being equitably shared by the different classes of passengers. Not very long ago the railway reports fused to contain certain statistical calculations to show the contribution that was being made by the different classes of passengers with reference to the cost of the railways for carrying them ; and as far as I recollect, these statistical returns established that whereas the first class passenger did not pay his way, the third class passenger was paying much more than the actual cost of carrying him required. In other words, the third class passenger was subsidizing first class travel. These statistical returns continued to appear in the Railway Reports for some years. Then most mysteriously they disappeared altogether from the subsequent publications. The Honourable Member in charge may say, "Well, those calculations could not be very reliable". I definitely maintain that it should not be impossible to make reliable calculations for the purpose of establishing as to whether a particular class of travel is being subsidized or not, and I fully support my Honourable friend Mr. Joshi's demand that there should be a serious attempt at establishing mathematically as to whether the third class passenger is getting what he should having regard to the contribution that he is making to the railway revenues.

As regards the different types of comfort for different classes of travel, I have very sad experience myself of overcrowding in the upper classes, but I cannot for the life of me think that the discomforts to which we are subjected can in any wise be compared with the discomforts of the third class passenger. It was only on the morning of the 26th of January last that I had a most distressing experience : I was travelling by the Ranchi train and was coming to Calcutta. Early in the morning when the train was about to reach Howrah, I suddenly discovered that there were two people who were hanging on the door-rails and had been travelling on the foot-board. When the train stopped at Howrah, I got near them and found that they were not ticketless travellers, they carried third class tickets, and they had been travelling on the foot-board for about half the night in the bleak, cold January,—it was the morning of 26th of January. My Honourable friend's remedy is to prosecute them. My Honourable friend may say, "You have failed in your public duty in not handing them over to the Police".

**The Honourable Sir Edward Benthall :** That is what the Central Advisory Council proposed.

**Mr. K. C. Neogy :** You quote the advice of the Central Advisory Council when it suits you. (Interruption). I do think that their justification for travelling on the foot-board for half that winter night was as strong as that of my Honourable friend, Col. Wagstaff, when he travels in his luxurious saloon. They were coming to earn their bread, and it is simply because it was physically impossible for them to get any accommodation in any third class compartment that they had to resort to this device. I should like my Honourable friend, Col. Wagstaff, to try this method

of travel even for half an hour, and then perhaps he will cease to talk about the inconvenience being equally shared by all.

A reference has been made by my Honourable friend, Mr. Joshi, to the fact that third class coaches are not provided on certain trains. I remember that there is at least one railway system which charges a higher rate of fare from third class passengers for travelling by a Mail or Express train. I should like to hear the Honourable Member in charge as to how he can justify this discriminatory charge which obtains only perhaps in one railway in India today. Is he going to maintain that normally it is not expected that a third class passenger should travel by Mail or fast trains like what are called Express trains, and that they should be content to travel by the slow passenger trains.

**The Honourable Sir Edward Benthall :** What charge?

**Mr. K. C. Neogy :** Higher charge for travelling by Mail or Express train that obtains on the B. N. Railway.

My Honourable friend, Mr. Joshi, also referred to the fact that the upper class passengers indulge in travel for going to fashionable resorts like Kashmir. I have in my hand an extract from the Railway Report for the year 1940-41. There it refers to this increase in the volume of traffic, it says :

“ The increase in the number of passengers is largely due to movements of military personnel’.

Then the Report goes on to add :

“ The traffic on civilian account also showed some improvement, the factors contributing to this increase being :—

- (1) brisker trade activities
- (2) larger traffic to summer resorts in India consequent on virtual stoppage of visits abroad on holiday or business ; and
- (3) increased costs of road motor transport resulting in diversion from road traffic to the rail.”

So far as (1) and (3) are concerned, these factors are common to the passengers of all classes more or less, but so far as No. (2) is concerned, certainly it is the first class passenger who is responsible for a good deal of the present difficulties of travel. In that connection, I should like to mention that the figures show that the average miles a passenger is carried, has doubled between the year 1923-24 and 1940-41 in the case of first class passengers, they are travelling now, on an average 250 miles per head or near about that—the figure was 248 in 1943-44, where as in the case of third class passenger, the average miles travelled by him was 34 miles and odd in 1923-24, and it went up to 37·5 in 1942-43 and it has gone up to 39·3 only in 1943-44, so that it will be seen that the third class passenger is not indulging in any long journeys, contrary to the explanations given by the officials that travel has increased because money is plentiful and it is an indication of general prosperity around. The third class man is yet confining his travel to 39 miles per head, whereas the first class passenger has gone up from 125 miles to 250. That shows the comparative position of the extent of first class and third class travel, and that also indicates that the rolling stock is being occupied for a much longer time by the first class passenger than in the case of the third class passenger, and it should therefore be easier to find larger accommodation for the third class passenger in so far as he occupies the accommodation for a very much less time than in the case of the first class passenger.

A casual reference was made by my Honourable friend from Assam to want of lights in the trains. If I recollect aright, there was a case of fire on one of the Bengal Assam trains which was traced to the fact that as the lower class compartments did not contain any light, a passenger had to resort to the device of having a kerosene lamp in the compartment and that lamp got overturned with the result that the carriage caught fire.

**Mr. Deputy President (Mr. Akhil Chandra Datta) :** Honourable Member has one minute more.

**Mr. K. C. Neogy :** We all know that lights have gone out of fashion, particularly in the lavatories of trains. So far as the lower class passengers are concerned, their position is far worse than even in the case of upper class passengers, because they are not sure of getting any light in the compartments. This is what led to this disastrous fire on one occasion not very long ago. We are often told that traffic has increased and my Honourable friend makes a complaint that civilians should at all contribute to this increase of traffic. Why has travel increased? As I have already

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read out from a report, it is due to the conditions of war, briskness of trade activities, increased cost of road motor transport, etc. In his last Budget speech, the Honourable Member in Charge referred to the large increase in civilian travel and he tried to make out that travel was a luxury having regard to the cost involved.

**Mr. Deputy President (Mr. Akhil Chandra Datta) :** Your time is up.

**Mr. K. C. Neogy :** In the year 1943-44—just one sentence from that—there I trace the hand of a straightforward railway official, like Colonel Wagstaff, it is stated definitely that the increased traffic is due to increased demand for movement by rail, both military and civil. It is not due to the civil traffic as was sought to be made out to a certain extent by the Honourable Member in charge.

**The Honourable Sir Edward Benthall :** To a certain extent.

**Mr. K. C. Neogy :** The report makes both military and civil responsible for this increase in traffic.

I therefore want to sum up by saying that the third class passenger has never had a fair deal, and it is time that the Government did something definite for the purpose of improving his lot even during the war.

**Sri K. B. Jinaraja Hegde (West Coast and Nilgris : Non-Muhammadan Rural) :** This cut motion regarding the inconveniences of third class passengers has been an oft-repeated cut motion ever since the railway budget has been introduced in this Assembly. This cut motion has been repeated *ad nauseam* but still the conditions of the third class passengers have not improved. The main reasons for these inconveniences could be gathered from the Railway Board report itself. The first reason is that there has been progressive reduction in the matter of accommodation and we find that in 1943-44 there was a reduction of 28 per cent. of accommodation regarding all passengers and from our experience we know this has greatly affected the third class passengers, and in 1944-45 this must have been further reduced. The second reason is as we know from the report that in 1943-44 twenty million more people travelled than in the year 1939 and we have it from the Budget speech of the Honourable Member that today a million more people travel per day. That means that while the accommodation has been reduced by one-third, the passengers have increased by three times. That shows there has been a greater pressure on these trains, and specially in third class carriages the pressure has been four times more than in the year 1938-39.

Colonel Wagstaff said that after all the first class and second class passengers pay more and we have to give them comforts. Sir, in this connection, I would like to examine the figures given by the Railway Board. Out of 64.6 crores earned from passenger traffic in the year 1943-44, 51.8 crores were earned from third class passengers. That is, the income from third class passengers is exactly five times more than the income from the first and second classes. From the figures given in that Report with regard to the number of passengers travelled in the year 1943-44, we find for every first or second class passenger that travelled in the train, there were 47 third class passengers. While the first class passengers pays only five times more than the third class passenger, for every first class passenger that travels there are 47 third class passengers in the same train. Now, I would like to ask Colonel Wagstaff whether it is fair to speak of greater convenience to first and second class passengers at the cost of the third class and whether it is fair when the third class passengers really pay for the entire expenditure of the journey.

From the other figures with regard to the income and expenditure, we can see that the entire costs of running the trains, the pay of the officers, the interest and other charges are practically covered by the receipts from the goods that are carried and whatever you earn from the passengers from coaching traffic, that is from first, second and third class, comes in as profit. Therefore, in these circumstances, is it fair, that while your entire earning from the coaching traffic is a profit, you should treat the third class passengers in such a differential manner? The Railway Board report refers to the amenities provided in 1943-44. About the introduction of new types of third class carriages it says that "the acute shortage of material has continued to necessitate a restriction on building programmes." I wonder whether it is only in regard to the building of third class coaches. While we see that lakhs of rupees have been spent on new buildings, "only 39 new third class bogie carriages

onforming to the Board's approved standard were built and placed in service during the year". From the figures read by Mr. Jamnadas Mehta it looks as if the Board has no programme to build even a single coach in 1945-46.

With regard to waiting rooms and waiting halls, the report says that—

"about eighteen new waiting rooms at different stations were provided during the year including an upper class waiting room at Harihar, two intermediate class waiting rooms at Sukkur, and an upper class waiting room at Sheoraphuli station was converted for the combined use of first, second and intermediate class passengers."

Dealing with cleanliness, the report goes on to say that—

"the cleanliness of carriages and latrines in passenger trains continued to receive careful attention. These were attended to at starting points and at suitable stops *en route* in the early morning and at terminals. Additional staff including a number of sanitary inspectors, wherever necessary, were appointed."

But our experience is quite different. Wherever there are sanitary staff they clean only the first and second class compartments and not third class compartments.

Referring to other amenities, *viz.*, vendors' stalls in waiting halls and on platforms, the report says that "more than two dozen new stalls were opened at different stations". The question is whether with such a long system of railways in this country and where the food scarcity is very acute, especially when you travel, these two dozen new stalls are sufficient? The report further says that—

"Tariff rates for meals, refreshments and beverages had to be increased during the course of the year in order to maintain pre-war standard of quality and service."

We know that prices have been increased but there is neither pre-war quality nor pre-war service and it is in our experience that service is available only to the upper class passengers and not to third class passengers.

Therefore, Sir, there has been absolutely no step taken in all these years to improve the condition of the third class travellers. No words can describe the inconvenience of the third class passenger and no words can adequately condemn the attitude which the Railway Board has displayed towards the conveniences of third class passengers. To put it mildly, I must say it stood all these years and even today it stands as a standing disgrace to the Railway administration in this country, and we are convinced that this state of affairs is not going to improve, because it is clear, even in the present Budget there is very little room for the improvement of the amenities to the third class passengers. We have seen that while this commercial undertaking has been a very good paying concern and proposals are being made to transfer 32 crores every year to the General Revenues, we wonder why nothing is being planned to give better facilities to the travelling public. The third class passengers' experiences have been described adequately by the previous speakers but I think it will take several hours to give a real picture of their difficulties, especially these days. Once I happened to travel between Bombay and Poona. Along with a number of people that entered the compartment I found that when the train was about to start two dogs belonging to a first class passenger were also shoved in with the result that the children in the compartment got frightened. It is not only that the third class compartment in every train is a dumping ground for every thing, there is absolutely no restriction with regard to the luggage that is being shoved in. The first and second class passengers often send their servants to the third class compartments with all their luggage to be dumped there and there is absolutely no restriction nor any provision to remove that luggage to a separate van, even though there is a van.

The experience of women travellers is not happy. We know and it is a practice in this country that women travellers usually take their children with them to their compartments. We find that ever since the outbreak of the war the space available even in the women's compartment has been decreased and women find it extremely difficult to travel in the space that is allotted to them. With regard to improvements to women's compartments I find from the report that they have brought about a wonderful improvement to these women's compartments and that is fitting a lock inside every door. That is the only improvement which the Railways have carried out so far as the women's compartments are concerned.

With regard to other amenities, if Col. Wagstaff thinks that it is necessary that sleeping accommodation or waiting room comforts are necessary for first and second

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class passengers, I suppose he imagines that a third class traveller is also a human being and has also to sleep and rest.

With regard to the mileage that is covered by first, second and third class passengers, there is a great mistake in the figures that are given in the report. These figures include the third class passengers that travel in the local trains in Bombay, Calcutta and Madras and they are a large number. That is why we find that the mileage covered by third class passengers is shorter than that of the first and second class passengers. The Railway Board must therefore in future give the average distance travelled by third class passengers, in long distance trains. If those figures are examined, it will be found that there would not be much difference between the distance covered by the third class passengers and the first and second class passengers. Sir, it is true that under these war conditions things may not improve. But the question is whether the Railway Board have got a mind to improve things. I entirely agree with my Honourable friend, Mr. Joshi, that there is only one way and that is rationing first and second class travel, cutting off one or two upper class compartments and increasing the number of third class compartments. Afterwards introduce rationing also with regard to third class passengers. I am sure no third class passenger ever travels for pleasure. It is absolutely on account of necessity that he has to travel. Therefore, I hope that the suggestions made by my Honourable friend Mr. Joshi will receive the attention of the Honourable Member.

**Mr. Muhammad Hussain Choudhury** (Bakarganj *cum* Faridpur : Muhammadan Rural) : Sir, I rise to give my full support to the motion which is being discussed on the floor of the House. In doing so, I would point out that I represent this class of people, who travel in third class. Almost all the voters, about 99 per cent. of the voters, with whose votes I have come here represent this class of people. I shall therefore be failing in my duty if I did not take this opportunity to express my views on this subject.

As regards the grievances of this class of passengers they have been sufficiently discussed. So I need not elaborate them in any further detail. I shall only say that there is a great rush nowadays of passengers, owing to the shortage of trains and it is a frequent sight to see passengers huddled up together jostling one another for a little space to stand or to sit. Pickpockets naturally take this opportunity and not a day passes without some unfortunate passengers having lost their money.

As regards lighting arrangement, I may say that when these third class compartments are so crowded that darkness prevails there, burglars and pickpockets take advantage of the situation.

There is no water in the third class compartments and there is a so called latrine from which bad smell always comes out with the result that it is difficult to remain inside the compartment. I may say that there is no arrangement for water supply in the E. B. R. except the vendors with whom we can find water but there is no arrangement for the supply of water as such on that line. The same thing also happens at the time of buying tickets. That also has been discussed and so I need not say anything about it. There is difficulty everywhere as regards third class passengers. Wherever we go we find inconvenience, and it is owing to the shortage of trains. I find from the Budget statement that there has been a surplus for some years now, but how is it that these surpluses are not spent to remove the grievances of this class of passengers? For the last three years there has been a surplus, but I find that little has been spent for removing the grievances and inconveniences of these passengers. It is without doubt a disgrace on the part of the Government not to look to the grievances of these people but to sit idle. Year after year, this is being discussed on the floor of the House but the Government is callous. So, I beg to suggest that more trains should be supplied for the accommodation of third class passengers; otherwise, these difficulties will remain. I do not like to take up much of the time of the House and with these words I support the motion.

**Prof. N. G. Ranga** (Guntur *cum* Nellore : Non-Muhammadan Rural) : Mr. Deputy President, if there is any doubt in the mind of any one about the advisability of the vote of the House yesterday, all that, I am sure, is removed by the

facts that are placed before the House today in regard to the attitude of this Government towards the third class passengers and also by the speech made by Col. Staff—I do not know whether he is a Falstaff. The Honourable Member said that it is purely from a business point of view that the third class passengers are being treated in the manner in which they are treated and the upper class passengers are favoured in the way in which they are being favoured. I can only tell him that he is certainly not a good business man, even as business goes with all its defective moral standards, because only one-fifth of the total revenues from passenger traffic is derived from the upper class passengers, whereas four-fifths is derived from the third class passengers. If really there were to be any sort of balance at all in regard to the attention that the Government has to pay towards these passengers, then there must be four-fifths attention devoted to the third class passenger, instead of having, as today, no attention whatever paid to them.

One day I put a supplementary question to the Honourable Member in charge, whether he has advised the guards or any other people at way side stations to guide third class passengers to their carriages. He said that it would be impossible because there are so many thousands of stations and so many millions of third class passengers seeking accommodation and it would not be possible for him to provide any sort of staff to guide these people to their carriages; but that on the other hand he has given definite instructions to these guards on railways to give these thousands or lakhs of second and first class passengers their berths which have already been reserved for them....

**The Honourable Sir Edward Benthall :** That is incorrect.

**Prof. N. G. Ranga :** What is incorrect ?

**The Honourable Sir Edward Benthall :** That instructions have been given to look after the upper class passengers only.

**Prof. N. G. Ranga :** The Honourable Member has given an assurance—in answer to a supplementary question put by a Member of this House, that certainly instructions are there, and if instructions are not there they will be given; and immediately I put a question to the Honourable Member whether he would consider the advisability of giving similar instructions to those guards and also provide special staff in order to guide third class passengers to their carriages, and the Honourable Member said it would not be advisable....

**The Honourable Sir Edward Benthall :** No; I do not think so.

**Prof. N. G. Ranga :** The Honourable Member had better refresh his memory and go and look into his records.

**The Honourable Sir Edward Benthall :** It is not the case.

**Mr. Sri Prakasa :** Not today; it was in November.

**Prof. N. G. Ranga :** That is the sort of attention that the Honourable Member as well as his Department are paying to third class passengers.

Quite true, it is a peculiarly monopolistic business that this Railway Board has been carrying on in this country; and that is why the House is so very particular that there must be a competitive service in this country in order to check these people and make them behave better towards the third class passengers. If it had not been for bus services in different parts of the country, the behaviour of the Railway Board towards the third class passengers would have been much worse. There would not have been any sort of concessions or anything like that even before this war began, in order to help third class passengers, if it had not been for this competition. Therefore, yesterday the Honourable Member was asking the Members whether we would like to have a sort of competition at all between the railways and the motor traffic. My answer is 'Yes', so long as the Honourable Member as well as his Railway Board misbehave as they have been doing and as they continue to misbehave and persist in saying that they are going to behave in the same manner in future also. If we are to judge from the speech that came from the lips of this, Col. Staff, then there must be more and more competition in this country. Of course, I do not like to encourage more private enterprise for its own sake; but if I can get a little more comfort and convenience for the common man who travels third class in that way, then certainly I would prefer that to this so-called State-owned railways and their mismanagement.

There is the question of congestion: it is not ordinary congestion but it is leading to the deaths of these people. Only the other day there was information

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given by this Honourable Member himself that several people were killed because they were travelling on tops of railway carriages and fell down and were killed. No country can be proud of a service like this, which starves accommodation for third class passengers to such an extent that they are obliged to travel on the top of carriages and then be killed. How can we be proud of this service ?

There are women also concerned in this. Women are put to a lot of trouble in these days. Hitherto even before the war, ladies' carriages were overcrowded, and their condition has become much worse now ; they overflow into the general carriages and there they suffer. Mothers carrying children suffer. The other day a responsible woman was about to be killed—suffocated to death—merely because there was such a terrible amount of overcrowding in that carriage ; some women wanted to get out and some wanted to get in and in the rush in between she was being crushed. These things are happening even in women's compartments. This is no matter for laughter ; it is a matter for shame for this Government and shame for the railway services also. They do not care at all for all the votes that we are passing against the Government, year after year, in regard to the third class passengers. Why ? Because they know that we have no other choice but to make use of these railways.

Is there any redress for us ? Can we suggest anything ? So many suggestions have been made. I offer one more suggestion. It is not enough that the Railway Board should be Indianised. It is not enough that the Member himself should be Indianised, if it can be done. What is most necessary is that these members and their superior staff should be made to travel only in third class and not be provided with first class carriages or saloons. If they begin to travel only in third class and if they are made to travel only in third class and if they are charged or dismissed if they travel in any higher class, then they will begin to realise the seriousness of this question. They may say that " we are all aware of the seriousness of this question. We do not know what to do." What did they do before the outbreak of the War ? What are they doing now when they are having huge surpluses ? They are making grants of the surplus to the general revenues. Instead of doing that why don't they devote a portion of the surplus in order to provide more carriages and more amenities for third class passengers. They do not want to do that.

Then, for whose benefit are these railways run. My Honourable friend Mr. Joshi seems to think that it is more for the benefit of the upper classes. It may be so but it is not entirely for their benefit. Let not my Honourable friends who generally travel first class flatter themselves that this Government is favouring them as against the third class passengers. The Railways are being run for the sake of the British imperialist hegemony in this country. The whole of the railways now are being run as strategic lines. Only for the sake of convention, the North Western Railway is referred to as a strategic railway. They do not care for the third class passengers at all. They do not care for their money. With the assistance of the Finance Member, they are prepared to go on printing any number of notes in order to finance this war. The Railways, their rolling stock and everything else is placed at the disposal of the British war machine, so much so that the police are at the disposal of the soldiers and the railways are at the disposal of the soldiers. One day I was travelling from Madras to attend a meeting. I got into a third class carriage which was absolutely empty. Four of us got into it. Soon the military people came and asked us to vacate it. We refused. They said that the carriage was reserved for them. There was nothing to indicate that it was reserved. Whereupon they brought a label and had it stuck outside the carriage and said it was reserved for the military. We were asked to get out. We refused. Then a soldier came and said that we had been arrested. He took us away from that carriage and put us in the last compartment in the train and asked us to keep quiet and remain there. This is what happened. Here is this Falstaff who goes on laughing. It is really a great shame that the Railway Department should act in this way. The people are being insulted at every stage. They are being forced to die, to undergo any number of accidents, they are forced to pay for their tickets and they get no accommodation at all. All these are nothing. They get no police protection during

the nights. They do not know what to do in the cold nights when they have to remain in the waiting stalls.

This is how the people are being illtreated and insulted. In spite of all this, we have no redress, because the people have no other means of travelling. People must travel to serve this war machine. People have got to carry on business. Otherwise the war machine will breakdown. People are compelled to travel in this most inconvenient and unjust fashion. Then the Railway say 'travel as light as possible'. When people cannot travel even with a shawl on their body and cannot get into a compartment, what is the use of saying 'Travel without a box' and so on. There is no space for the man and how can they travel with luggage. The people who travel in first and second class carriages think, they have purchased every inch of the ground. They simply stretch themselves and do not give even sitting or standing accommodation to others. The Honourable Member says that this is the proper thing to do. Is this the kind of public spirit to be shown when a man goes to attend a marriage or a funeral or to see somebody who is ill?

Still, we are asked to be sympathetic to the railway staff. Quite right. I congratulate the Railway staff to the extent they are running the Railways but I cannot feel proud of their behaviour towards the third class passengers. They are doing nothing to help them.

**Mr. Deputy President (Mr. Akhil Chandra Datta):** You have got one minute more.

**Prof. N. G. Ranga :** Therefore, Sir, the Railway Board does not deserve this grant. They must be condemned and they should not be allowed to go as merrily as they have done in the past. Yesterday's vote will be repeated again and again, let them remember that. They cannot have their own way in the matter of rail-road co-ordination and other things which they are planning. We have no confidence in the Railway Board or their capacity to manage these things. Therefore I support this cut motion.

**Pandit Lakshmi Kanta Maitra :** I rise to join the chorus of condemnation that has been voiced from all parts of the House of the Railway Board's policy of callous indifference and apathy, in respect of the conditions of travel of the civilians generally, and of the third class passengers in particular, in the Indian Railways these days. Enough has been said from various parts of the House to show that the conditions of travel these days have assumed the proportions of a huge scandal and the Railway Administrations in India cannot be congratulated on the performance they have been able to put up so far. I have tried in vain to understand the reasons given in the Railway Budget speech to explain the conditions which have made improvement of facilities impossible. The War Transport Member says that the upsurge of passenger traffic continues more and more. One feels puzzled to understand whence this upsurge came and how it was possible. It is admitted in the Budget speech and in the Administration Report that train facilities have been curtailed for the conservation of line capacity and power and of coal. While there has been a reduction in the number of passenger train services, there has been simultaneously going on an upsurge of passenger traffic! It is an apparent paradox and a puzzle and do you realise what this upsurge is, according to the Honourable the Railway Member? It is 2½ crores more than in the year 1941-42.

Now, Sir, to ordinary mortals, this is simply inconceivable. How is it possible when the number of trains are reduced to the barest minimum? Take any Railway Administration. Take E. I. R. From Howrah to Delhi, there are three trains—1st the Delhi Mail, second the Toofan Express and the third a passenger *cum* express train, passenger up to a certain portion and express during the rest of the journey. These are the three available trains from Howrah to Delhi. On an average a train has got about eight bogies, four or five of which are upper class ones. Most of these upper classes are labelled for the military personnel. Now, Sir, in the case of the rest of the bogies, even if they are filled to the maximum capacity, as the fable says it was done in the Black Hole, even then, one fails to understand how you can cope with such a huge increase in the volume of civilian traffic. To a lay, unsophisticated mind, it will occur at once that this is due to increase in the movement of military traffic, to constant movement of troops from one place to another over long distances. This is responsible for the view that passenger traffic has gone up by leaps and bounds.

[Pandit Lakshmi Kanta Maitra.]

If a military man has got to be transported, say, from Cochin to Assam, he has to get warrant over several railways and therefore a single passenger becomes ten or more passengers in the course of the journey. My Honourable friend Mr. Neogy gave certain figures. Analysing the figures further, it will appear that in 1938-39, the total number of third class passengers who were carried by all railways in India were in the neighbourhood of 51½ crores. What has been the increase of third class passengers in 1943-44? It appears from the report that has been circulated, that the increase has been about 75 crores, that is to say, it has registered an increase of about 50 per cent. so far as third class passengers are concerned. But look at the picture of first class passengers. In 1938-39, there were 3¼ lakhs of first class passengers carried, whereas in 1943-44, it was 15½ lakhs. This means that whereas there has been an increase of 50 per cent. in third class passenger traffic, there was an increase of nearly 500 per cent. in the case of first class. Now, Sir, may I ask who are the people who generally travel first class these days? You have set up a huge administration in Delhi—the Supply Department, the Railway Board and various other Departmental heads are all stationed in Delhi. Naturally military contractors, merchants and others have got to come to Delhi to transact business with the Government. Therefore there is bound to be considerable rush over the railways. Now, what is this 50 per cent. increase in third class passengers due to? As your Administration Report itself says, there is lack of petrol and consequently there is lack of motor transport these days. People who used to travel by buses are now denied that opportunity and naturally they use railways now and that is why third class railway travel has increased. Whose fault is it that more people travel in railways? The poor people, having been denied the alternative mode of transport, are forced to use railways. But this 50 per cent. increase is not such as to absolve the Railway Board of all its responsibility in the matter of provision of amenities. What is the condition of third class travel now-a-days? You cannot get accommodation in the train, not even standing space either inside the compartments or even on the foot boards. When such is the case, to talk of amenities to third class passengers is really a mockery. Many Honourable Members from different parts of the House have pointed out the numerous inconveniences to which third class passengers are subject to, absence of water, and light, etc. The Honourable the Railway Member pleads that due to lack of bulbs, there are no lights in trains. I say, why don't you introduce oil lamps in carriages? The complaint is that bulbs are being stolen from compartments. Who steals them? Do you seriously suggest that a third class passenger, whose life is one long struggle between life and death, so long as he remains in the compartment, somehow or other manages to steal the bulbs from the railway compartments? Is it suggested that he takes them for his own domestic use? It is really absurd to suggest this. These railway bulbs are meant for currents which are supplied at very low voltage, say 30 or 50 volts; whereas for ordinary domestic consumption, currents are generally supplied by Electricity Corporations in this Country at 220 volts or thereabouts. The bulbs used in the railway compartments cannot therefore be utilised for private domestic purpose. Of course, they can use them in places where they have got private dynamos, where electricity is distributed at very low voltage. But are the third class passengers the sort of people who can afford to maintain private dynamos in their houses?

My Honourable friend Mr. Joshi suggested rationing of travel, introduction of priority and so on. I think my Honourable friend Mr. Hedge also said much the same thing. Such a proposal was also brought before the Central Advisory Council for Railways. I protested against this and I am glad to say that the Committee as a whole protested against this. It has been our unfortunate experience in this country that whenever control is introduced, it opens up fresh channels for corruption. You control something, immediately you create disaster for the people. If you introduce rationing of travel you will be opening another new and wide channel of corruption in this country. You cannot get priority certificate for travel until you have satisfied the Priority Certificate Issuing Authority by giving him a decent bribe. Mind you, he will not be satisfied with bare two or three rupees as in the case, of reservation of berths. It will be a good deal more. Well, Sir, in this connection, I am reminded of a story. There was a very corrupt servant

attached to a King in olden days. The man was put in every Department of the Administration and everywhere he used to take bribes. One after another all the departments complained to the King and in the end the King dismissed him. After some time, the dismissed man went to the King and said "Your Majesty, you have driven me from every position. If you do not mind, will you allow me to sit by the river side". The King thought it was an innocent request and so he permitted the servant to do so. The man used to sit on the river side every day. Six months passed like this and the King sent for him one day and asked him how he was getting on. The servant said, he was quite prosperous and for this he thanked the King. The King was surprised and asked him, how? The servant said: "Whenever a boat came near the shore of the river, I used to threaten the boatman saying 'you are breaking the King's waves in the river, you must pay me so much'. In this way, whenever a boat would come, he would collect some toll. The system of Control, during this war has demonstrated to the Indian public how a fable or a fiction may be a reality. If you set up a control or regulation, you only introduce a new field of corruption and you give the officers fresh opportunities to fill their pockets with bribes. I will, therefore, be the last person to give you sanction or approval to any scheme of rationing of travel.

The fact is, if the Government are really serious in their endeavour to improve the facilities for travel of civilian passengers, they can do something here and now. I have impressed on the Honourable Member for War Transport several times in the Central Advisory Council for Railways that whenever the military personnel go out on holiday they should not be allowed to travel to all the corners of India. For instance a man serving in Assam should not be allowed to go on a holiday to Kashmir, or, a man serving in Cochin, to Darjeeling. Look at the enormous amount of luggage these people carry with them in the trains. They fill the compartment with trunks, baggages, dogs and what not. You are powerless against them. But something must be done and I am sure the Honourable Member would again make a move in this direction with the G.H.Q. This has been the greatest nuisance in travel in all compartments; these military people coming from outside think they are the lords of the situation and do not allow others to travel. I insist that the G.H.Q. should be informed that the military personnel travelling in trains should be particularly instructed not to travel in any trains or compartments which are not specially labelled and reserved for them. And the R.T.O.'s and the M.P.'s should be instructed to bodily take down any military people travelling in civilian compartments. I also requested the Honourable Member—and I do even now and I am sure the House will join me in that request—that he should also approach his senior Partner, the Americans, for this purpose. They also, from their headquarters, should issue definite instructions that the American people travelling on the railways should also abide by these, that the American troops travelling in these trains should not intrude into compartments specially meant for civilians. Unless that is done and the problem is tackled very seriously, I am afraid next year also we shall have the same story to repeat. It is a pity indeed that in the sixth year of war we have been reduced to such a position that travelling has become a question of life and death to people who cannot do without travelling. Let me assure the Honourable the Railway Member that people in this country who are not war profiteers or are not engaged in war work do not think of travel for the sake of travel.

**Mr. Deputy President (Mr. Akhil Chandra Datta):** The Honourable Member's time is up.

**Pandit Lakshmi Kanta Maitra:** I therefore ask the Honourable Member to take these matters seriously into his consideration. It is the unanimous feeling in this House. Let him also carefully note that there is the general disapproval of the policy of the Railway Board in this respect. Sir, I support the motion.

**Several Honourable Members:** The question may now be put.

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

"That the question be now put."

The motion was negatived.

**Lt.-Col. Dr. J. C. Chatterjee (Nominated Non-Official):** Sir, enough has been said today to show that this subject is a hardy annual, from the days that this Assembly started holding its Sessions. And yet it is rather surprising to hear

[Lt.-Col. Dr. J. C. Chatterjee.]

speaker after speaker say that all the suggestions made in these long years have fallen on deaf ears and that absolutely no result has come out of all these efforts. They seem to think that the Railway Member or the succession of Railway Members and his colleagues on the Railway Board have hearts made of stone and that absolutely nothing will have any effect on them. Personally I am unable to subscribe to that theory : and I feel that although at the present time, particularly under war-time conditions any one who travels on the railways does come to the conclusion that practically nothing has been done and that things have even got worse. I refuse to believe that if this barrage of questions and criticisms that has poured forth every year continues, the hard hearts of the Members of the Railway Board will not melt. It is said that if there is a constant trickle of water over a granite rock even granite will melt or rust. I refuse to believe that the Honourable Railway Member and Col. Wagstaff have hearts harder than granite.

Now, Sir, all that I am going to say is not in a spirit of censure nor in a spirit of an exaggerated sense of wrongs perpetrated, but I want to make a few suggestions for the consideration of the Railway Board. Sir, it is not for me to say that Honourable the Railway Member and members of the Railway Board should travel third class. It might do them good to do so occasionally, but it does not quite lie in our mouth to condemn them to a third class compartment; because, from the number of questions that are asked regarding the way Honourable members are treated when they ask for their reservations and when they ask for special privileges for reservations for the upper classes—there are no reservations in the third class—shows that they do in their heart of hearts want that the upper classes of carriages should remain. And so I say that it does not quite lie in our mouth to require the entire Railway Board to give up their saloons and to travel third class. I say that occasionally they should travel third class so that they might know what facilities the third class passengers want. It also seems to me that at this time, under war-time conditions of travelling even in the upper classes, it is rather impractical to talk of comforts or of amenities and conveniences for the third class passengers. But I do feel that the condition of third class travel at the moment is so awful that it would be very much more practical if we press the Railway Member and his colleagues to do something to provide them with something which is their due, in the name of bare humanity. It seems to me that at this time there are one or two matters which particularly need their attention; and if they are hard-hearted, they have to be in their job, I think even their hard hearts would be somewhat affected after what has been and is being said. Any one travelling on the Railways must see the terrible manner in which third class carriages are overcrowded. Not on one train, not on two trains, but on practically every train. People are sitting on the top of each other, some have their legs outside the window and some have to keep their heads out of the windows, all this involves serious risks to their bodies—there is no question of comfort. Can't something be done to prevent this? I was myself going to suggest that when the country found that there was not enough food, rationing had to be resorted to. Nobody says that rationing has not many ill-effects, nobody would deny that it opened avenues for a great deal of bribery and corruption, but finally the country did come to this conclusion—I think most of the Honourable Member will agree, and also people in cities where rationing has been introduced seem, to have agreed—that to some extent at least rationing has solved the problem. I would, therefore, still suggest that if there is not enough accommodation, if the Railway Board are honestly unable to prevent this terrible overcrowding in third class compartments—which is a problem for the Red Cross—then would they not seriously consider the question of rationing? Every compartment has a sitting capacity marked on it; in bold letters, each compartment is intended 'To seat 5, 10, 20 or 30 passengers'. I would suggest for the consideration of the Honourable Member, that he would give more stringent directions to his staff to see that that capacity is not exceeded, or at least not exceeded in the disgraceful way it is at present. People have a statutory right not to be forced to sit in a compartment where several times the number of persons who should be in there, are packed in and herded there. That is one suggestion, but that can only be carried out if rationing of travel is introduced. I fully agree that rationing should be introduced for the third class as well as for the upper classes.

There is another point. I am a constant traveller and I have noticed that some of the trains which used to carry the volume of third class passengers have been done away with. I am not saying that they have been done away with without sufficient reasons, but there are possibilities where some of these trains may be re-introduced in order to give the third class passengers their fair share of accommodation. I would make one definite suggestion. I find that overcrowding is worst on metre-gauge trains, because the capacity of these trains for holding passengers is small. I have constantly travelled between Ajmer and Delhi and I find that the one passenger train which used to run between Ajmer and Delhi and further on, has been stopped. The result is terrible overcrowding. I would very much like the Honourable Member to go to the Railway Station and see the condition of overcrowding in the Mail and Express trains which are the only two trains between these two stations. Ajmer is a place which is sacred both to Hindus and Muslims and an enormous number of pilgrims travel on this section. Is it quite impossible for him to consider the re-introduction of that passenger train which used to take away a great deal of the volume of third-class traffic between these two important cities? This is going on under the very nose of the Railway Board—they ought to be able to see any day what is going on if they would care to go to the Delhi Railway Station.

My next point is, that in my opinion the majority of the troubles of third class passengers are the result of the tyranny of the traffic staff. It is an irony of fate that we do here blame—and sometimes rightly blame—the Railway Board for what has been described as their carelessness and callousness, but do we realize how much tyranny is practised over third class passengers by our own people—the low paid staff on the Railways—and how, in all these matters, the third class passengers, because of their ignorance and probably much more because of their own poverty, are imposed upon and how badly they are treated, not so much by Col. Wagstaff and his colleagues but the people who are, more or less, their own kith and kin. That is a point to which I think the Railway Board ought to pay more attention. Only day-before-yesterday I was travelling between Ajmer and Delhi and I noticed that the third class was most terribly filled and people were being brought in and shoved into what is called the servant compartments of upper classes. I know for certain that those people who were being allowed in there were being put in because they had given tips. The tipping system is a universal one, but the tipping which these people impose on third class passengers, I think, is not tipping, but is bribery, corruption and exaction. And it is now being done in a very shamefaced manner. Take the case of a station like Delhi. When a train arrives, there are a number of coolies sitting on the platform, but they refuse to move the luggage of third class passengers unless they settle with them what these people are going to pay. They demand eight annas or one rupee, particularly when there are third class women passengers. It is always the underdog that suffers. The Railways say 'Complaints are welcome.' I ask, is a complaint from a third class passenger, if he dares to make one, ever looked into by the railway authorities? Upper class passengers can look after themselves, but I would suggest for the Honourable Member's consideration whether he could give more stringent directions to his staff, particularly at big stations like Delhi, to see that complaints when they come from humble and poor third class passengers are looked into and that they are given some protection. I have seen them go up to the booking clerk or to Ticket Collectors or officials who pace the platforms in nice uniforms and complain, but very seldom have I seen any attention or help given to them. I think it is true that much of the suffering of third class passengers is due to their own ignorance and due to their poverty, but they must be protected if necessary even against themselves.

**Mr. Deputy President (Mr. Akhil Chandrà Datta):** Honourable Member has one minute more.

**Lt.-Col. Dr. J. C. Chatterjee:** Sir, I make these suggestions. I suggest to the Honourable Member first to see whether it is not possible to restrict, at any rate to some extent, the overcrowding of trains by giving orders that tickets should not be issued beyond the declared carrying capacity of the trains, and, secondly, whether he would not consider the re-introduction of certain slow passenger trains particularly on the lines that I have mentioned—metre gauge lines—in order to take off the volume of traffic from the third class, and, more important than everything

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else, whether he would use his good offices and that of his colleagues to see that the imposition, exaction and bribery that is now practised on third class passengers is checked.

(Mr. Hooseinbhoy A. Lalljee rose in his seat.)

**Mr. Deputy President (Mr. Akhil Chandra Datta):** Do you insist on speaking ?

**Mr. Hooseinbhoy A. Lalljee (Bombay Central Division : Muhammadan Rural):** Only for ten minutes.

**Mr. Deputy President (Mr. Akhil Chandra Datta):** In the interest of day's programme, I think the debate should be concluded. Sir Edward Benthall.

**The Honourable Sir Edward Benthall:** Sir, there is no doubt that this is a popular motion and there has been little support for the Government in the course of the debates. If it were not a cut motion and thereby a censure on Government, if it were a motion for sympathy in favour of the third class passengers and a motion for action to remedy the inconveniences which they suffer, I would gladly accept the motion and be the first to speak as Honourable Members have spoken. But, Sir, it is.....

**Mr. Sri Prakasa:** You loose only one rupee !

**The Honourable Sir Edward Benthall:** .... very easy to describe the conditions which prevail, particularly in war time, and very easy to draw a lurid picture, but it is another matter entirely, as Honourable Members will admit <sup>4 P. M.</sup> in their hearts and as the Central Advisory Council for Railways has found, to prescribe remedies which will help the situation. Very few Members who have spoken have attempted to prescribe the remedies. The last speaker was a very honourable exception. He made various useful criticisms which we will look into. I have considered some of them already. The question of the Ajmer train has been up before me already. The difficulty as usual is shortage of stock.

The only other suggestions which have emanated from Members of the House are the suggestion of the first speaker, the Mover, who suggested that there should be more policemen on duty at ticket windows, and the general suggestion that there should be rationing of transport, or restriction on the sale of tickets to suit the accommodation.

Well, Sir, rationing as I understood the discussion was suggested in two forms, first of all that we should take off more upper class accommodation and devote it to third class, and secondly, that we should actually ration tickets or create a priority system, in the upper classes at any rate and possibly in the third. As regards rationing of the available stock in favour of the third class to the disadvantage of the first, I do not think that in the present conditions that is possible because of the pressure also on the upper class traffic. Honourable Members themselves, whatever they may say on the floor of the House, are constantly writing to me asking what I can do to get them a reserved carriage or special accommodation in priority to the public.

**Mr. N. M. Joshi:** Say you can't !

**The Honourable Sir Edward Benthall:** I say so. We do what we can for their necessary journeys.

It is going to be extremely difficult to reduce upper class accommodation and I do not think that is the remedy. The remedy is more stock and not the conversion from upper to lower class stock.

As regards the rationing of tickets, one or two Honourable Members said that they did not think that, for instance, passengers should be allowed to go to the races. I think two Members from Bombay were thinking of passengers going to Poona. Well, it is very difficult. What would the public say if you went to them and said, "Why are you travelling?" Who would give the answer: "I am going to Poona for the races?" If the Honourable Member wishes to go to Poona he would find some other reason and it would be extraordinarily difficult too for any authority to decide between the different classes of people who want to travel—on business, on war business, soldiers on leave, ordinary people going to see sick relatives and so on. We have come to the conclusion that it is impossible to introduce a system of rationing.

**Mr. Sri Prakasa:** Don't you run race specials from Bombay to Poona ?

**The Honourable Sir Edward Benthall :** No, Sir. They used to run, but not now.

This problem divides itself really into two parts—the particular war problem and the relief of the situation after the war on a comprehensive scale. I do not think Government can accept the responsibility for the additional travel which is taking place in war time.

**Prof. N. G. Ranga :** Why not ?

**The Honourable Sir Edward Benthall :** I have the figures to March 31st last to show that there has been a 78 per cent. increase overall since pre-war days. Now why is that ? It is said, of course, that it is due to the war. Well, I had some figures taken out by zones. One would naturally expect that the greatest increase in traffic would take place where the pressure of the war is greatest. One would expect in Eastern India that the pressure would be greater than elsewhere—that is where airfields and factories are put up, soldiers are camping and moving about, depots have been built, and so on. You would expect that there would be less travel in other parts where the pressure of the war is less, if it is entirely a war pressure which was the cause of increased travel. But when you come to look at the figures and compare them with the pre-war figures of 1937-38, it is really rather interesting.

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

On the East Indian Railway there was no increase till the end of the first year of the war, and after that there was a slow but steady increase, amounting in all to 30 per cent. That compares with the figure on the North Western Railway where there was very little increase indeed until 1941. Then there is a sudden jump which amounts in two years to no less than 92 per cent. and today is well over 100 per cent. The war is not taking place in the north-west of India and it is quite clear that the rise in that particular region is due not to war but to prosperity. It is interesting to note that in the South Indian Railway there was actually a decrease up till the end of 1943 and only a small increase today.

**Mr. Hoosainbhoy A. Lalljee :** No prosperity there !

**The Honourable Sir Edward Benthall :** I put it down to the different degrees of prosperity in different parts of the country which affects the people's travel.

This is not a question which is peculiar to India. I have looked up the figures of travel in the United Kingdom and I see that whereas passengers in this country have increased by 60 per cent., in the United Kingdom they have gone up by 10 per cent. only in numbers. The length of the journey has gone up in both countries and the passenger miles have gone up altogether by 82 per cent. in this country and 60 per cent. in the United Kingdom.

**Lt.-Col. Dr. J. C. Chatterjee :** Due to military reasons ?

**The Honourable Sir Edward Benthall :** Yes, partly, and what is interesting is that the number of passengers per coaching vehicle has increased by 102 per cent. in this country and 125 per cent. in the United Kingdom. Anyone who has travelled in the conditions prevailing in the United Kingdom will know that it is impossible to move in the corridor trains whether there is water in the lavatory or not.

**Mr. Sri Prakasa :** Pity they do not give you a saloon there !

**The Honourable Sir Edward Benthall :** The conditions there are just as bad as in this country. So that India is no exception to the conditions which prevail throughout the world. I believe conditions in the United States are much the same for the reason that so many people, who travelled before the war by motor car, with the restrictions on motor travel have been forced to travel by train. I do not propose to spend time on why people are travelling. Opinions may legitimately differ : but it is certain that men, women and children whether they are travelling in connection with the war effort or for other reasons are travelling and will go on travelling and the campaign which we started to try and stop them was not a success. I saw a cartoon two days ago which even suggested that the campaign encouraged further travel !

Now, Sir, what are the remedies for this ? I myself believe that a great deal more might be done by staggering the hours of work. From my personal inspections

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I found that some of the early morning suburban trains are relatively empty. Travel then is quite comfortable. (Interruption.) I have seen it with my own eyes but later on, of course, when the rush hour comes, it becomes an inferno as Honourable Members have described. If it is possible to stagger the hours of work or alternatively if the public will themselves travel in the unfashionable hours, it will greatly ease the situation. (Interruptions.) My time is limited. On the question of water, I know that there is a shortage of water in third class carriages and one of the reasons, of course, is that there are so many more passengers who require so much more water. Therefore it is doubly difficult to keep the tanks supplied, because when the tanks are filled up they are emptied at twice the normal speed. You cannot enlarge the tanks in war time and also the trains are longer and the watering mains do not stretch long enough to cover the length of the train. The Honourable Member (Prof. Ranga) smiles. He is not responsible for meeting these difficulties but they have to be met by the Government.

On the question of lighting, Honourable Members suggested that we have been negligent in the matter of obtaining lamps. In 1943 we placed an order for 5,72,000 lamps and the Supply Department managed to get orders placed for 3,01,994 only and of those we only received 263,000, i.e., 50 per cent. of our requirements. In 1944 our demands were again for 5,17,000 lamps, the Supply Department placed orders for four lakhs and we got only 1,36,000. It is just a world shortage in these lamps and if they cannot be got anywhere, we cannot put them into the carriages.

One Honourable Member suggested that the Army might assist more in reducing travel. We are in very close touch with the Army over this question and they are very helpful. I have mentioned already that we have arranged for military specials, leave specials, to run through from Calcutta to Rawalpindi, and on other routes so that this number of soldiers will be taken off the accommodation for the public. We will try to do more but we cannot overdo it, because if we take off more coaching stock for this purpose it simply means that there will be less available for the general public. Then, Sir, we have been able to arrange something else, which should be very helpful in the course of the present year and that is an alteration of the Army's leave arrangements. Last year they were allowed their leave in two periods. This year it has been arranged that they will be allowed 28 days in one period only, so that this should have the effect of halving the army leave travel. It is impossible to expect the army not to travel either on duty or on leave. I am sure nobody in this House really wishes to restrict a soldier who has been serving in Burma from going home. One Honourable Member suggested the zoning of leave. If a soldier comes from Madras and has been serving for a year in Burma, he expects during his leave to be able to go back to Madras. Or if he is from the Punjab, he naturally expects to go back to his home in the Punjab and it would not therefore be proper to suggest that the soldier should take his leave in Shillong or Darjeeling.

**Pandit Lakshmi Kanta Maitra :** What about non-Indian soldiers ?

**The Honourable Sir Edward Benthall :** If you refer to non-Indian soldiers that is equally difficult. Officers do seem to travel a long way : sometimes they do go to Kashmir. But if the Honourable Member had done a year in Arakan or Burma, I think it is quite likely that he would wish to go to a climate something like his own and take his well earned leave there. It is very difficult to prevent that. The only thing one can say is that if people travel long distances unnecessarily they cannot expect to be very comfortable.

**Mr. Sri Prakasa :** Why do they come here at all ?

**The Honourable Sir Edward Benthall :** There are only two remedies for the situation which prevails today. One is to persuade people to travel less. You laugh. Quite right. People will *not* travel less and I am afraid we have rather lost heart in the task of trying to persuade people to travel less. The other remedy is to procure more coaching stock. As a matter of interest, I had a talk with the American officer in charge in Assam and asked him how he was getting on there with the passenger traffic. He said, "In order to relieve traffic we put on an extra relief train for the mail but it does not seem to have any effect. The mail is just as full of passengers as before and so is the relief train". The fact is that it will require

an enormous amount of rolling stock to relieve the position. We are attempting to increase that rolling stock. We have had to give priority to wagons to keep the people fed and the army moved and supplied. But we are doing now all we possibly can to get into operation all possible coaching stock that we can lay our hands on. Stock that exists in this country in a state of disrepair is in the process of being renovated and stock will be created by the importation of underframes from Australia and securing timber and the other accessories in this country.

So much for war-time.

As regards the post-war position, one or two Honourable Members suggested that I had said nothing about it in my Budget speech. That, Sir, is not accurate. In paragraph 15 of my speech I stressed the necessity for meeting the post-war needs of the public, particularly of the third class passengers and later on in the same paragraph stressed the necessity of building up a reserve for that purpose. I do not propose to dwell on that further but obviously we have got, during these times of prosperity, to put aside the money for this purpose, so that we shall be able to do what everybody has been *talking about* for so many years. When the time comes, when we have the money and are able to go ahead, you can take it that plans and programmes will be ready. Each railway has its programme for amenities but we cannot, of course, get going as quickly as we would like to; and hence Mr. Jamnadas Mehta's entertainment to the House with the figures which he read out. The difficulty there lies in the question of priorities. We cannot get the steel released, or the coal for burning bricks, or the bricks themselves, or the cement: all those are allocated to programmes for work of higher priority and we have been asked to cut down our programme of amenity work during the war in order to enable the war to proceed, and we thus cannot get the material to embark on a really extensive programme. It is all the more necessary therefore to get our plans and programmes ready to put into operation as soon as the war is over, and that we are doing. Before going very extensively into the question of standardisation, because there will be very heavy expenditure on these accounts and obviously if you can standardise your work and your standards of work throughout India, you will be able to get much more for your money. We have been going carefully not only into the question of better third class carriages but also into the question of improving the arrangements at stations and so forth. Mr. Joshi, on the question of improvement of travel, seems to be veering towards one class of travel. That has been suggested and considered very carefully. Mr. Jamnadas Mehta also seemed to be veering towards the same thing, but with the idea that all travel should be of first class standard. You can raise the standard of accommodation of course, but it does mean money—a great deal of money—and it would mean that the railways would have to be subsidised from general revenues. The programme which has been under discussion with the Central Advisory Council, and which, I hope, will be finalised at our next meeting, is to establish three classes, with the inter and third class of a much higher standard, with improved seating, improved lavatory accommodation, watering, bathing place, better luggage arrangements and so on; and that is in hand. We are also.

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

**The Honourable Sir Edward Benthall**: In the same way waiting amenities, waiting halls, platforms, overbridges, and the subject mentioned by one or two Honourable Members—the replacement of branch lines—are all in hand and good progress is being made. (*An Honourable Member*: “What about the civility question”?) On the question of civility to third class passengers, the instructions of the Board and Railway Administrations exist. The Administrations themselves have issued instructions; I can recall having seen them. I will bring the matter again to the attention of the Administrations but the difficulty, as the Honourable Member knows, is to control a number of subordinate officers in the conditions which prevail today. Sir, I can assure the House that everything possible will be done during war time to alleviate the position, and particularly that we will press on with the question of putting into operation new coaches, and I would conclude by pointing out that this is the first time when we have a definite programme for increasing the funds available for amenities and we are thinking, not in a few

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thousand rupees as Mr. Jannadas Mehta seems to suggest but in very large figures, indeed in crores. Sir; I oppose.

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

“ That the demand under the head ‘ Railway Board ’ be reduced by Re. 1.”

The motion was adopted.

*Indianization of the Higher Grades*

**Mr. President** (The Honourable Sir Abdur Rahim) : The next motion is in the name of Mr. Avinashilingam Chettiar—No. 40.

**Mr. T. S. Avinashilingam Chettiar** : Sir, I move :

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

I will cut down my time to a few points and I hope the Honourable Member will have time to reply. His concluding appeal in the last para. that 99½ per cent. are Indians who are working these railways will deceive nobody. Again, the figures given in page 30 of this administration report are also a camouflage. It gives figures for gazetted officers (superior and lower) on a pay of Rs. 250 and above. Does the Railway Board seriously believe that we will believe that there are many Europeans on a pay of Rs. 250 ? They are mostly in the higher grades drawing two thousand and three thousand rupees; and all the Indians are in the lower grades, and therefore it is a camouflage to give a figure like this, and to represent that people receiving Rs. 250 belong really to the superior services. I have taken the trouble to examine the numbers of people who receive more than a thousand rupees from the classified list of State Railway establishments; and I have found how much Indianisation there is; in the Bengal Assam Railway, out of 96 people receiving more than a thousand rupees only 30 are Indians; in the B. B and C. I. Railway, out of 81 such people only 14 are Indians; in the East Indian Railway, out of 143 people receiving more than a thousand rupees, only 53 are Indians; in the G. I. P., out of 122 such people, only 25 are Indians. In the N. W., out of 99 only 42 are Indians. The total number of Indians is 170 out of a total of 571—that is, about 30 per cent. are Indians; and that is the real figure. If you come to the higher grades, even this 30 per cent. cannot be maintained. Now, I come to the Railway Board itself. There are two Indians out of 5. That is not 99½ per cent.; and of these two, I understand that my friend Mr. Zahid Hussain has got an offer from the Nizam's Government and I do not know who is going to fill that place. About those who are in the Attached Offices as Director and others, I find that out of 31 only 9 are Indians. Is that Indianisation ?

Now, I give you another figure—owing to shortness of time I omit the less important figures and give the most essential. There are three important officers in every railway—the General Manager, previously called Agent, the Chief Transportation Officer and the Chief Commercial Officer. I have taken the trouble of seeing all the Guides to see how many of these precious officers are Indians. There are nine railways and they have 27 of such officers of whom only 3 are Indians. Is that Indianisation ? Then the other day the Honourable the Railway Member said that my friend Mr. Ayyangar was ignorant. I ask whether the Railway Member is ignorant or Mr. Ayyangar. Out of the nine General Managers, only one is an Indian. Do they call it Indianisation and then when it comes to the top, the Railway Member himself, he is cent. per cent. European. Do they call it Indianisation ?

**The Honourable Sir Edward Benthall** : Indian by absorption.

**Mr. T. S. Avinashilingam Chettiar** : Thus, it is a complete case of camouflage when they show us the figures on page 30 of this report and say it is Indianisation. In fact, there has been an importation of European officers even in the last year, and whatever the percentage is, the number has increased. Last year it was 598 but this year up to the 31st March 1944 it is 625. I read from page 30. So, without taking much of the time of the House, I will only say that their claim that they are making any attempts at Indianisation is a wash-out, a camouflage. It is not true, it is unreal and it is insincere. Not only that. I would just like to say a word about the Indianisation itself. What we want in these railways is not mere Indianisation of the personnel but a change in the outlook. Today, the outlook is absolutely

foreign. Any man if he is dressed in hat and boots, if he is fair, even if he is a ticketless man in the first class, he is respected. People don't ask him for tickets. I have known Europeans travelling in the first class without tickets and no ticket collector dare ask him for ticket. (*An Honourable Member*: "He must be an American.") Not only that. Even in the matter of rates and fares, the Indian Railways are not really Indian. They are so arranged as to suit the trade of the foreigners in this country. In the treatment of the passengers, they are not Indian. You go to a refreshment room. You may travel in the first class. A fifth rate European and a tenth rate Anglo-Indian in the second class are attended to first. The whole trouble is that even the few Indians who get employment in the Indian Railways are not Indian in their outlook. It is unfortunately the case that they have to prove their loyalty. The loyalty of the European is taken for granted. The Indian is always under suspicion and as he out-Herods Herod. What we want is not a mere change in the personnel of the Railways but a change in the outlook, a change in the heart, so that they may serve the Indian nation, the Indian peasantry, the Indian trade and the Indian people. I do not like to take much more time, because I would like to have a reply from the Honourable Member concerned and I would like him to remember what we want—Indianisation in personnel in the highest grades. We want Indianisation in spirit in the administration and that is what we want and what we stand for. 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 Syed Raza Ali** (Cities of the United Provinces: Muhammadan Urban): My Party would very much like to be associated with this cut that has been moved by my Honourable friend. He has set a very fine example of brevity in putting his proposition before the House and I will try to follow him to the best of my ability.

The figures are printed in these two volumes but the figures that were compiled by the Honourable the Mover and were briefly read out to the House go to show conclusively that though as compared with 1934 the Government can claim that there has been a measure of Indianisation introduced into the higher ranks, yet that much Indianisation that has been introduced is far from sufficient and really amounts to an insignificant figure. The Government of India as it is composed under the Act of 1919 owes no responsibility to the people. That is true. But in view of the expansion that has taken place in the Government of India as it is composed today, there are 16 Members including the Governor General, who constitute the Executive Council. Of these, five including the Governor General are Europeans and 11 are Indians, more than 66 per cent. of the present membership of the Government of India consists of Indians. May I know—is there any valid reason why the same change should not be introduced into the higher ranks of the railway officers? My Honourable friend in the last page of his speech says that the Indian Railways are now almost one hundred per cent. Indian. That is true. Then in the next breath, he goes on to say that 99½ per cent. are Indians and Anglo-Indians. If I may be allowed to quote Mark Twain, I can say with that illustrious humourist that the statement is somewhat exaggerated. No doubt the European personnel consists of only 1/4th per cent. but that represents the cream of the service not only as regards the monetary benefits but as regards power and position and as regards being in a position to influence the policy of the Railways. All that is in the hands of the Europeans. To be strictly accurate, most of it is in the hands of Europeans. It is high time that a change was introduced in the higher grades by appointing more Indians, so that real power should be exercised by the people of this country. I am sure the Honourable War Transport Member knows what was said by Sir Muhammad Zafrulla Khan in London before the Commonwealth Relations Conference the other day. A section of the Press has fallen into the mistake of supposing that all that the illustrious representative of India said was said on his own behalf. So far as I know the practice of the Government of India has been that they prepare the brief, and in this case, I believe the brief for Sir Muhammad Zafrullah Khan was prepared by the Government of India of which the Honourable Sir Edward Benthall is a distinguished Member.

**The Honourable Sir Sultan Ahmed** (Leader of the House): That is not correct.

**Mr. B. Das** (Orissa Division: Non-Muhammadan): That is the old practice.

**Sir Syed Raza Ali :** May I put it this way ? If the Honourable the Leader of the House takes up that line, may I put it this way ? Is it not the practice of the Government of India to give clear and specific instructions to the head of every delegation that is sent to represent, not the people of India but the Government of India to outside countries ?

**The Honourable Sir Sultan Ahmed :** It is not a Government of India delegation at all.

**Sir Syed Raza Ali :** Then on whose behalf did that delegation go ?

**Nawabzada Muhammad Liaquat Ali Khan** (Rohilkhand and Kumaon Divisions : Muhammadan Rural) : The Government of India, out of the goodness of their heart, allowed a Federal Court Judge to go there and lead the delegation.?

**Sir Syed Raza Ali :** May I know who chose the personnel.

**Mr. President** (The Honourable Sir Abdur Rahim) : The Honourable Member will now proceed with his speech.

**Sir Syed Raza Ali :** It is indeed a strange statement. I do not know how the Honourable Member can disclaim any responsibility, his own responsibility and the responsibility of his Colleagues and of the Governor General. Anyway, I will leave it at that. I will take up this position. If the responsibility is distinctly disclaimed by the Government of India let Sir Muhammad Zafrullah Khan's statement come as a great eye-opener to the Government of India inasmuch as Sir Muhammad Zafrullah Khan has given expression to what is uppermost in the hearts of most men and women in this country. The least that we should expect the Honourable Member for War Transport to do is not to lag behind Sir Muhammad Zafrullah Khan, but at least to espouse the cause of the country whose servant he is in the same way in which Sir Muhammad Zafrullah Khan is doing it. Now, Sir, one can say a good deal on this point really, but I do not think it is a point that need be laboured at any length. The facts really are so obvious that I think the demand for Indianisation of higher grades is a very valid and perfectly legitimate and fair one. As a matter of fact, I do not know how the demand can be resisted by any fair and just minded man like my Honourable friend Sir Edward Benthall. When we claim that the higher grades should be Indianised, it does not really mean that promotions should go to, or that these responsible posts should be filled by, any particular community or by the people of any particular province. That claim, I take it, is preferred by my Honourable friend, in the name of the whole of India and of course various sections of the community that have been associated with the service of Government for centuries past would expect that if sufficient number of men to discharge the functions of the officers concerned are available from that community, then a just and fair proportion would be given to the members of that particular community or the inhabitants of any particular province. The claim is a perfectly legitimate one. It is made in the name of whole of India, including every section of the population. I represent the Muslim community which on the whole is a minority community and I do hope that when that claim is conceded—since that claim can no longer be resisted—care would be taken to treat my community justly and fairly. I hope that that would be the treatment meted out to every community. I wanted to say something about the representation of my own community. On this question I wanted to go into figures. But I want to leave some time for the Government Member to reply to the debate and so I shall not touch on that point.

Let me say once again that according to me there can be only one reply from the Government Member, namely, that the Government of India have decided to Indianise the higher grades of railway services and that they would take all legitimate and reasonable steps to give effect to the demand of this House.

Sir, before I sit down I would make only one observation. The most important service in this country is the Indian Civil Service. For the past so many years, this service has entrenched itself in the impregnable fortress of power in this country.

**Dr. P. N. Banerjee** (Calcutta Suburbs : Non-Muhammadan Urban) : Steel frame.

**Sir Syed Raza Ali :** Yes, it is the steel frame of all services, as my Honourable friend suggests. It was decided in 1919 that the ratio of Indians to British members belonging to this service should be 50 : 50. Effect has been given to that. Today

there are 50 per cent. Indian Members in the Indian Civil Service. Is there any reason why the same proportion, in fact a much higher proportion should not be fixed, if the fixation of any number is necessary at all; in the case of railway services? I should say that having regard to higher branches of service, having regard to higher posts, if any proportion is to be fixed for Indians at all, it should be not less than 80 per cent. in the case of railway services and in the case of senior grade officers serving in that Department.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member should give enough time to the Government Member to reply to the motion.

**Sir Syed Raza Ali**: Sir, I have done. I support the motion.

**The Honourable Sir Edward Benthall**: Sir, the Honourable Member, who has just spoken, has, I understood, asked that 80 per cent. of officers of all Railways shall be Indians.

**Sir Syed Raza Ali**: Higher grades of superior officers.

**The Honourable Sir Edward Benthall**: Before you can get to the higher grades, you have got to start at the lower grade. You cannot recruit raw people at the top. (Interruption.) May I, proceed with my speech? The policy of the Government is probably well known to all Members of the House. Government set itself many years ago the policy of recruiting Indians to the extent of 75 per cent. of the total number of vacancies in superior services of railways as a whole, provided suitable candidates are forthcoming, and company managed railways which were not then under the State undertook to follow a similar course. As a result of that policy the percentage of Indians among gazetted officers on State-managed railways has risen from 23·7 per cent. in March 1934 to 64·37 by March 1944, so that already two-thirds of the service is Indianised, and that represents an increase of Indian officers from 463 to 1129, or 40·6 per cent. In the same period the European officers have decreased from 1485 to 625, which is a decrease of 40·6 per cent. And as a matter of fact more than 75 per cent. of the vacancies have been filled by Indians because the 25 per cent. which was to be recruited from Europeans has actually never been filled. From the time this policy was introduced up to the beginning of the war not more than 15 per cent. of the total vacancies have been filled by Europeans; and since the beginning of the war there has been no recruitment in the United Kingdom at all and 100 per cent. of the vacancies have been filled by Indians.

**Sardar Mangal Singh**: Last year you have appointed 27 new Europeans.

**The Honourable Sir Edward Benthall**: It has taken time as it was intended to do. But the reason why I mentioned this subject last year and the reason why I put that figure in my Budget speech this year was quite deliberate, to draw attention to the fact that full responsibility will very soon fall entirely on Indian officers. They will no longer be able to rely upon such excellent railway officers as those whose names I mentioned in the conclusion of my speech on the general discussion.

There has been in the last year or two considerable criticism of the policy of extensions, and thoughtless and ill-informed people have suggested that this has been done in the interest of retaining Europeans in service. I may say that we have great difficulty in retaining time-expired Europeans in service at all at the present time. Actually of the Europeans and Anglo-Indians who have been eligible for extension or re-employment in the last two or three years 61 per cent. have been extended or re-employed,—67 per cent. of the Hindus, Muslims 88 per cent., Sikhs 80 per cent. and Parsees 100 per cent. There was only one.

**An Honourable Member**: What about the depressed classes?

**The Honourable Sir Edward Benthall**: I am afraid no one in the depressed classes reached the age limit.

**Lt.-Col. Dr. J. C. Chatterjee**: Are there Indian Christians?

**The Honourable Sir Edward Benthall**: No one apparently reached the age limit in that period.

So there is no question of favouritism there. And I would point out that the Europeans who have had their service extended are something in the nature of 150 in number; and the moment the war ends they will all go and there will be further retirements on the part of other officers reaching the age limit in the next year or two after that, and some of the younger officers will also perhaps wish to go. So that, the figure of 625 which you see standing against the number of Europeans in

[Sir Edward Benthall.]

the service on the 31st March 1944 will be reduced by at least a couple of hundred very shortly after the war is over. In other words, the process of Indianisation is going on steadily and will rapidly increase as the officers who were engaged in the nineteen-twenties reach the end of their service and retire. The numbers who have been engaged in later years, in the nineteen-thirties, are relatively small, and since the war there have been none at all. I think it is very desirable that that should be recognised.

A suggestion was made that higher administrative posts are made the monopoly of European officers. That is not the case. At the end of 1944 there were 311 officers holding administrative posts and 73 of those were Indians, including 7 Anglo-Indians. Now you may say, why is the number not bigger? The answer of course is simple, that these ranks are reached towards the end of a man's service, and 25 or 30 years ago the service was largely Europeanised; and unless you are going to do an injustice to your officers at the top and deliberately deny a post to a European because he is a European, you cannot escape the fact that for historical reasons the number of officers at the top must be largely Europeanised. And I will put it to the last speaker that, to use his own language, any fair and just minded man would take the line that an officer who has served faithfully in the Indian Railways for 25 or 30 years should not be penalised at the end of his service just because he is a European.

**Sir Syed Raza Ali :** I never suggested that.

**The Honourable Sir Edward Benthall :** The Honourable Member suggested that in the administrative ranks at the top there should be much speedier Indianisation. How else can you do it otherwise than by denying fair treatment to officers who are qualified and entitled to promotion? However, I am very glad to hear my Honourable friend say that he does not expect us to do it, and I thank him for saying so.

On the question of the composition of the Railway Board, there are two Indian members of the Board. I do not know where my Honourable friend got his figures from; but the ones in front of me are that 5 Directors, 23 Deputy and Assistant Directors and 2 officers on special duty are also Indians.

**Mr. T. S. Avinashilingam Chettiar :** I got my figures from the administrative report itself.

**The Honourable Sir Edward Benthall :** I am giving the figures today; they may differ from what my Honourable friend quoted. In 1938 the Honourable Member in charge of Communications for the time being explained in the Assembly that when appointments to the Board have to be made, the claims of an Indian officer with the requisite qualifications are considered equally with those of any other. But he would not agree to a policy which will mean that non-Indian officers were automatically to be excluded from consideration of such posts. From the

5 P.M. exchange of remarks which I had with my Honourable friend

Sir Raza Ali, I think that he is, in fact, in agreement with that and he would advocate that the policy of Indianisation which has been in force for a number of years and which is resulting in the steady progress towards Indianisation should continue.

On the question of subordinates, I understood my Honourable friend opposite to refer to the tables on page 31 and to say that these figures were all camouflage

.....

**Mr. T. S. Avinashilingam Chettiar :** They were camouflage in the sense that these figures relate to those above Rs. 250 whereas most of the Europeans are above Rs. 1,000.

**The Honourable Sir Edward Benthall :** Most of them are not above Rs. 1,000. If you look at the lists on pages 30 and 31.....

**Mr. T. S. Avinashilingam Chettiar :** I have seen those.

**The Honourable Sir Edward Benthall :** ...you will see that there were only 625 officers on the 31st of March last,—officers of all grades, not above Rs. 1,000, but officers beginning on a much lower figure than that. The starting pay is Rs. 200.....

**Mr. T. S. Avinashilingam Chettiar :** Does the Honourable Member want me to believe that there are many Europeans receiving a pay of Rs. 300 ?

**The Honourable Sir Edward Benthall :** There are a large number of European officers above 1000 because, as I have explained, twenty or thirty years ago.....

**Mr. T. S. Avinashilingam Chettiar :** Are there any Europeans on 300 ?

**The Honourable Sir Edward Benthall :** Yes, Sir. If you will look at the second statement on page 31, you will see that subordinates on scales of pay rising to 250 per annum and over if they are on old scales of pay, and subordinates on scales of pay rising to Rs. 200 if they are on new scales of pay, are set out there, and there are 740 Europeans. If I might put in a word for these people, a large number of them are *ex*-soldiers who fought in the last war and then took up jobs in the Railways. They have been a most valuable asset to the Railways.....

**Mr. T. S. Avinashilingam Chettiar :** Every European is an asset to India.

**The Honourable Sir Edward Benthall :** Sir, I said "Asset to the Railways".

**Mr. T. S. Avinashilingam Chettiar :** Asset to the Railways but a liability to India.

**The Honourable Sir Edward Benthall :** The Railways are Indian. I am trying my best to get into the head of my Honourable friend that they are not a British institution, they are an Indian institution and very largely Indian run and very soon will be entirely Indian run as we are going at present.

These *ex*-non-commissioned officers and men of the British Army having joined the Railways have done most valuable service as Guards and Yard Masters and posts of that description. They are not drawing high pay and of the total number of Europeans in the Indian Railways, there are more in that class than there are in the officer class, and far more, of course, than there are in the higher grades of Rs. 1,000 and over.

I think that covers the ground. I am very glad indeed to have had an opportunity of explaining to the House the degree to which Indianisation has taken place and I shall close by saying that in the course of my two-and-a-half years in my present post I have seen the reports of my hundreds of officers and I have carefully studied the nature of the reports made by British officers on Indians and of Indian officers on British officers and I have been struck throughout by the extraordinary fairness which prevails between the British and the Indian officers of the Railways and I wish that the trust in each other which exists will continue to the benefit of the Railways and of India.

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

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

The Assembly divided :

AYES—51

Abdul Basith Choudury, Dewan.  
Abdul Ghani, Maulvi Muhammad.  
Abdul Qaiyum, Mr.  
Abdullah, Mr. H. M.  
Ayyangar, Mr. M. Ananthasayanam.  
Azhar Ali, Mr. Muhammad.  
Banerjee, Dr. P. N.  
Chettiar, Mr. T. S. Avinashilingam.  
Chetty, Mr. Sami Vencatachelam.  
Chudhury, Mr. Muhammad Hussain.  
Daga, Seth Sheodass.  
Dam, Mr. Ananga Mohan.  
Das, Mr. B.  
Das, Pandit Nilakantha.  
Desai, Mr. Bhulabhai J.  
Essak Sait, Mr. H. A. Sathar H.  
Fazl-i-Haq Piracha, Khan Bahadur Shaikh.  
Gauri Shankar Singh, Mr.  
Ghiasuddin, Mr. M.  
Gupta, Mr. K. S.  
Habibar Rahman, Dr.  
Hans Raj, Raizada.  
Hegde, Sri K. B. Jinaraja.  
Hosmani, Mr. S. K.  
Ismail Khan, Hajee Chowdhury Muhammad.  
Joshi, Mr. N. M.

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

Ahmad Nawaz Khan, Major Nawab Sir.	Krishnamoorthy, Mr. E. S. A.
Ambedkar, The Honourable Dr. B. R.	Lawson, Mr. C. P.
Azzul Huque, The Honourable Sir M.	Muazzam Sahib Bahadur, Mr. Muhammad.
Bentham, The Honourable Sir Edward.	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 Lal Kureel, Mr.
Chatterjee, Lt.-Col. Dr. J. C.	Richardson, Sir Henry.
Daga, Seth Sunder Lall.	Roy, The Honourable Sir Asoka.
Dalal, Dr. Sir Ratanji Dinshaw.	Shahban, Khan Bahadur Mian Ghulam Kadir
Dalal, The Honourable Sir Ardeshir.	Muhammad.
Dalpat Singh, Sardar Bahadur Captain.	Spence, Sir George.
Habibur Rahman, Khan Bahadur Sheikh.	Srivastava, The Honourable Sir Jwala Prasad.
Haidar, Khan Bahadur Shamsuddin.	Stokes, Mr. H. G.
Imam, Mr. Saiyid Haidar.	Sukthankar, Mr. Y. N.
Inskip, Mr. A. C.	Sultan Ahmed, The Honourable Sir.
Ismail Alikhan, Kunwer Hajee.	Thakur Singh, Capt.
James, Sir F. E.	Tyson, Mr. G. W.
Jawahar Singh, Sardar Bahadur Sardar Sir.	Tyson, Mr. J. D.
Kamaluddin Ahmad, Shams-ul-Ulema.	Wagstaff, Col. H. W.
Khare, The Honourable Dr. N. B.	Zahid Hussain, Mr.

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Thursday, the 22nd February, 1945.