

- THE
LEGISLATIVE ASSEMBLY DEBATES
Official Report

Volume I, 1945

(8th February to 23rd February, 1945)



TWENTY-SECOND SESSION
OF THE
FIFTH LEGISLATIVE ASSEMBLY,
1945



LEGISLATIVE ASSEMBLY

President :

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

Deputy President :

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

Panel of Chairmen :

Mr. ABDUL QAIYUM, M.L.A.

Syed GHULAM BHUK NAIRANG, M.L.A.

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

Sir HENRY RICHARDSON, M.L.A.

Secretary :

Mian MUHAMMAD RAFI, Barrister-at-Law.

Assistants of the Secretary :

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

Khan Bahadur S. G. HASNAIN.

Marshal :

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

Committee on Petitions :

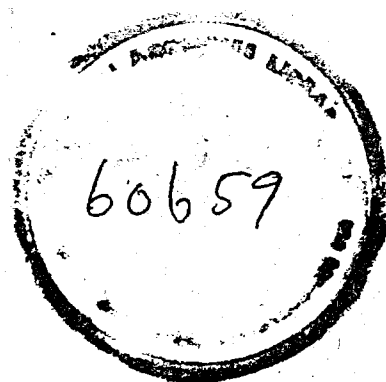
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Mr. GOVIND V. DESHMUKH, M.L.A.

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

Sardar SANT SINGH, M.L.A.



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THE
LEGISLATIVE ASSEMBLY DEBATES
(OFFICIAL REPORT OF THE TWENTY-SECOND SESSION OF THE
FIFTH LEGISLATIVE ASSEMBLY.)

VOLUME I—1945

LEGISLATIVE ASSEMBLY

Thursday, 8th February, 1945

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

MEMBERS SWORN:

Mr. Geoffrey W. Tyson, M.L.A. (Bengal: European); and
Sir Gurunath Venkatesh Bewoor, M.L.A. (Secretary, Posts and Air Department).

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

CONCLUSIONS OF THE POSTAL SALARY ENQUIRY COMMITTEE

1. *Mr. Lalchand Navalrai: (a) Will the Secretary for Posts and Air be pleased to state if the Postal Salary Enquiry Committee have finished their deliberations and come to any conclusion following certain representations received from the Postmen's Unions and Post Offices Staff Unions? If so, what are their conclusions?

(b) Do Government propose to implement the findings of the aforesaid committee, and how far do they meet with the demands made by the aforesaid unions?

Sir Gurunath Bewoor: (a) Presumably the Honourable Member refers to the committee of Enquiry set up in Bombay. The report of the Committee has not yet been received by Government.

(b) Does not arise.

Mr. Lalchand Navalrai: May I know when was the report due? Was any time fixed for its publication?

Sir Gurunath Bewoor: The Committee was appointed late in November and they were asked to submit their report as soon as practicable. We have recently asked them to expedite their report.

Mr. G. Rangiah Naidu: May I know whether the findings of this Committee are going to be applied to all the provinces of the country?

Sir Gurunath Bewoor: Though the Committee's inquiry is limited to the Bombay Presidency and to the class of postmen and lower grade staff, any steps taken, based on their findings would generally be made applicable to the whole of India and to all classes of staff.

Mr. G. Rangiah Naidu: Is it not a fact that the Government have announced that the findings of this Committee are going to be applied to all the provinces?

Sir Gurunath Bewoor: I have said exactly that.

RAILWAY ACCIDENT NEAR BEHEA RAILWAY STATION

2. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable the Railway Member be pleased to make a statement about the accident which took place on the East Indian Railway on the morning of the 23rd of November, 1944, near Behea Station?

[8TH FEB. 1945]

- (b) What was the cause of the accident?
 (c) Was it due to the defect in track?
 (d) How many passengers were in the train, how many injured, and how many died?
 (e) Will the Honourable Member lay on the table the report of the Government Inspector about this accident?
 (f) Is it not a fact that the driver of the train which passed this particular point just before the accident reported at the next station about the jerk which he felt? If so, what action did the Railway Administration take on the report of the driver?
 (g) Will the Honourable Member mention the exact words of the report of the driver?

The Honourable Sir Edward Benthall: (a) On 23rd November 1944 at about 0.43 hours whilst No. 6 Down Punjab Mail (ex-Saharanpur to Howrah) with a load of 12 bogies was travelling on the Down line between Behea and Karisath the engine and six leading coaches were derailed at a point about 30 ft. on the west side of the west abutment of Bridge No. 248. The engine went down the embankment and after travelling about 300 ft. capsized on its left side and embedded itself in a swamp. The six leading coaches also went down the embankment, capsized on their left and were badly smashed up. The seventh vehicle, a bogie Postal Van was derailed of all pairs of wheels and was leaning precariously on its left side. Only the left leading wheel of the front bogie of the eighth coach was derailed. The remaining carriages remained on the rails.

(b) The removal of a left hand rail in the down track by some persons unknown.

(c) No.

(d) It is estimated that there were about 640 passengers in the train. Eight were killed and 88 were injured, ten cases being serious.

(e) The publication of the Government Inspector's Report is a matter for the consideration and decision of the Posts and Air Department.

(f) The reply to the first part is in the negative. The second does not arise.

(g) As no report was made by the driver this does not arise.

Mr. Lalchand Navalrai: May I know if this train was late at some previous station and that the speed was excessive at the time when it was derailed?

The Honourable Sir Edward Benthall: I forget whether the train was late at the previous station—I think it was; but the question of speed was gone into very carefully by the Government Inspector and there was no definite evidence at all that an excessive speed was being followed. Apart from that the quality of the coal which the Railways are getting on the Mail trains is no such as to enable the engines to develop excessive speed.

Mr. Lalchand Navalrai: I do not know whether the Railway authorities have examined the passengers who said that previous to this derailment there was great jolting and shaking and people got nervous. May I know if any passengers were examined and was any such evidence tendered?

The Honourable Sir Edward Benthall: All the passengers who were available to give evidence were examined, and, so far as I recollect from the report, there was no substantial evidence to that effect.

Mr. Badri Dutt Pande: I think the Honourable Member said that the report will be published by the Posts and Air Department. If so, why is that Department going to publish that report and not the Railway Department?

The Honourable Sir Edward Benthall: The Honourable Member clearly does not know the organisation. The Government Inspector of Railways is not under the Railway Department. He is under an independent Department, the Posts and Air Department, in order that the reports by that Inspectorate may not be in any way prejudiced. Therefore, it is up to the Posts and Air Department to decide whether they would publish the report of officers of their own Department.

Mr. Lalchand Navalrai: Is it not a fact that on previous occasions when there were collisions or accidents on the East Indian Railway they were always or mostly due to sabotage?

The Honourable Sir Edward Benthall: No, Sir; that is not a fact. But in this case it was a perfectly clear case of sabotage because one of the rails had been removed 12 inches inside the line of track and the fish plates and the bolts had been extracted undamaged.

Mr. Lalchand Navalrai: Was any judicial inquiry made?

The Honourable Sir Edward Benthall: An inquiry was made by the Government Inspector of Railways whose duty it is to make these inquiries. The Provincial Government also satisfied themselves that this was a fact.

Mr. Lalchand Navalrai: Government may be satisfied, but for the public satisfaction will the Honourable Member now order a Judicial inquiry to be made?

The Honourable Sir Edward Benthall: No, Sir.

Mr. Lalchand Navalrai: Why not?

The Honourable Sir Edward Benthall: Because the procedure which has been set up for inquiring into these incidents has been followed.

Mr. Lalchand Navalrai: Is there any prohibition to any Judicial inquiry being made?

The Honourable Sir Edward Benthall: Yes, Sir. I do not propose to support the idea.

Dr. Sir Zia Uddin Ahmad: Has the Government of India taken any action to inquire from the Provincial Government whether they have taken such action as to prevent the repetition of these accidents?

The Honourable Sir Edward Benthall: Yes, Sir. The Provincial Government are consistently taking action to try to prevent these cases of sabotage.

REMOVAL OF DISABILITIES AFFECTING INDIANS IN UNITED STATES OF AMERICA

3. *Sardar Mangal Singh: (a) Will the Foreign Secretary please state what progress has been made in the efforts to remove disabilities and restrictions affecting Indians in the United States of America since November last?

(b) When is this matter expected to be decided finally? What is the real hitch in the matter?

Sir Olaf Caroe: (a) The latest information available to the Government of India is that six fresh Bills for the grant to Indians in greater or less degree of citizenship rights and rights of entry in and to the United States have been introduced in the House of Representatives and the Senate, the Bills previously introduced having lapsed with the dissolution of Congress at the recent elections. All these Bills have been referred to the appropriate Committees of the Legislature.

(b) The Government of India are unable to say when the matter can be expected to be decided finally but the Agent General has impressed on the American Government the desirability of speedy action. Except in so far as the previous Bills lapsed with the life of the last Session of Congress the Government of India are not aware that there is any hitch.

Sardar Mangal Singh: May I know whether it is a private Member's Bill or a Government Bill?

Sir Olaf Caroe: The Honourable Member may not be aware that the Government of United States do not introduce Bills into their legislature; all Bills are introduced by private Members.

Mr. Abdul Qaiyum: May I know if these Bills seek to confer citizenship rights on Indians already in United States or on all those who will enter the States in future?

Sir Olaf Caroe: Some do and some do not. It is a very complicated question. It is important to differentiate between rights of naturalisation or citizenship on the one hand and rights of entry or immigration on the other. Some of these Bills only seek to confer rights of citizenship on those Indians who are already

in U.S.A., and our Agent General, on instructions, has brought to the notice of the State Department that that is not what India expects. India expects not only that, but also to be placed on the same footing as China as regards entry of a quota.

Sardar Mangal Singh: May I know whether the Government of U.S.A., referred this matter to the Government of India before the war in 1939 and whether the Government of India took seven months to reply and said that these Bills might be postponed till after the war?

Sir Olaf Caroe: I do not know where the Honourable Member got that information. I never heard about it before.

Sardar Mangal Singh: I got the information from the Press interview of a gentleman who recently returned from America.

Sir Olaf Caroe: I think that gentleman who recently returned must have been misinformed.

Mr. T. S. Avinashilingam Chettiar: May I know if the introduction of these Bills is due to any Government efforts or due to the agitation or initiative of Indians at present resident in U.S.A.?

Sir Olaf Caroe: I do not know why the Honourable Member calls it agitation. It is quite natural that India should wish to obtain citizenship rights and, rights of entry. Naturally Indians not only in America but also in India have been working to obtain this objective and the Government of India have also taken the initiative and on instructions from the Government here, so has the Agent General done.

Mr. K. C. Neogy: When did the Government of India take the initiative in this matter?

Sir Olaf Caroe: The Government of India took the initiative since the Government of U.S.A., passed an Act conferring these rights on the Chinese.

Mr. Lalchand Navalrai: May I know if it is proposed to give citizenship rights to Indians by quotas, that is bit by bit? If so, what is that quota and how long will that quota system continue?

Sir Olaf Caroe: I think my Honourable friend has fallen into the same confusion about which I just now gave a warning. He has mixed up citizenship with immigration.

Mr. M. Ghiasuddin: May I know if it is a fact that if these Bills are enacted into law, they will allow no more than 70 Indians per year to enter U.S.A.?

Sir Olaf Caroe: I believe the number is 75.

NEGOTIATIONS WITH MESSRS. TATAS RE MANUFACTURE OF LOCOMOTIVES

***Sardar Mangal Singh:** Will the Honourable the Railway Member please state:

(a) whether the negotiations with Messrs. Tatas regarding the manufacture of locomotives have been finalised;

(b) if the answer to (a) above be in the affirmative, what the terms of the contract are;

(c) whether the manufacture will begin immediately or it is a post-war measure; and

(d) whether there is any other factory where the locomotives will be manufactured in India?

The Honourable Sir Edward Benthall: (a) Negotiations have been almost completed with regard to the manufacture of locomotive boilers as a war measure and of complete locomotives in the post-war period, but the contract has not yet been signed.

(b) Does not arise.

(c) Manufacture of locomotive boilers will begin immediately and complete locomotives would be produced as soon as possible after the war.

(d) Arrangements are in hand for commencing the manufacture of locomotives and boilers at Kanchrapara as soon as possible after the war. In the forthcoming year it is hoped to complete 15 light broad gauge engines at Ajmer.

Mr. Manu Subedar: May I know what are the conditions of the negotiations with the Tatas for manufacture of locomotives?

The Honourable Sir Edward Benthall: They are extremely lengthy.

Mr. Manu Subedar: Will the Honourable Member circulate these to Members of the House?

The Honourable Sir Edward Benthall: I shall place a copy in the library of the House.

Mr. T. S. Avinashilingam Chettiar: May I know whether the Government will see that they do not import now or hereafter a large number of locomotives so that they might not give the excuse later that for many years to come we will not need locomotives?

The Honourable Sir Edward Benthall: No, Sir.

Mr. Lalchand Navalrai: Has contract been given to other firms also?

The Honourable Sir Edward Benthall: Only to the Tatas.

Sir Cowasjee Jehangir: May I know how many locomotives does the Honourable Member propose to make through the agency of Government at the two places he mentioned?

The Honourable Sir Edward Benthall: To be exact I should have to look up the reference, but roughly speaking, it is about 100 engines or boilers at Singhbhum workshops and 80 or more at Kanchrapara per year.

Dr. Sir Zia Uddin Ahmad: Is it not a fact that Ajmer workshop used to manufacture meter gauge engines before the war? How many engines has that workshop prepared during the war?

The Honourable Sir Edward Benthall: I am answering that question later on this morning. They have actually made 19 engines since the war began.

CITIZENSHIP RIGHTS FOR INDIANS IN UNITED STATES OF AMERICA

5. *Mr. Abdul Qaiyum: Will the Foreign Secretary please state:

(a) the latest steps taken by Government to obtain citizenship rights for Indians in the United States of America;

(b) the response of the Government of the United States of America to the same; and

(c) the nature of further action contemplated in this matter?

Sir Olaf Caroe: (a) The Agent General continues to represent to the State Department of the United States Government the importance to Indo-American relations of early legislation to enable Indians to acquire citizenship rights in and rights of entry into the United States.

(b) The representations of the Agent General have been met sympathetically.

(c) Six Bills providing in a greater or less degree for the extension to Indians both of naturalization rights and of immigration quotas, are now before the Committees of the United States Congress and progress will be observed and reported.

Mr. Abdul Qaiyum: With reference to part (b), may I know if the Government of U.S.A., has accepted the principle of conferring citizenship rights on Indians?

Sir Olaf Caroe: I cannot interpret the mind of the Government of U.S.A., but they have certainly viewed the representations of the Agent General with the utmost sympathy and they have facilitated the discussion of Bills which have been introduced in the Legislature.

Mr. Manu Subedar: Have the Government of India any information whether the Government of U.S.A. discussed this matter with His Majesty's Government?

Sir Olaf Caroe: No, Sir.

Mr. Manu Subedar: Is it not likely that they are going to discuss this before taking any serious action? If so, have the Government of India represented this matter to His Majesty's Government as one on which there is enormous public feeling in this country?

Sir Olaf Caroe: The Government of India have kept His Majesty's Government fully informed. His Majesty's Government are no doubt sympathetic, as sympathetic as they can be with this object, but the thing is not being worked through His Majesty's Government but through the Agent General.

DEPORTATION OF INDIANS FROM MADAGASCAR

6. *Mr. Abdul Qaiyum: Will the Foreign Secretary please state:

- (a) if nine Indians were recently deported from Madagascar;
- (b) if so, the nature of the charge, and whether they were judicially tried before being deported;

(c) whether one of them fell off a boat and died during the journey to India; and

(d) the steps taken to secure the early return of these people to rejoin their families?

Sir Olaf Caroe: (a) Yes.

(b) It was alleged that these persons had committed various offences ranging from vagrancy and drunkenness to failure to pay taxes, black market activities, forgery, usury and other dishonest practices and offences against war regulations. They were deported under the Governor General's orders. It has been reported by His Majesty's Consul General at Tananarive that at least eight of these persons have been convicted of different offences at various times, but he has been requested to furnish a full report on each case.

(c) The Government of India understand from a representation received from the Africa and Overseas Merchants Chamber, Bombay, that one of the deportees named Manji Sharif fell overboard and was drowned on the voyage to India.

(d) The Government of India have put to His Majesty's Consul General at Tananarive the suggestion that the French authorities should be moved to permit these persons to return to Madagascar on the ground that they have left their families there. The Consul General's reply is awaited.

Mr. Abdul Qaiyum: May I know if the offences with which these people are charged are more of a civil rather than of a criminal nature?

Sir Olaf Caroe: I have no information on that. But it appears that some of the offences are of a criminal nature—forgery is a criminal offence, failure to pay taxes—I do not know whether that would be classified as civil or criminal, I suppose it is also criminal; black marketing activities, I suppose they would be criminal in war time legislation.

Mr. K. C. Neogy: Has the Honourable Member satisfied himself that these offences entail deportation under the Madagascar law?

Sir Olaf Caroe: I do not think it is for me to satisfy myself; I am not an interpreter of the French Government's actions.

Mr. Abdul Qaiyum: May I know if their wives and children are still in Madagascar?

Sir Olaf Caroe: I understand their families are still there.

Sardar Sant Singh: I understand that some of them were deported for drunkenness, which is a criminal offence even in India under police rule 34. Will the Honourable Member take care to send away some of the foreigners at present in Delhi who are guilty of drunkenness and are found wandering in the streets of Delhi?

Sir Olaf Caroe: I do not think that arises out of this question.

KIDNAPPING OF SAHIB SINGH AND HIS BROTHER

7. *Mr. Abdul Qaiyum: Will the Foreign Secretary please state:

- (a) if he has seen the Associated Press report at page 3 of the *Dawn*, dated the 18th December, 1944, regarding kidnapping;

(b) whether Sahib Singh and his brother are still in captivity;

(c) the names of the two persons kidnapped from Naurangsarai three days earlier; and

(d) the steps taken to effect the release of these men?

Sir Olaf Caroe: (a) Yes.

(b) Sahib Singh escaped and reached Bannu on the 21st December 1944. His brother Pokhar Das is still in captivity.

(c) Gul Badshah and Tilok Chand.

(d) Sahib Singh and Tilok Chand escaped and Gul Badshah was released on the 8th December 1944. Political pressure is being exerted on the tribe to effect the release of Pokhar Das.

Mr. Abdul Qaiyum: Are Government satisfied that no ransom money had to be paid before these people were released by the tribesmen concerned?

Sir Olaf Caroe: Government, as I have explained before in this House, always endeavour to discourage the payment of ransom because these kidnappings are organised by bad characters among the tribes expressly in order to obtain ransom; and every effort is made to discourage the payment of ransom.

Mr. Abdul Qaiyum: Are Government aware that in one case where a Government official, who is now serving in the army, was kidnapped, the money was paid in the presence of the political tahsildar before he could be released?

Sir Olaf Caroe: That is some information, Sir. I am not aware of it.

Mr. Abdul Qaiyum: It was Captain Saleem Khan who is now serving in the army. The money was paid by his father in the presence of the political tahsildar. That fact is within my knowledge.

Sir Olaf Caroe: How long ago?

Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member inquire and find out and let us know?

Sir Olaf Caroe: That is an entirely separate point; if a question is put down I will find out.

STUDENTS ATTENDING SCHOOLS IN TRIBAL AREAS

8. *Mr. Abdul Qaiyum: Will the Foreign Secretary please state:

(a) the number of students attending schools in the tribal areas in 1944 and 1938, respectively;

(b) what percentage of such students in 1944 were tribal born; and

(c) whether any new schools were opened in the tribal belt in 1944?

Sir Olaf Caroe: (a) The number of students attending schools in tribal areas was 4,513 in 1944, and 4,057 in 1938;

(b) The information is being collected by the local authorities, and will be placed on the table when received;

(c) No.

Mr. Abdul Qaiyum: With regard to part (b), is it a fact that the majority of the students of the tribal areas are not tribal born?

Sir Olaf Caroe: I think in anticipation of the information I should not perhaps be very firm in my reply. But from my own knowledge of the North-West Frontier I should say that the Honourable Member's suggestion is probably ill-founded.

ACCIDENT TO PUNJAB MAIL NEAR ARRAN

9. *Mr. Abdul Qaiyum: Will the Honourable the Railway Member please state:

(a) the cause of the accident to the 6 Down Punjab Mail on the 23rd November, 1944, between Belia and Karisath near Arran;

(b) the number of killed and wounded; and

(c) whether any enquiry was held, and its findings?

The Honourable Sir Edward Benthall: (a) and (b). I would refer the Honourable Member to the reply I have just given to parts (b) and (d) of Question No. 2.

(c) An enquiry was held by the Government Inspector of Railways under the Posts and Air Department, and his findings, after examining all the available evidence, are (i) that the derailment was due to the removal of a rail by some person or persons unknown, and (ii) that relief measures were prompt and adequate and everything possible in the circumstances was done. The Government Inspector's final report has not yet been received.

Mr. Abdul Qaiyum: With reference to part (c), may I know if the culprit has been apprehended?

The Honourable Sir Edward Benthall: No, Sir; not to my knowledge.

Mr. Lalchand Navalrai: Were the firemen of the engine examined by the Inspector?

Sir Gurunath Bewoor: Yes, Sir.

Mr. Lalchand Navalrai: Was it their evidence that the handle had got very hot and one of them burnt his hand?

Sir Gurunath Bewoor: I have a long statement here and it will take a long time to find out. I could not answer it straightaway.

The Honourable Sir Edward Benthall: I have read the report and I recollect nothing of that kind.

CONFERENCE RE MANUFACTURE OF FERTILISERS

10. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Supply Member please state:

(a) whether the proposed conference of Provincial Governments and others to discuss the matter of manufacture of fertilisers has been summoned;

(b) the conclusions of the conference; and

(c) whether the Government have examined the matter and come to a conclusion about where and when to establish these fertiliser plants?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) and (c). In accordance with the general conclusions reached at the Conference, the Government of India have decided initially to establish a factory at Sindri, near Dhanbad, in Bihar for the manufacture of 350,000 tons of sulphate of ammonia per annum. The Government of India are also investigating the possibilities of erecting another unit of 100,000 tons per annum on a site somewhere south of the Vindhya. The necessary arrangements for the speedy establishment of the factory at Sindri are in hand.

Sardar Sant Singh: Have Government received any information about private individuals establishing such factories?

The Honourable Sir Sultan Ahmed: I am not aware of that.

Mr. T. S. Avinashilingam Chettiar: With reference to part (c), may I know when they expect that plant?

The Honourable Sir Sultan Ahmed: Necessary arrangements have been made and I understand that experts are already on their way to America to get the plant.

Mr. T. S. Avinashilingam Chettiar: Do they expect to have the thing manufactured within the year?

The Honourable Sir Sultan Ahmed: It is very difficult to say.

Mr. Abdul Qaiyum: With reference to part (b), is it a fact that certain American experts had suggested that the plant should be set up near Aligarh in the U. P.?

The Honourable Sir Sultan Ahmed: Yes. As a matter of fact the Technical Mission had suggested that, but there was a conference of experts with the Technical Mission and others from the provinces, and it was ultimately decided that the first factory should be located at this place called Sindri.

Mr. Abdul Qaiyum: Was the American suggestion turned down?

The Honourable Sir Sultan Ahmed: It was not an American suggestion at all; it was the Technical Mission.

STEPS FOR MANUFACTURE OF LOCOMOTIVES

11. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Railway Member please state:

(a) with reference to the declaration of the decision of Government to manufacture locomotives in India, what steps they have taken in the matter;

(b) whether the requisite plants have been ordered for; and

(c) where they expect to establish the plant, and when they expect to complete the arrangements?

The Honourable Sir Edward Benthall: (a) A contract with Messrs. Tata Sons Ltd., for the manufacture of boilers as a war measure and of complete locomotives as soon as possible after the war has been almost completed. They

are to take over the E. I. Railway Shops at Singhbhum for this purpose from the 1st of April 1945.

In addition to the above the Railway Board have in hand a scheme for the manufacture of locomotives and boilers in the B. & A. Railway Workshops at Kanchrapara as soon as possible after the war. Plans for remodelling of this workshop for this purpose are being finalized by the Consulting Engineers and will shortly be ready.

(b) Requisite plant for the manufacture of boilers at Singhbhum has been indented for. Some machines have also been ordered for Kanchrapara.

(c) The answer to the first part of the question is "At Singhbhum and at Kanchrapara". With regard to the second part of the question, the Kanchrapara shops are at present engaged upon essential war work and manufacture of locomotives in these shops must depend upon the war situation. The manufacture of boilers at Singhbhum is, however, to start immediately.

Mr. T. S. Avinashilingam Chettiar: Have they considered how many locomotives will be necessary to work all the railway systems of this country and how many do they propose to manufacture with the plant which they propose to set up?

The Honourable Sir Edward Benthall: Yes, Sir.

Mr. T. S. Avinashilingam Chettiar: What is the number of locomotives required and the number that they propose to manufacture with this plant?

The Honourable Sir Edward Benthall: I think the Honourable Member's point is, whether there will be enough orders after the war to keep these shops busy. The answer is in the affirmative.

Mr. T. S. Avinashilingam Chettiar: I will repeat the question. What will be the number of locomotives required in this country to keep all the railway systems going and how many can they manufacture in the plant which they will set up? Do they expect that further locomotives will have to be ordered from outside the country or do they expect to be self-sufficing?

The Honourable Sir Edward Benthall: The answer to the first part of the question is in the affirmative.

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

The Honourable Sir Edward Benthall: I cannot give the correct number. If the Honourable Member will put down a question, I shall be able to answer it. He has asked a whole string of questions and I am trying to answer them. He wants to know whether we are likely to order further locomotives from overseas or whether the industry here will be able to take care of the requirements of the Indian railways in the future. We may have to order a certain number of passenger engines after the war to make up the deficiency in passenger engines since all the orders which have been placed during the war have been for goods engines but, generally speaking, it is hoped to develop the Indian locomotive industry to take care of all India's requirements.

Mr. Badri Dutt Pande: Is it a fact that during the war 365 engines have been ordered from outside?

The Honourable Sir Edward Benthall: It is, Sir, and more.

12. *[Not put].

TREATY OF NAVIGATION AND COMMERCE WITH UNITED STATES OF AMERICA

13. *Mr. Manu Subedar: (a) When did the Foreign Secretary represent to His Majesty's Government the desirability of having a Treaty of Navigation and Commerce with the United States of America?

(b) Is it a fact that a draft of such treaty was received sometime in 1939, and is it a fact that the Government of India said that they were not in a position to proceed with the treaty because of the war?

(c) What were the difficulties which Government experienced in formulating a treaty?

Sir Olaf Caroe: The question will be answered by my Honourable friend, the Commerce Member on the appropriate day.

RECENT INTERNATIONAL AIR CONFERENCE

14. *Mr. Manu Subedar: (a) Will the Secretary for Posts and Air please state what commitments the Government of India have made in the recent International Air Conference, and from the report made to them, what the causes of the failure of the conference are?

(b) What is the Government of India's policy with regard to the future of air navigation and air traffic in India in the matter of (i) State enterprise, (ii) Indian companies who are in the field or who may come in the field, (iii) British companies who may be passing over a stretch of India in the case of longer route, and (iv) American, Dutch and other companies who may wish to operate?

(c) Will ground and other facilities be given on the same basis to all?

(d) Is there any proposal for Government subsidy or licence?

(e) If so, by what method and in what manner will the licence be issued and who will qualify for this licence?

(f) Is it proposed to work passenger and/or goods traffic after the war between principal stations in India by air in connection with and under the Railway Department?

(g) Have Government made any plans with regard to the increased use of aircraft? If so, what are they?

(h) What precautions have Government taken with regard to public safety and with regard to the public not being overcharged in the matter of aerial transport at the present moment and in future?

(i) What steps have Government taken for the production in India of the special 'octave' petrol which is required for running aeroplanes?

Sir Gurnath Bewoor: (a) I lay on the table a copy of a *Press Communique* issued by the Government of India on the 14th January, 1945, which gives the information required by the Honourable Member.

(b) (i) and (ii). The question whether the operation of civil air services in the period after the war should be the exclusive concern of the State or whether private enterprise may be allowed to undertake such operation is under the consideration of the Government of India. The problem is being studied and the Honourable Member is referred in this connection to paras. 10 to 12 of the Memorandum on Post-War Development of Civil Air Transport in India, a copy of which is available in the Library of the House.

(iii) and (iv). The general attitude of the Government of India on the question of non-Indian Companies operating across India is summarised in the *Press Communique* which I have already laid on the table.

(c) Yes.

(d) There is no proposal for the grant of any Government subsidy at present. I would however invite the attention of the Honourable Member to paras. 11 and 12 of the Memorandum on Post-War Development of Civil Air Transport in India. As regards licensing of air transport, the Honourable Member is referred to the amendment of the Indian Aircraft Act passed by the Legislature in the Budget Session, 1944.

(e) The Honourable Member's attention is invited to the draft licensing rules published in the *Gazette of India*, dated 10th June, 1944, under Posts & Air Department Notification No. 26-V(2)/44, dated 1st June, 1944.

(f) No.

(g) The plans of the Government of India for post-war civil air transport are given in the Memorandum to which I have already referred.

(h) The safety of the public in air transport is secured by the provisions in the Indian Aircraft Rules, 1937. These provide for general safety conditions in flight, airworthiness of aircraft, licensing and competency of operating crews rules of the air, etc. It is also proposed shortly to promulgate new rules securing authority for Government to regulate the operation of regular air transport services by the issue of licenses, which will include power to control air transport fares, freight rates, etc.

(i) India has been producing special "Octane" petrol in small quantities for several years, but due to conditions created by the War, this has been discontinued and production concentrated on motor spirit.

Press Communique.

In September 1944, the Government of the United States issued invitations, to about 55 nations of the world, to an International Conference on Civil Aviation to be held in the United States. India was among those invited and accepted the invitation.

The International Conference met in Chicago from the 1st November 1944 to the 7th December 1944; 52 nations attended the Conference, and with the notable exception of U.S.S.R., all the United Nations and most of the Neutral nations were represented.

India was represented at this Conference by the following delegation:—

1. Sir Girja Bajpai.
2. Sir Gurnath Bewoor.
3. Sir Frederick Tymms.
4. Mr. G. D. Singh.
5. Mr. S. C. Sen.

The International Conference was the culmination of a series of bilateral talks undertaken by the Government of the United States with a number of countries interested in the development of international civil aviation. India was one of the countries which undertook such informal bilateral conversations with the United States in August 1944. Prior to the undertaking of these conversations the Government of India had announced in their press communique of the 27th July 1944, the broad aims which they wished to see achieved. These were as follows:—

(1) The Government of India seek a worldwide international agreement on a fully reciprocal basis, which will assure the freest possible development of international air navigation and air transport for the benefit of the peoples of the world as a whole, and with due regard to the rights and interests of all.

(2) They endorse the principle, already accepted by the British and American Governments, of freedom of flight and freedom to land for refuelling and other non-traffic purposes for all civil aircraft, including regular air transport services, on a non-discriminatory basis.

(3) They consider that the grant of commercial rights, that is, the right to carry traffic to and from another country, is better negotiated and agreed to on a universal reciprocal basis rather than by bilateral agreements.

(4) They endorse the principle generally accepted, of the right of each country to reserve internal air services and to determine the agency for the operation of its own internal and external air services.

(5) They also endorse the principle, which is again generally accepted, of the reservation of "cabotage" traffic, that is, traffic originating in and terminating in the territory of one country, including its colonies and dependencies. For this purpose it is accepted that India in common with the Dominions of the British Commonwealth is a separate country.

(6) The sovereignty of every country over the air above its territory and over the aerodromes in its territory must be fully recognised.

(7) The establishment of an international body whose function would be to implement the provisions of the international agreement, and, in particular,

(a) to promote the development of air transport in the interests of the world as a whole, and to ensure that the interests of the people both of the most powerful and of the smallest countries are secured;

(b) to ensure the safe and orderly development of air navigation by the co-ordination of technical systems and rules.

As a result of the bilateral talks with the U.S.A., the Government of India saw no reason to modify these general views and the original general aims were kept in view by her delegates during the discussions at the International Conference.

In convening the Conference, the United States Government suggested that the Conference should have the following objectives:—

(1) The establishment of provisional world route arrangements by general agreement to be reached at the Conference, the countries participating in the Conference to agree to grant the landing and transit rights necessary for the establishment of provisional route arrangements and air services.

(2) The establishment of an interim council to act as the clearing house and advisory agency during the transitional period.

(3) Agreement upon the principles to be followed in setting up a permanent international aeronautical body and a multilateral aviation convention dealing with the fields of air transport, air navigation and aviation technical subjects.

The Conference at Chicago proceeded to consider the framings of an international multilateral aviation convention on the basis of certain drafts which had been prepared by the Government of Canada and the Government of the United States. The object of such a convention was to secure—

(1) Uniformity of principles and rules governing international flying throughout the world, thereby removing obstacles to the development of communication by air, and

(2) the greatest measure of freedom for the operation of scheduled international air transport services, to provide the world with the transport and communications which it needs, while at the same time protecting the interests of all countries in their own carrying trades.

The approach to the first objective was along common front and having the invaluable precedent of the International Convention for the Regulation of Air Navigation, concluded in Paris in 1919 (India is a party to this Convention), as a guide, the problem presented no major difficulties. The Convention on International Civil Aviation which has emerged from the Conferences is largely based on the Paris Convention, with some modifications in principle and improvements in form. It makes no change in the matter of freedoms of the air. It re-affirms the sovereignty of each country over the air space above its territory. It confers, as did the Paris Convention, as between the contracting States, the privilege of freedom of flight for all civil aircraft not engaged in scheduled air transport services. It reserves all rights not only in regard to internal air transport, but in regard to the operation of scheduled international air transport services to, from and across the territory of any State. A series of technical annexes has been prepared which bring the regulation of aviation into line with modern technique. These after further study, will be finalised and annexed to the Convention, and will become obligatory in international aviation. If, as is expected, the Convention is accepted by most of the countries represented at the Conference, it will mark a considerable advance in securing a wider unification of principles and rules.

The second objective was approached by different countries from widely divergent points of view. One view strongly advocated by certain countries was in favour of the grant of freedom from commercial aviation with no regulation, leaving it to free and open competition. The advocates of this view urged that only thus would the world reap the benefit of more, better and cheaper air transport. The opposite view, which was equally strongly advocated, called for regulation of air transport by international body, the regulation being intended (1) to prevent uneconomic and cut-throat competition, resulting in the grant of subsidies and the creation of international jealousies, and (2) to protect the interests of countries which are now backward in the field of civil aviation so that they may in due course and at the proper time take their legitimate share in international air transport. During the course of discussions, in which all parties strove to find a common agreement, these views underwent considerable modification. The India delegation, while anxious to promote greater freedom of operation, was not prepared to grant unrestricted freedom unless, for the national control which each country now exercises through bilateral agreements, a satisfactory form of control by an international body was substituted, so as to ensure a degree of protection for the Indian air transport industry. In spite of various attempts made to find a formula which would satisfy all parties, it was found impossible to arrive at an agreement. It was therefore finally decided that this question, with all the documents relating to it, should be referred to an interim council elected by the International Conference with instructions to study those documents, to collect further data, and to report to the next conference. In the main Convention, certain provisions on the air transport side have however been incorporated. Machinery is established for international collaboration in the provision of air ports and other air route organisation needed for international air transport, when the State in whose territory the organisation is required is unable to provide it. An Air Transport Committee of the Council will collect, study and publish the result of its studies of air traffic and air transport statistics and cost data for the benefit of the States, parties to the Convention. Provision has been made for the filing with the Council of copies of all agreements relating to air transport and this is expected to have a deterrent effect on the making of special bargains which may be injurious to the interests of others.

Before it can be effective, the main Convention requires to be ratified by the Governments of the States which sign it. Some time must therefore elapse before it can come into force. An Interim Agreement has therefore been adopted, setting up an interim civil aviation organisation with certain preparatory and other functions, and in incorporating a number of common regulatory provisions for international flight. Such an agreement can be accepted by Governments through their powers of executive action and could therefore become effective at an early date, thus enabling international air transport to develop and function soon after the end of the War. The Interim Agreement sets up an interim civil aviation organisation consisting of an Assembly, on which each signatory State will have one vote, and a Council of nominees of 21 States selected to represent—

- (a) countries having the greatest development in air transport operation,
- (b) countries contributing most largely to international air route organisation, and
- (c) countries other than those already selected under (a) and (b), representing the major geographical regions of the world.

This Council will appoint a Committee on Air Navigation and a Committee on Air Transport. The former will have as its principal task the study of the technique of aircraft operation and control and the completion of the technical annexes for the main Convention. The functions of the latter will be to study all questions relating to international air transport including air transport technique and costs and in particular, the problems of internationalisation of air transport and of international control of air transport which could not be settled at the Chicago Conference.

Following failure to agree on the principles of control of international air transport, an in response to a growing feeling in favour of greater freedom, even without control, two separate agreements were drawn up by the Conference. The first of these agreements, known as the International Air Transit Agreement, provides for the grant of the freedom of flight across the territory of a State and the freedom of landing for non-traffic purposes. A between the States which sign this Agreement, these freedoms are granted without any reservations, but it is open to a country which feels that such freedom is being abused b

another country to its detriment, to appeal to the Interim Council for examination and report. The second separate agreement, known as the International Air Transport Agreement, provides for the grant, in addition, of what are known as the commercial freedoms, namely, the right to set down traffic from the country of origin of the aircraft, the right to take up traffic for the country of origin of the aircraft and the right to take up and set down traffic to and from intermediate countries. A similar provision authorising reference to the Interim Council has also been provided in this agreement. These two separate agreements are open for signature by such countries as desire to sign them.

The Conference thus finally prepared four documents:

- (1) The Convention on International Civil Aviation,
- (2) The Interim Agreement on International Civil Aviation,
- (3) The International Air Transit Agreement (Two Freedoms),
- (4) The International Air Transport Agreement (Five Freedoms).

Apart from these, a number of miscellaneous resolutions were adopted by the Conference, relating to various subjects and these were incorporated in the Final Act of the Conference.

In the last plenary sessions of the Conference the elections to the Interim Council took place. The original vote failed to elect India. There was, however, universal recognition of India's incontestable claim and outstanding qualification to be elected in the category of States which make the largest contribution to international air route organisation and in the final session of the Conference, Norway, which had been elected to the Council, offered to resign its seat and proposed that India should be elected in its place. This offer of Norway was followed by that of Cuba, which offered to resign its seat on the Council in favour of India, requesting Norway to retain its seat. The Conference accepted the offer of Cuba, and India was unanimously elected to a seat on the Council. The delegate of India acknowledged the generous actions of Norway and Cuba which had been taken in the interests of international collaboration and thanked the delegations for their act of self sacrifice.

India has signed the following documents:—

- (1) the Final Act,
- (2) the main Convention,
- (3) the Interim Agreement, and
- (4) the Two-Freedoms agreement.

The Final Act is merely a record of the work of the Conference. The main Convention does not come into force until it has been ratified by the governments of the signatory countries and it is necessary that 26 countries should ratify the Convention before it becomes effective. The Interim Agreement and the Two-Freedoms Agreement will not become binding on any country until confirmed by its Government by notification to the United States Government. The Government of India will now proceed to examine these documents with that object.

Examining the results of the Conference with reference to the objects which the Government of India desired to see achieved, it will be noted that the right of each country to reserve internal air services and to determine the agency for the operation of its own internal and external air services, has not been interfered with. The principle of the reservation of "cabotage" traffic, that is, traffic originating in and terminating in the territory of the same country, has been accepted. The sovereignty of every country over the air above its territory has been recognised. As regards the grant of freedoms, India was prepared to grant on a fully reciprocal basis, the freedom of transit and the freedom of landing for non-traffic purposes, and this has been achieved by the separate agreement. As regards the grant of commercial freedoms to scheduled air services, India was prepared to grant them subject to the constitution of a satisfactory international body to regulate international air transport. It was not found possible to achieve agreement on this matter and this has been referred to the Interim Council for study and report. In the meantime, so far as countries not parties to the International Air Transport Agreement are concerned, the grant of such freedoms to scheduled air transport services will be subject to specific bilateral agreements, and it will be open to India to make such conditions as she may desire to protect or legitimate interests.

Before the opening of the Chicago Conference, the representatives of the Governments of the British Commonwealth and Empire had met in Montreal to consider matters of common interest to the Commonwealth. After its close, they met again to consider the results of the Chicago Conference, insofar as they affected the Commonwealth and Empire. Conversations were held first in Montreal and later in London and at these meetings India was represented by Sir Gurunath Bewoor and Sir Frederick Tymms. At these conversations, it was proposed that a Commonwealth Air Transport Council be constituted, whose functions will be to keep under review the progress and development of Commonwealth civil air communications, to serve as a medium for exchange of views and information between the Commonwealth countries on civil air transport matters and to consider and advise on such civil aviation matters as any Commonwealth Government may desire to refer to the Council. The Council will be purely advisory in its functions but will be of great value in the co-ordination of Commonwealth air communications. The Montreal and London conversations also dealt with the question of the organisation and methods of operation of air services in the Commonwealth. India is in this regard concerned mainly with the services operating between the

United Kingdom and India and from the United Kingdom across India to Australia and New Zealand. The conclusions of the conversations will be examined by Government in due course.

Posts and Air Department.
New Delhi, the January 11, 1945.

Mr. Manu Subedar: With regard to (b), may I know whether Government are in a position to give an assurance to private enterprise proposing to take up air transport in India that such enterprise will not be squeezed out in the pressure of State enterprise on the one hand and British and Dutch and American Companies on the other? What assurance is the Honourable Member in a position to give to private enterprise who may be projecting efforts in this direction in the future?

Sir Gurunath Bewoor: As I have stated in reply to the Honourable Member's question, the point made by him is under the consideration of the Government of India at present and I am not therefore in a position to give any particular assurance.

Mr. Manu Subedar: Will there be any scope at all for private enterprise in transport? Can my Honourable friend say that much at least?

Sir Gurunath Bewoor: Sir, may I just refer again to what I said, viz., that the question whether the operation of civil-air services in the period after the war should be the exclusive concern of the State or whether private enterprise may be allowed to undertake such operation is under the consideration of the Government of India.

Mr. Manu Subedar: Then I take it that at the present moment Government have not made up their mind, and that private enterprise may, after all, have no scope whatsoever. Am I correct? Is that the impression the Honourable Member wishes to convey?

Sir Gurunath Bewoor: Or it may have the scope. Government have not yet decided.

Mr. Manu Subedar: Will Government give an assurance on this subject so that business firms who are concerned with this may either drop their programme or go ahead?

Sir Gurunath Bewoor: I hope Government will be able to take a decision on this question in the near future.

CLAIMS RE BOMBAY EXPLOSION

15. ***Mr. Manu Subedar:** (a) Will the Honourable Member for War Transport please state what the last date was for the submission of claims with regard to the Bombay explosion?

(b) How many claims have been registered?

(c) What is the total amount?

(d) In how many cases has money been paid up?

(e) Have the claimants requested for part payment and in how many cases has part payment been made?

(f) Are Government aware that there is serious discontent with regard to the delay over the settlement of loss arising out of a disaster caused by Government even eight months after the event?

(g) Will Government call for a report and place it on the table of the House to show what the real reasons, if any, for the delay were?

(h) Will Government send one or two extra officials and get this purely temporary non-recurring work finished as early as possible in order to give much needed relief to those who are suffering?

The Honourable Sir Edward Benthall: (a) The last date for submission of claims was the 30th November 1944. Under Ordinance LI of 1944 the Central Government is empowered to entertain applications received after that date

ut not later than the 31st October, 1945, where adequate cause is shown to justify the delay.

	Rs.
(b) (i) In respect of damage by fire or blast	3,083
(ii) Under Marine policies	679
(iii) In respect of uninsured properties	11,735
(iv) For personal injuries (uninsured)	466
(v) Claims covered by miscellaneous policies	Negligible.
(c) (i) In respect of fire and blast damage	850 lakhs.
(ii) In respect of Marine insurance	150 "
(iii) In respect of personal injuries	13 "
(iv) In respect of miscellaneous policies	4 1/2 "
(v) In respect of uninsured property (approximately)	350 "

(d) Till about the end of January claims have been passed for payment as follows :—

	Rs.
(i) Fire and blast	2,381
(ii) Marine risks	615
(iii) Uninsured property	1,742
(iv) Personal injuries	56

In respect of miscellaneous policies practically all cases have been disposed of.

(e) One such request is reported to have been received. Part payments, however, are not permitted under the Ordinance.

(f) Government are not aware of any such discontent nor has there been any unreasonable delay since the filing of a large number of claims was done at a very late stage. Of the 3,000 odd claims in respect of insured property for the aggregate amount of 8½ crores about 2400 have already been disposed of involving payment of nearly 6 crores. All claims which were in order have been and are being expeditiously dealt with. There were, however, a number of cases where the claimants had not complied with the War Risks Insurance Ordinance and pending investigation by the Special War Risks Officer the settlement of such claims was inevitably delayed. Arrangements, however, have now been made for the payment of such claims on the claimant depositing 12½ per cent. of the amount of the claim to cover potential penalties. As regards uninsured property, examination of claims must necessarily take some time as the Commissioners have to record evidence which is mostly oral.

(g) No, there is no need for such a report. Government are doing everything possible to ensure that claims are settled expeditiously. They have decided to appoint an additional Claims Commissioner to deal with claims in respect of uninsured property and the staff of the Claims Commissioners has been augmented to cope with the work.

(h) The appropriate officers of Government have been frequently visiting Bombay to solve on the spot such difficulties as arise in the administration of the scheme and Government do not consider it necessary to station such officers at Bombay.

REVERTING RAILWAY WORKSHOPS TO ESSENTIAL RAILWAY ACTIVITY

16. ***Mr. Manu Subedar:** (a) Will the Honourable Member for Railways please state how much productive capacity of the Railway workshops was diverted to the manufacture of munitions, and, whether, in view of the easier conditions of munitions production and transport in the United States of America and the United Kingdom, it is not possible to revert to essential Railway activity in these shops with a view to effecting necessary repairs to rolling stock and the production of spare parts and the construction of new rolling stock?

(b) What progress has been made with regard to the manufacture in India of (i) locomotive boilers, and (ii) axles and wheels?

(c) Which firms are doing this and at what stage are these enterprises?

(d) What arrangements have Government made with them with regard to the taking over of their output? Who will fix the price and on what basis?

(e) Have Government contributed any capital towards these enterprises?

The Honourable Sir Edward Benthall: (a) It is undesirable for security reasons to give information regarding the volume of productive capacity in Railway Workshops diverted to production for the War Department. The load on Railway Workshops has however been substantially reduced of late and the capacity released is being fully utilised for railway requirements.

(b) (i) Indents for all imported machinery required for the locomotive boiler building project at Singbhum have been placed and orders for the greater part of the heavy machines have already been placed for delivery ex-works during the next six months. An order for 100 boilers has been placed on these Works and arrangements for the supply of material and components required for their manufacture from indigenous sources and overseas are practically complete.

(ii) Wheels and axles are being manufactured in India by Messrs. the Tata Iron & Steel Co. Ltd., since the middle of 1943. The machinery for rolling wheels and forging axles was installed in 1942 and in early 1943 respectively, but actual outturn was delayed owing to initial production difficulties. Up to the 18th January 1945 the effective deliveries totalled 8,489 axles and 22,052 wheels. Rolling of wheels and forging of axles has now developed to about 70 per cent. of designed capacity, but Tata's machining capacity is so far only sufficient for about 50 per cent. of the current outturn.

(c) The progress referred to in reply to (b) (i) has been made by the E. I. Railway. Negotiations for the sale of the Singbhum Workshops to Messrs. Tatas are expected to be finalised shortly. As regards wheels and axles, I have already stated the position in reply to (b) (ii) above.

(d) As regards locomotive boilers the question has been answered in my replies to (b) (i) and (c). Government is absorbing the out put of Railway Wheels and Axles for essential Railway purposes. The prices of these components are fixed by Government in negotiation with Messrs. Tatas.

(e) As regards locomotive boilers, the question has been answered in my replies to (b) (i) and (c).

As regards wheels and axles, Government have agreed to contribute 40 per cent. of the cost of the extension to Tata's wheel, tyre and axle plant.

Mr. Manu Subedar: What arrangements do Government propose to make for securing the full requirements in wheels and axles in this country instead of the 50 per cent. manufacture?

The Honourable Sir Edward Benthall: I should require notice of that question. It will however be observed that it is proposed to expand the Tata plant.

Mr. Manu Subedar: Are there any technical difficulties in requiring the total requirements of India in wheels and axles satisfied in this country?

The Honourable Sir Edward Benthall: It appears that Tata's after some considerable initial difficulties are successfully making them.

Sir Muhammad Yamin Khan: What will be the duration of this contract with Tata's?

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

ORDERS PLACED re LOCOMOTIVES AND WAGONS

17. ***Mr. Manu Subedar:** (a) Will the Honourable Member for Railways please state how many locomotives and wagons there are on order and when these orders were placed?

(b) What are the prices for different types at which these orders have been placed?

(c) How many have been delivered and how many are expected?

(d) How many metre gauge locomotives were manufactured at Ajmer since the beginning of the war and what have Government done to expand the activity of their workshop?

(e) What arrangements have been made with regard to the proposed Kauchrapara Locomotive Works; how much equipment has been ordered, what is the price and when is it expected to arrive?

(f) In view of the fact that the war against Japan might last another five years, what steps are Government taking in order to strengthen the transport system of India, which is regarded as an important base?

(g) Have Government made any plan or programme for giving adequate transport to the civil population after satisfying their essential requirements and those of industries, during the coming years? If so, what are the plans and what is their programme?

The Honourable Sir Edward Benthall: (a), (b) and (c). Statement showing the information required are laid on the table.

(d) 19 M. G. locomotives have been built at Ajmer since the beginning of the War. The shops have mainly been engaged on essential maintenance work during the war. A proposal for the reconstruction of the shops after the war is under consideration, but this is for maintenance work and not for the purpose of locomotive building.

(e) Work on the preparation of the detailed plans for the various shops and schedules of plant is well in hand. A number of indents for plant have been submitted. It is, however, not possible as yet to quote the prices of the plant or the estimated date of its delivery; but certain remodelling will be necessary in these workshops as soon as they can be released from essential war work, and it is anticipated delivery of plant will be effected by the time this remodelling is complete.

(f) and (g). Government have taken all necessary steps to strengthen the transport system of India by increasing the power, rolling stock and line capacity of the railways as well as increasing port capacity and importing a large number of motor vehicles, in order to fit India as an important base in accordance with the requirements of the situation as estimated by the military authorities. The plan includes provision for the essential needs of industries and the civil population.

Locomotives on order on Railway Department's account, number delivered and their estimated cost.

Type	Numbers on order	Year ordered	Numbers put into service upto 15-1-45	Balance to be put into service	Estimated cost per engine (In thousands) Rs.
A) Imported—					
(i) Broad Gauge—					
X-Eagles (U.S.A.)	40	1942	40	..	4,20
X-Dominions (Canada)	145	1942	142	..	3,29
Diesels (U.S.A.)	30	1943	8	22	2,30
Consols (U.S.A.)	60	1943	57	3	2,96
X-Dominions (U.S.A.)	165	1942	8	157	3,49
X-Dominions (Canada)	192	1943	..	192	3,05
Do. (U.K.)	110	1944	..	110	3,05
Do. (Canada)	100	1944	..	100	3,05
Do. (U.S.A.)	60	1944	..	60	3,49
X-Eagles (U.K.)	35	1944	..	35	4,20
Total	937*		255	679	*3 lost in transit.
(ii) Metre Gauge—					
MacArthurs (U.S.A.)	190	1942	190	..	2,34
Do.	205	1943	153	52	2,34
Garratts (U.K.)	18	1944	..	18	3,00
Total	413		343	70	
B) Indigenous (on B., B. & C.I. Railway, Ajmer Shops)—					
XT Class (B.G.)	20	1940	..	10	} Not yet available.
YB Class (M.G.)	2	1942	..	10	
		1935	..	2	

Wagons on order on Railway Department's account, number delivered and their estimated cost.

Type	Numbers on order (In units)	Year ordered	Numbers put into service upto 15-1-45	Balance to be put into service	Estimated cost per wagon (Figures in thousands)
1	2	3	4	5	6
Indigenous—					
Broad Gauge.—					
General service	8050	1942	3658	4392	7 to 9
Special types	384	„	371	13	9 to 23
Metre Gauge.—					
General service	657	„	308	349	6
Special types	4	„	..	4	16
Broad Gauge.—					
General service	8300	1944	..	8300	As above against B. G. wagons.
Special types	1200	„	50	1150	
Imported—					
Broad Gauge.—					
General service	28500	1943	..	28500	12 to 13
Special types	300	„	..	300	32
Metre Gauge.—					
General service	2500	1943	*	*	11.5 to 13
Special types	500	„	*	*	11.5
Special types	6	1945	..	6	Not yet known.

Note 1.—Col. 6. Prices vary according to the types of wagons. Final figures are not yet known as in the case of indigenous wagons they are subject to revision to take account of adjustments in the price of wheels and axles, other materials and labour, and in the case of the imported wagons the final prices not being available only approximate prices have been quoted.

2. *These were included in a War Dept. order. In view of a reduction in the number of wagons on order it is not known how many out of these will now be allotted to the Railway Department.

Mr. Manu Subedar: What are these plans for increasing the needs of the civil population? Government may not be fully aware that there is discontent from Peshawar to Cape Comorin. Neither passengers nor goods are being carried properly. What are the plans, assuming the war lasts five years with Japan?

The Honourable Sir Edward Benthall: I obviously cannot go into details. I said above that we are increasing the power, the rolling-stock and the line capacity of the railways for this purpose and also we are increasing the port capacity and importing motor vehicles.

Mr. Manu Subedar: When do Government propose to re-establish the passenger trains which they have withdrawn on many routes?

The Honourable Sir Edward Benthall: First of all when we can get the rolling-stock released from military purposes; and secondly when we can get sufficient coal to run the additional trains.

Mr. Manu Subedar: How much additional rolling-stock did Government provide for in the past and what are they going to provide in the next two or three years to relieve the situation?

The Honourable Sir Edward Benthall: As regards the wagons I am placing a statement on the table.

Mr. Manu Subedar: Travelling conditions for the civil population have become unbearable and I want to know what plans, if any, this Government have to relieve the situation. Will he put them on the table and circulate them in the course of the Session?

The Honourable Sir Edward Benthall: The Honourable Member is referring to passenger traffic?

Mr. Manu Subedar: I refer to both goods and passengers. I take up passengers first.

The Honourable Sir Edward Benthall: But the Honourable Member's question appears to refer to goods.

Mr. Manu Subedar: I refer to both. I speak of the needs of the civil population in regard to transport, which, in my opinion, cover both the subjects which the Honourable Member is controlling. I want to know what this Government is going to do to relieve the very acute distress of the civil population with regard to both passenger and goods transport?

The Honourable Sir Edward Benthall: As regards goods I think I have sufficiently answered. As regards passenger traffic, we are trying to get into operation every available coaching vehicle that we can put into condition to run and also to construct additional stock, if necessary of a temporary, war-time construction, in order to increase the capacity. The difficulty there is largely a shortage of material as the railways are unable to get more than about 33 per cent. of their timber requirements.

Mr. Manu Subedar: As the war progresses further inside Burma, does the Honourable Member expect the position to be easier or worse because there is a longer lead for military transport?

The Honourable Sir Edward Benthall: I do not think that arises out of the question.

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

Mr. Manu Subedar: That does arise because I am considering how much easier the position will be for the.....

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

Mr. Manu Subedar: All right, Sir.

Sir Muhammad Yamin Khan: What were the reasons for abolishing the building of coaches in this country and thereby we were forced to place an order for a very large number of coaches outside India?

The Honourable Sir Edward Benthall: No coaches have been placed overseas except for a certain number of under-frames which was done to relieve the passenger position. If by coaches the Honourable Member means wagons, I will explain.

As regards the wagons, the Indian wagon industry was filled to capacity and as that capacity was not sufficient to take care of the immediate needs, we had to place orders overseas to relieve the situation.

Mr. Manu Subedar: With regard to (e), may I know whether the equipment is all ordered in the United Kingdom or have any orders been placed outside?

The Honourable Sir Edward Benthall: For Kanchnarpara only a limited amount of plant has been ordered, the special heavy and difficult machines would take a long time to manufacture, and to the best of my recollection they have been placed in the United Kingdom. They are largely machines which are duplicates of those being ordered for Singhbhum.

SRIGOBINDPUR-BEAS-KASUR RAILWAY LINE CONSTRUCTION

18. ***Mr. K. S. Gupta:** (a) Will the Honourable Member for Railways please state if it is proposed to construct a railway line connecting Srighobindpur (in the District of Gurdaspur) with Beas Railway station and Beas Railway station with Patti or Kasur Railway station on the North Western Railway? If not, is he aware that the area in question was once surveyed and later the

idea of constructing the line was dropped? If so, have they now included the construction of this line in their post-war planning scheme?

(b) Is he aware that most of the villages lying in this area once used to be the most important and popular markets?

(c) Is he also aware that the area is most fertile and the agriculturists of the area are greatly handicapped in carrying their produce to the cities for want of proper communications?

(d) Does he propose to extend the Railway facilities to the agriculturists of this area also? If not, why not?

The Honourable Sir Edward Benthall: (a) to (d). The line Batala-Qadian-Srigobindpur-Beas was surveyed and was sanctioned in 1928 but due to financial stringency the section Batala-Qadian was the only portion opened for traffic while the rest of the project was abandoned. A re-examination also showed that the traffic prospects of the section Qadian to Beas were not sufficiently good to justify the construction. The line from Beas to Patti has not been surveyed. The projects will be considered along with others when the post-war plans for the area are being finalised after considering the recommendation of the Government of the Punjab.

ABOLITION OF GARNA SAHIB RAILWAY STATION

19. ***Mr. K. S. Gupta:** (a) Is the Honourable the Railway Member aware that quite recently a Railway station named Garna Sahib on the Jullundur-Mukerian Line has been abolished, and that Garna Sahib is a famous and historical Gurdwara of the Sikhs?

(b) Is he also aware that though it happened to be a small flag station, the average income of the station used to be about Rs. 1,500, per month and it was not in any way a losing concern?

(c) Is he further aware that the inhabitants of the area around it have rendered valuable military service to the Government?

(d) Is he further aware that as a result of this action, the public in general and Sikhs in particular are hard hit?

(e) Will he consider the desirability of keeping up this Railway station and order its opening up soon? If not, what are the reasons?

The Honourable Sir Edward Benthall: (a) The Station was closed for the booking of passenger traffic with effect from 1st September 1944 with the consent of the local authorities. As regards the second part, Government are aware that there is a Gurudwara at Garna Sahib.

(b) The average monthly income of Garna Sahib Railway Station was about Rs. 800 and not Rs. 1,500 as stated in the question.

(c) I am prepared to accept the statement of the Honourable Member.

(d) It is realised that the closing of a station imposes certain inevitable hardships on individuals, but the conservation of coal as a factor in the war effort has to take precedence over personal considerations affecting individuals.

(e) This station is closed as a temporary measure and its reopening will be considered when the coal situation improves. The second part does not arise.

Mr. Govind V. Deshmukh: But if the grievances mentioned are serious, would the Government be prepared to revise their decision?

The Honourable Sir Edward Benthall: I have explained the circumstances. Reopening of this station would mean the closing down of another station somewhere else. It is the shortage of coal which causes us to restrict these services.

Mr. Govind V. Deshmukh: Will the Honourable Member make enquiries and see if any other station can be closed and this can be opened?

The Honourable Sir Edward Benthall: All stations are reviewed, as I mentioned in reply to the first part of the question, in consultation with the Provincial Government.

Sardar Mangal Singh: May I know how soon it is likely to be reopened?

The Honourable Sir Edward Benthall: I replied to that in my reply to part (e) of the question. The reopening will be considered when the coal situation improves.

DISCRIMINATORY TREATMENT AS REGARDS RESERVATION OF BERTHS FOR MEMBERS OF CENTRAL LEGISLATURE AT DELHI RAILWAY STATION

20. ***Mr. K. S. Gupta:** Will the Honourable Member for Railways please state:

(a) if it is a fact that the requisitions for reservation of berths from the Honourable Members of Central Legislature, by letter and on phone, are not entertained by the reservation staff at Delhi; if not, what the fact is;

(b) if it is a fact that the requisitions for reservation of berths from Government or Railway Officials either by letter or on phone are, as a rule, entertained by the reservation staff at Delhi; if not, what the fact is;

(c) if the replies to (a) and (b) or any of them be in the affirmative, the reasons for the discriminatory treatment; and if Government propose to abolish the discrimination; if not, why not;

(d) if it is a fact that the requisitions for reservation of berths, if and when made personally, by the Honourable Members of the Central Legislature, are not even recorded provisionally by the reservation staff at Delhi, and that they have to run about begging the Station Superintendent or his immediate subordinates; if not, what the fact is and how provisional recording of reservation of berths is done at Delhi Junction reservation office; and

(e) if Government propose to instruct the Station Superintendent, Delhi, and his staff to record the names provisionally of the Honourable Members of the Central Legislature and their staff for the reservation of berths, if and when required, either personally, in writing or on phone, which will be confirmed subsequently before the departure of the train; if not, why not?

The Honourable Sir Edward Benthall: (a) No. Requests for reservation of berths are entertained if accommodation is available on the date for which it is asked.

(b) Yes, if accommodation on the date asked for is available.

(c) There is no discrimination. The second part of the question does not arise.

(d) No. When accommodation is available, applications for reservations are entertained even provisionally, subject to confirmation on production of tickets and payment of the reservation fee. No provisional reservations can, of course, be made when all the available accommodation has been bespoken.

(e) In view of my reply to part (d), the issue of such instructions is not called for.

Mr. Lalchand Navalrai: May I know whether a circular has been issued by the Railway Board to the effect that attention should be given to the convenience of Members who come here to attend the Assembly and return from here and if there is any inconvenience that should be reported to the General Manager? Has the attention of the station masters and the ticket collectors been drawn to that circular? If not, will the Honourable Member do that now?

The Honourable Sir Edward Benthall: I understand that this has been done.

Mr. T. S. Avinashilingam Chettiar: What is the use of issuing a general circular to the General Managers, if our applications are treated in the same old manner?

The Honourable Sir Edward Benthall: I do not think that is the case. In the case of reservations for journeys to and from the Assembly I understand that Honourable Members are given preference.

Honourable Members: Not at all.

The Honourable Sir Edward Benthall: They are permitted to book in advance of the public.

Mr. Lalchand Navalrai: Will the Honourable Member send a copy of this to the General Managers, so that they may instruct their ticket collectors, who are the bosses on the railways?

The Honourable Sir Edward Benthall: If the Honourable Member means the question and the answer, I should be pleased to do it.

Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member issue a circular saying that just as the military personnel are being given a preference in travelling, so also Members of the Assembly travelling in connection with their work in the Legislature should be given similar preference, if necessary, at least next to military urgency?

The Honourable Sir Edward Benthall: I do not think the military personnel are being given preference except in the case of certain officers who are entitled to certain special accommodation. But of course certain carriages are reserved for the military in order to segregate them from the general public.

Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member consider the advisability of issuing a circular to the effect that Members travelling in connection with their work in the Legislature will be given preference, even if the seats had been reserved by others previously?

The Honourable Sir Edward Benthall: There is difficulty in that. There is no system of priority of passages for railway passengers in existence and once a person has booked his seat, he has a claim to it. It is not possible to turn him out of his carriage even for a Member of the Legislative Assembly. What we do is to provide that the Members of the Legislative Assembly can book their seats in advance of the general public for purposes of coming to the Assembly.

Mr. T. S. Avinashilingam Chettiar: Why not add an extra carriage if necessary?

The Honourable Sir Edward Benthall: The difficulty there is, first of all, shortage of carriages, and secondly trains are already loaded to the maximum capacity of the engine.

Mr. T. S. Avinashilingam Chettiar: What then is the use of your circular to the General Managers?

The Honourable Sir Edward Benthall: If Honourable Members will foresee the dates of their journeys and take advantage of the facilities which the railways make available to them, they will get their accommodation.

Mr. Abdul Qaiyum: Is the Honourable Member aware that at Delhi Railway station Members are told that no preference can be shown to them in the matter of reservation, and that they have to give as many days notice as are required of the general public? Those responsible for reservation sometimes take a Member up and down from engine to the guard's wagon and expect all the time a tip for reservation.

The Honourable Sir Edward Benthall: The Honourable Member has put two questions. The first was whether any preference was given to the Honourable Members. I understand that that is so, that they are entitled to book 15 days before they actually perform their journeys.

Honourable Members: Only seven days.

The Honourable Sir Edward Benthall: I will look into that and see what exactly is the case. As to the second part of the question, the Honourable Member is raising

Mr. Abdul Qaiyum: No increase in pay should be given to the staff responsible for reservation. I have seen them charge military officers as much as Rs. 10 and 15.

The Honourable Sir Edward Benthall: If the military officers or any other persons will kindly assist the railways in this difficult problem by reporting such cases, they will be doing a public service.

Mr. Manu Subedar: Will Government call for a confidential report from their own officers?

(No reply was given.)

NON-CONFIRMATION OF CERTAIN STAFF IN DELHI DIVISION, NORTH WESTERN RAILWAY

21. *Mr. K. S. Gupta: Will the Honourable Member for Railways please state:

(a) if it is a fact that confirmation of the staff in the Delhi Division of the North Western Railway, to posts to which they were appointed before 1942 has not yet been done; if not so, what the fact is;

(b) what the rules were in force before 1942 when it was decided that recruitment to services should be temporary for the duration of war; and

(c) if Government propose to take necessary steps to confirm the staff who were appointed before 1942; if not, why not?

The Honourable Sir Edward Benthall: (a) and (c). Certain staff who had not been appointed on probation prior to 1st June 1942, but were employed in a temporary capacity, were not confirmed in accordance with the general orders on the subject. The N. W. Railway Administration has recently obtained the sanction of the Government of India, as a special case, to such employees, who were eligible for being placed on probation but had not been so placed, being confirmed.

(b) According to the rules in force prior to the issue of the embargo on confirmation, an employee became eligible for confirmation in his turn on the occurrence of a permanent vacancy in the cadre, provided he had completed 12 months continuous service.

TECHNICAL MISSION RECOMMENDATIONS RE MANUFACTURE OF ARTIFICIAL FERTILIZERS

22. *Mr. K. S. Gupta: Will the Honourable the Supply Member please state:

(a) whether the Technical Mission has recommended the manufacture of artificial fertilizers in India;

(b) the main recommendations of the Mission in this respect; and

(c) whether Government have considered these recommendations; if so, with what effect?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) The recommendations made by the Mission are contained in their report, a copy of which is available in the Library of the House.

(c) I have already answered this in my reply to parts (b) and (c) of Starred Question No. 10, today.

PRODUCTION OF COAL IN 1943 AND 1944

23. *Mr. K. G. Neogy: (a) Will the Honourable the Supply Member be pleased to state whether his attention has been drawn to the following statement made by His Excellency the Viceroy on the 15th December, 1944, in his address to the Associated Chambers of Commerce:—

"Production (of coal) throughout 1944, though below our target, has been greater, month by month, than the corresponding figures for 1943"?

(b) Will the Honourable Member please refer to the following statement made by him to my starred question No. 17 on the 1st November, 1944:—

"The total quantity of coal raised throughout India during the four months, June to September, 1944, was, in fact, slightly lower than the output in the corresponding period of last year"

(c) Will the Honourable Member be pleased to reconcile the above two statements and indicate which of them represents the correct position?

The Honourable Sir Sultan Ahmed: (a), (b) and (c). The two statements clearly cannot be reconciled for the all-India figures. The statement referred to in part (a) is, however, correct for the average monthly raisings in the Bengal and Bihar fields, the two largest fields in India, for the first 11 months of the year 1914.

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

SOFT COKE REQUIREMENTS AND QUOTAS

†24. *Mr. K. O. Neogy: (a) Will the Honourable the Supply Member be pleased to state the approximate daily average requirements of soft coke for domestic consumption in Calcutta during the years 1941, 1942, 1943 and 1944; separately, and the present daily requirements of the same with due regard to the increased population of the city?

(b) What was the daily quota of soft coke supply fixed for the city of Calcutta during each of the years, 1941, 1942, 1943 and 1944?

(c) What was the approximate daily requirement of soft coke for the Province of Bengal (excluding Calcutta) and other Provinces; separately, in British India, during the years 1941, 1942, 1943 and 1944, and what is the present daily requirement of the same for these Provinces?

(d) What was the daily quota of domestic fuel fixed for the Province of Bengal (excluding Calcutta) and other Provinces, separately, in British India during each of the years, 1941, 1942, 1943 and 1944?

(e) Is it a fact that the quotas of soft coke in each Province have been gradually reduced from time to time? If so, what are the reasons for such reductions?

(f) Were such reductions of quotas for domestic fuel made with the consent or previous knowledge of the different Provincial Governments or solely on the initiative of the Central Government?

(g) Is it a fact that there is no dearth of second class coal for manufacturing soft-coke and that the output of such coal can be further increased if wagons are assured in full to carry the coke?

(h) Is it the policy of Government to give special preference to domestic fuel in the matter of wagon supply? If so, will the Government issue necessary instructions on this point?

The Honourable Sir Sultan Ahmed: (a) There is no reliable information about the daily average requirements of soft coke for domestic consumption in Calcutta during the years 1941 to 1944, nor of the present daily requirements. It is known, however, that, before the war, about 30 wagons of soft coke per day were arriving in Calcutta. Various estimates, the accuracy of which is not definitely known, place the present daily requirements as 45 to 50 wagons.

(b) No quota had been fixed for 1941 and 1942. The daily quota of soft coke fixed for 1943 and 1944 was 30 wagons per day. As against this, average actual deliveries were 28 wagons per day, in 1943, 32 wagons per day during the first six months of 1944 and 37 wagons per day during the last six months of 1944.

(c) No reliable information is available about Provincial requirements of soft coke for the years 1941 to 1944 and the present requirements.

(d) The Honourable Member is presumably referring to soft coke and not to other varieties of domestic fuel. Supplies to the Provinces are made not on the basis of fixed daily quotas but according to the availability of soft coke and transport from month to month for catering to the needs of the Provinces. The present basis of supplies is as follows:

Bengal (excluding Calcutta)	17 wagons per day.
The Punjab	8 wagons per day.
The U. P.	4 wagons per day.
Bombay	1 wagon per day.
Bihar	8 wagons per day.
Delhi	5 wagons per day.

(e) Supplies of soft coke to the Provinces have fluctuated from time to time and there have undoubtedly been reductions, the main reasons being the scarcity of soft coke and coal.

(f) The reductions, when necessary, were made by the Central Government.

(g) The answer is in the negative. An increase in output is not solely dependent on the supply of wagons.

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

(h) On the assumption that the Honourable Member is again referring to soft coke only, I can state that the requisite degree of priority is given for wagons needed for transporting soft coke for domestic consumption. No further instructions in the matter are considered necessary.

QUOTAS OF COAL WAGONS FOR CERTAIN INDUSTRIES

†25. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to state the total monthly quotas of coal wagons fixed for each of the following industries during the years 1943, 1944 and for the current year, separately:—

- (i) Cotton Mills,
- (ii) Jute Mills,
- (iii) Iron and Steel Factories,
- (iv) Steel Re-rolling Mills,
- (v) Ice Factories,
- (vi) Glass Factories,
- (vii) Cement Factories,
- (viii) Electric and Gas Companies,
- (ix) Water Supply Concerns in towns,
- (x) Rice Mills,
- (xi) Oil Mills, and
- (xii) Flour Mills?

(b) Is it a fact that considerable reductions in quotas have been made now and then in respect of certain industries? If so, what are the reasons for, and the basis of, such reductions?

(c) Is it a fact that the reductions in quotas in respect of different industries have not been proportionate to their previous quotas?

(d) Is it a fact that the quotas for Cotton Mills and a few other industries have recently been heavily reduced, in spite of the fact that, as stated by His Excellency the Viceroy on the 15th December, 1944, to the Associated Chambers of Commerce, the coal raisings were higher from month to month in 1944 in comparison with that of 1943? What has been the effect of such reduction on the industries concerned, and what are the prospects for the increase of their quotas in the near future?

(e) Is it a fact that besides the reduction of monthly quotas in the case of certain industries, quotas that cannot be delivered due to non-supply of wagons and to other causes, are automatically cancelled each month? If so, why?

The Honourable Sir Sultan Ahmed: (a) It is not in the public interest to disclose figures of coal allocations to individual industries.

(b) and (c). Coal allocations are fixed each month on the basis of the estimated availability of coal during that month, and allocations and supplies in the preceding months, after taking into account the relative essentiality of the consumer concerned, its stock position and the variations necessitated by seasonal demands or any increase or decrease in the requirements as reported by the Departments concerned. Whenever any reductions are made on account of coal shortage, they usually take the form of a percentage cut in the quotas, subject of course, to the factors mentioned above.

(d) No, Sir. There has been no recent heavy reduction in the basic quotas of industries.

It is not possible to indicate at present whether any increase will be made in the quotas of various industries in the near future. This will depend upon the amount of coal available for despatch from month to month and the availability of rail transport to move the coal.

(e) Yes, Sir. It is impossible to carry forward undelivered balances to the succeeding months owing to the limitations imposed by the coal and rail transport available in each month.

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

FUNDS FROM PRODUCTION CESS IMPOSED ON DESPATCHES OF COAL AND COKE —

†26. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to state the amount that is expected annually from the production cess imposed on despatches of coal and coke in British India?

(b) Who will administer the funds so realised, and how is it proposed to spend the amount?

(c) What proportion of the total amount is proposed to be spent for the purchase of machineries from abroad?

(d) Will the benefits of such machineries be extended to all collieries?

(e) Is it a fact that the machineries ordered in this connexion are mostly of the type that can be used by a limited number of collieries and that most of the Indian Collieries are not likely to derive any appreciable benefit out of the consignments of such machinery?

(f) In view of the answers of the Honourable Member in reply to my starred question No. 17 (d) (ii) on the 1st November, 1944, that the Government have agreed to advance loans to colliery-owners for capital expenditure for the purchase of machineries up to the limit of the amount at their credit in the compulsory deposit under the Excess Profits Tax Act, is it the desire of Government to deny the benefit of such loans to those collieries which do not pay Excess Profits Tax? How many colliery concerns approximately are likely to be benefited by this measure?

The Honourable Sir Sultan Ahmed: (a) and (b). The attention of the Honourable Member is invited to the answer given to the Honourable Member's Starred question No. 212 on the 9th November, 1944. The amount stated in the reply is in respect of coal and coke despatched throughout India, including Indian States.

(c) As is stated in section 3(3) (e) of the Coal Production Fund Ordinance, 1944, the fund will only be used to meet any deficit resulting from plant which has been purchased by Government from abroad and offered to collieries remaining unsold after delivery in India. It is anticipated that the whole of the plant imported will be purchased by collieries.

(d) The machinery purchased by Government is available to any colliery offering to purchase it, and in the opinion of the Coal Commissioner best able to make full use of the plant.

(e) No.

(f) The loans will only be available to collieries which pay E.P.T. As regards the second part of the question, Government have no information.

OPEN-CUT QUARY MACHINERIES ORDERED BY CENTRAL GOVERNMENT FOR USE IN INDIAN COAL-FIELDS

†27. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to state the total value of the open-cut quarry machineries which have been obtained already or for which orders have been placed so far by the Central Government for use in Indian coal-fields?

(b) Have such machineries been booked from the U. K. or from the U. S. A., and who has booked such orders on behalf of Government?

(c) What is the value of such machinery that has so far arrived in India?

(d) Has the attention of Government been drawn to United Press message, dated London, January 11, about the supply of old and inferior open-cut coal-getting machineries which either have to be completely dismantled or have to be equipped with essential spares?

(e) Have Government been satisfied that such class of machineries, as stated above, has not been shipped to India?

(f) Is it a fact that the Coal Commissioner by exercising Defence of India Rules is compelling some colliery proprietors in the Bengal and Bihar coal-fields to open up quarries in their mines with the aid of open-cut quarry machinery? If so, do Government propose to compensate such collieries in future, if their

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

mines and other mines adjoining theirs, get into water troubles through percolation and pay all their extra pumping expenses including capital expenditure entailed by the employment of open quarry methods?

The Honourable Sir Sultan Ahmed: (a) About 3.2 million dollars.

(b) From U.S.A., orders were placed by the Indian Supply Mission on behalf of the Government of India.

(c) Approximately 1,000,000 dollars.

(d) and (e). The Honourable Member has presumably in mind the message that appeared in the *Hindu* of the 11th January 1945. It probably refers to the equipment that was obtained for use in Britain. So far as we are concerned, second-hand machinery, whenever purchased, was reconditioned through the well known firm, Messrs. Foley Brothers, under adequate supervision and made serviceable before being sent out.

(f) Government will be working on quarries on terms to be mutually agreed between the owners and Government. In one case an order under the Defence of India Rules was issued as it was not possible otherwise to contact the owner. The order was withdrawn as soon as the owner appeared.

UNSATISFACTORY LIGHTING ARRANGEMENTS AND OVERCROWDING IN TRAINS ON OUDH AND TIRHUT RAILWAY

28. *Mr. Satya Narayan Sinha: (a) Is the Honourable Member for Railways aware that in the Oudh and Tirhut Railway, most of the compartments in the passenger trains are without any light during night?

(b) Is the Honourable Member aware that in all lavatories of the First and Second class compartments in the said Railway there is no arrangement for light during night, which causes great inconvenience to the travelling public?

(c) Is the Honourable Member aware that in the said Railway overcrowding in the passenger trains is increasing every day?

(d) If the reply be in the affirmative, will the Honourable Member consider the advisability of increasing the number of trains to some extent?

(e) Is the Honourable Member aware that in the said Railway there is no proper checking of the passengers with the result that in the First and Second Class compartments passengers holding lower class tickets get in and the *bona fide* upper class passengers do not get accommodation?

(f) Will the Honourable Member draw the attention of the Manager of the said Railway to look to this matter and remove the grievances of the upper class passengers?

The Honourable Sir Edward Benthall: (a) and (b). Government have received reports that due to lack of bulbs it has been impossible to provide lighting in certain passenger compartments and in all lavatories of First and Second Class compartments.

(c) and (d). I admit that overcrowding is becoming more acute. Unfortunately there is no immediate remedy. The Honourable Member may rest assured that the existing train services will be supplemented as soon as circumstances permit.

(e) I am informed that an organisation exists for the checking of passengers and although the Administration has received but few complaints, additional staff have recently been appointed.

(f) The Railway Administration has already been made aware of the Honourable Member's complaint.

Mr. Manu Subedar: With regard to this question of bulbs particularly, in lavatories of all trains the Honourable Member said the same thing last Session and I want to know whether we are going to have the same reply repeated—that Government are short of bulbs and are considering the question?

The Honourable Sir Edward Benthall: I will give the Honourable Members supplementary information. We have an order of 1944 for 2 lakhs of train lighting bulbs outstanding against the United States of America. We are expecting to receive the first 20,000 of these only now, in February 1945; so

the Honourable Member can see to what extent we have been let down by late deliveries. We are also endeavouring to get 50,000 of these despatched by air from America. We have also placed an order through the Secretary of State for another 75,000, of which we hope to get 30,000 by air. We have also placed a further order on the United States authorities for 3 lakhs of train lighting bulbs for 1945. The Honourable Member will therefore see the dimensions of the problem and the extent to which we are dependent on the supply which has not come forward in time.

Mr. Manu Subedar: May I know why there was this extraordinary delay in placing these orders? I appreciate the action now taken, but why was there such a delay in placing these orders when this difficulty has been experienced not now but over so many years?

The Honourable Sir Edward Benthall: There was no delay in placing the orders: the delay was in getting delivery of the orders.

(Some Honourable Members rose to put further supplementary questions).

Mr. President (The Honourable Sir Abdur Rahim): Question time is now finished.

(b) WRITTEN ANSWERS

REVISION OF SCALES OF PAY OF OUDH AND TIRHUT RAILWAY EMPLOYEES

29. *Mr. Satya Narayan Sinha: (a) Will the Honourable Member for Railways be pleased to state if there has been any revision in the scale of pay of the employees of the Oudh and Tirhut Railway, since it has been taken over from the Bengal and North Western Railway?

(b) If the reply be in the negative, will Government be pleased to state the reason for not putting the scale of pay of the employees on par with other State-managed Railways?

The Honourable Sir Edward Benthall: (a) Yes, the revision will come into force from 1st April-1945.

(b) Does not arise.

DISPENSING WITH SERVICES OF RAILWAY SERVANTS IN THE SIGNAL DEPARTMENT

30. *Seth Yusuf Abdoola Haroon: Will the Honourable Member for Railways please state if it is a fact that services of many Railway servants were done away with in the Signal Department in contravention of Essential Services Ordinance, 1941?

The Honourable Sir Edward Benthall: (a) The services of three employees were dispensed with but one of them was, on reconsideration, reinstated. The Essential Services (Maintenance) Ordinance 1941 was not contravened.

MACHINERIES IMPORTED UNDER LEND-LEASE FROM AMERICA.

31. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable the Supply Member be pleased to state the number of machineries received in India under lend-lease system from America?

(b) To whom were these machineries allotted, and were the Provincial Governments consulted in the allotment of these machineries?

(c) Where will these machineries be located, or have already been located?

(d) In what manner did the Government of India select persons to whom these machineries were given?

(e) How many of these machineries were given to the Mussalmans?

The Honourable Sir Sultan Ahmed: (a) The word "machineries" is of very wide range and it is difficult to pursue the detail put forward by the Honourable Member unless it is more closely defined. If the Honourable Member will tell me more precisely what is in his mind I shall see what can be done to procure the information he asks for so far as the non-military field is concerned. To pursue the details put forward would in any case involve considerable expenditure of time and paper. Meanwhile the following general replies present themselves.

(b), (c), and (d). Any machinery—or any other article—received under L/L must have had a definite justification for the war effort acceptable to the U.S.A. Government. They were procured therefore to be used towards the war effort and their location and the agency using them were determined solely by considerations of the war effort. Moreover their acceptance for L/L is generally related to their use at a particular place for a particular element of the war effort. The Government of India are responsible for the war effort and therefore the allocation of any L/L article is for them to decide.

(e) As explained above the allocation of machinery or other articles received under L/L from specific justification for the war effort and the chief recipient in any case is the Government of India itself.

MACHINERIES IMPORTED UNDER LEND-LEASE FROM AMERICA

32. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable the Supply Member please mention the nature and the articles which the machineries imported from America under lend-lease system will manufacture?

(b) Are the Government of India expecting more machineries under lend-lease system?

(c) If so, how many, and for what purpose?

The Honourable Sir Sultan Ahmed: (a) The Honourable Member is referred to my answer to Question No. 31 which gives the general background to both questions.

(b) and (c). Very few classes of machinery are now as such eligible for L/L at all. The giving of L/L is in the discretion of the Government of the U.S.A. and it is impossible for me to make any statement of expectations under L/L. The field however is definitely restricted.

EXTERMENT OF PANDIT SURAJ PRASAD UPADHYA OF NEPAL

33. *Mr. Badri Dutt Pande: Will the Foreign Secretary please refer to starred question, No. 494 of the 17th November, 1944, and state if it is a fact that the Nepal Government has since written for the externment of P. Suraj Prasad Upadhyaya? If so, with what result?

Sir Olaf Caroe: Yes. A Magisterial enquiry into the existence or otherwise of a *prima facie* case for extradition is in progress.

DECISION ON REPORT OF THE TECHNICAL MISSION ON MANUFACTURE OF ARTIFICIAL FERTILIZERS

34. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to state whether any final decision has been reached by the Central Government on the Report of the Technical Mission on the manufacture of artificial fertilizers? If so, will the Honourable Member please make a comprehensive statement explaining in detail any scheme that may have been adopted by Government in relation to this matter?

(b) Will the Honourable Member be pleased to state the purport of the views expressed by representatives of Provincial Governments who were called to a conference held in the latter part of November, 1944, for the purpose of discussing various questions relating to the manufacture of chemical fertilizers in India?

The Honourable Sir Sultan Ahmed: (a) The attention of the Honourable Member is invited to the Press Note dated the 20th January 1945 which has recently been published on the subject.

(b) The recommendations of the Conference were:

(i) That the Central Government should be responsible for the technical management of the factory;

(ii) That while the Central Government must take substantial share in financing the project, it was also desirable for the Provinces and States to take substantial shares;

(iii) While the majority favoured the immediate erection of a single factory for the production of 350,000 tons, there was a strong feeling from the

southern provinces in favour of a smaller factory as soon as possible in the southern area;

(iv) The general feeling was in favour of a site at Sindri while some provinces favoured Harduaganj near Aligarh.

UNSTARRED QUESTION AND ANSWER

DEARNESS ALLOWANCE OF LOW-PAID POSTS AND TELEGRAPHS DEPARTMENT EMPLOYEES.

1. **Mr. Manu Subedar:** (a) Will the Secretary for Posts and Air please state how many employees of the Posts and Telegraphs Department have been receiving less than Rs. 50 per month, and what is their percentage with reference to the total?

(b) Have Government received representations that those who have to bring up a family on such salary cannot live on the allowances which are at present being given and which are ranging between about thirty and forty per cent, only of their pay, whereas the general index of foodgrains and other commodities has gone up by about a hundred and thirty per cent.?

(c) Do Government propose to arrange an automatic standard for dearness allowance to their employees getting less than Rs. 50?

(d) Will Government state their policy as to how these dearness allowances and war allowances are fixed?

(e) If they are fixed on the basis of the index number, what objections are there to making an automatic increase or decrease in these allowances according to the official index number?

(f) Is there any reason why Government have not adopted this plan on lines on which such a plan has been imposed on the Ahmedabad millowners in the case of mill workers?

(g) What representations have Government received in this matter, what have they done so far and what do they propose to do?

Sir Gurunath Bewoor: (a) The approximate number of employees of the Posts and Telegraphs Department whose monthly salary is less than Rs. 50 is 100,000, which is about 75 per cent. of the total staff employed by the Department.

(b) Yes; but I may add that the allowances represent in many cases more than 40 per cent. of pay.

(c), (d) and (e) Government are taking all possible steps to increase the supply of essential commodities and to control prices. Some progress in this respect has already been effected, and further progress is expected. It is along these lines that Government feel that lasting relief can more effectively be secured. The rates of dearness allowance and war allowance are reviewed periodically by Government in the light of the general course of prices and not with reference to any particular price index or cost-of-living index. The reasons for this are that the rise in the cost of living has not been uniform throughout India, and reliable cost-of-living indices are available only for a relatively small part of the country. While Government realise that the present rates only compensate in part for the increased cost of living, they regard them as affording as much relief as all the factors, which have to be taken into consideration, permit.

(f) Government consider that the plan applied to the mill-workers of Ahmedabad is wholly unsuitable for application to the employees of the Posts and Telegraphs Department.

(g) Government have from time to time received representations regarding the inadequacy of the dearness allowance granted to Posts and Telegraphs employees and have revised such allowances periodically as justified. The question of the dearness allowance to Government employees is constantly under the consideration and review of Government.

STATEMENTS LAID ON THE TABLE

Information promised in reply to starred question No. 196 asked by Bhai Parma Nand on the 8th November, 1944.

INCOME-TAX REFUNDS TO CERTAIN ASSESSEES IN THE PUNJAB

[NOTE.—This question was withdrawn by the questioner with the permission of the Honourable the President, and consequently the information promised was not laid on the table.—*Ed. of D.*]

Information promised in reply to part (d) of Starred Question No. 60, asked by Mr. K. C. Neogy, on the 9th November, 1943.

STATEMENTS BY SECRETARY OF STATE FOR INDIA ON FOOD SITUATION IN INDIA

Statement showing the steps taken in different provinces to re-instate the agricultural population of areas compulsorily evacuated for military reasons and occupied on behalf of the fighting forces, in other areas and to provide them with facilities of finance and equipment, so as to enable them to resume their activities of farming, and the acreage thus brought into cultivation as compared with the acreage vacated.

Assam.—Over 23,000 acres of land were requisitioned for use by military authorities. About 3,000 acres of land were made available to ejected persons in other areas. Some of the tenants took up employment with the military personnel and others settled as tenants under the Tea Gardens. All were paid due compensation.

Bengal.—Liberal payments have been made by way of compensation or assistance to the agricultural population compulsorily evacuated for military reasons, particularly in respect of the following:—

1. For transport of persons and property.
2. For standing crops, fruits on trees, and fish in tanks, etc.
3. For *kutchra* homesteads.
4. For temporary deprivation of the use of *pucca* houses.
5. For loss of income from lands, tanks, gardens, etc., at the rate of 75 per cent. of the estimated value of gross produce of the lands, calculated at the prevailing price of the crops at the time of harvest every year during the period covered by requisition.
6. For loss of earnings caused by sudden removal, and
7. Any other compensation that may be reasonably payable in individual cases of peculiar or exceptional nature.

In districts where cultivable fallow lands were available, e.g., 24 Parganas, Jessore, Dinajpur, Nadia and Chittagong, the evacuees were offered new lands for settlement and cultivation, without result except for a few who took settlement of lands in the district of Chittagong. The evacuees generally preferred to make their own arrangements and settle temporarily in the neighbourhood of their old homes on private lands. The Bengal Government consider that the compensation given by Government has been sufficiently liberal that as the evacuees are assured of the same income as they would have obtained from their own lands without having to undergo any trouble or worry or to incur any expense for cultivation, there has not been much incentive to take up new lands for cultivation.

Bihar.—Out of the lands taken over for aerodromes, military camps, training grounds, etc., there are some 12,000 to 13,000 acres of agricultural land. Some of these lands were temporarily occupied and subsequently released, so it is not possible to give accurate figures. In all cases compensation has been given on a liberal scale either for complete acquisition or for loss of each season's crop.

Bombay.—About 1½ lakh acres of agricultural and non-agricultural land were requisitioned in Bombay Province for use by military authorities. About 4,000 acres of land were acquired by dispossessed tenants in the neighbourhood of their evacuated homes either by cash payment from the financial compensation paid to them or through the help of their relatives. Forest land was offered to them in other villages and some secured employment in military works started on occupied areas. Others went to Bombay City and suburbs in view of the great demand for skilled and unskilled labour.

C. P. & Berar.—More than 84,000 acres of land have been requisitioned in the Province for military use. A cash compensation exceeding Rs. 3 lakhs has been afforded to the persons dispossessed of their lands. Facilities have been granted to arrange their resettlement in new areas by making available construction material, equipment, etc., free of cost and at concessional rates. Evacuation charges have been paid and many cultivators have bought new holdings with the compensation paid to them and some have actually been able to buy village shares. Some areas in the province has been notified for field firing and artillery practice. The cultivators of these areas have been paid adequate compensation for temporary evacuation. They are allowed to continue their agricultural operations and are liberally compensated for any damage caused to the crops.

Madras.—More than 8,670 acres of land have been requisitioned for use by military authorities in the Madras province. The tenants thus ejected from their holdings have been compensated with grants in cash. In areas where fruit orchards existed, they have been allowed to continue to earn their livelihood by collecting fruit, etc. The ryots have

been content with the lease amounts offered to them as compensation and have not applied for Government lands for the purpose of cultivation.

N.-W. F. P., Baluchistan, Delhi, Coorg, and Ajmer-Merwara.—No agricultural populations in these Provinces have been compulsorily evacuated for military reasons.

Orissa.—A total of 6,432 acres of land has been either requisitioned or acquired for military purposes, out of which 2,364 acres are cultivable land. Compensation has been, or is in course of being, paid for all such lands.

Punjab.—34,765 acres of land have been requisitioned in the Punjab for military reasons. 1808 acres of land in the Nili Bar were given to persons evicted from 432 acres of land requisitioned for the Kala Base in Jhelum district.

Sind.—No special steps were necessary in this province to reinstate agricultural population compulsorily evacuated for military purposes.

U. P.—Exact figures of acreage acquired for use by military authorities in the United Provinces are not available. Facilities have, however, been afforded to the tenants who were dispossessed of their lands, in one or other of the following ways:—

- (1) Cash payment of compensation.
- (2) By giving land at other places, and also construction material free of cost or at concessional rates.
- (3) By absorbing tenants in certain military works.
- (4) By allowing them to settle either in Government estates or in areas under the management of the forest department.
- (5) By giving financial assistance for equipment, etc., to start agricultural operations to such tenants who needed it.

Information promised in reply to Unstarred Questions Nos. 33 and 35, asked by Bhai Parma Nand on the 6th November, 1944—

VACATION TO TRAIN EXAMINERS TRAINING SCHOOL AT JAMALPUR

No. 33.—(a) The Technical School at Jamalpur was not closed, but the training classes for Train Examiners could not be held from 1st May, 1944, to 13th August, 1944, as a suitable Instructor was not available during that period.

(b) During the above period one Instructor was utilized elsewhere and his pay debited elsewhere.

(c) As explained in the reply to part (a), the School was not closed and no students were returned without receiving training, except roughly 15 persons, who were sent by the various divisions to which intimation regarding the temporary suspension of training classes for Train Examiners could not be sent in time.

TRAVELLING ALLOWANCE PAID TO CERTAIN TICKET INSPECTING STAFF ON EAST INDIAN RAILWAY

No. 35.—Government understand that some of the Junior Inspectors, Senior Inspectors and Chief Inspectors, viz., those employed on the Asansol, Lucknow and Moradabad Divisions have not been paid the correct rate of consolidated travelling allowance to which they are eligible in accordance with Government's orders, and that the Railway Administration is taking steps to put the matter right.

Information promised in reply to part (a) of Starred Question No. 146, asked by Mr. Manu Subedar on the 7th November, 1944.

EXAMINATION OF PASSENGERS' LUGGAGE AT VIRAMGAM DUE TO EXPORT CONTROL

256 cases of evasion were detected at Viramgam up to October 1944, during the customs examination of passengers and their baggage at Viramgam in connection with enforcement of the restrictions imposed by the Government of India in 1943, on export of (i) gold, (ii) tea, and (iii) cloth to Maritime States in Western India.

The action taken in these cases is indicated below:—

	Number of cases.
(1) Confiscation, subject to redemption on payment of fine	2
(2) Prosecution	39
(3) Goods allowed to be rebooked to British India or subsequently passed for export to Kathiawar	100
(4) Disposed of by public auction as the passengers failed to produce the requisite licences or did not ask for the re-booking of the goods to British India	115
	(covering a total quantity of 930 lbs of tea.)

Information promised in reply to Starred Question No. 164, asked by Sardar Sant Singh, on the 8th November, 1944
COMMUNAL COMPOSITION IN HIGHER POSTS OF CERTAIN OFFICES UNDER THE FINANCE DEPARTMENT

Name of Department	Posts carrying monthly salary from Rs. 500 to Rs. 740 and held by					Posts carrying monthly salary from Rs. 760 and up to Rs. 999 and held by					Posts carrying monthly salary from Rs. 1,000 and up to Rs. 1,499, and held by					Posts carrying monthly salary from Rs. 1,500 and above and held by					Remarks								
	Europeans	Anglo-Indians	Hindus	Muslims	Sikhs	Others	Total	Europeans	Anglo-Indians	Hindus	Muslims	Sikhs	Others	Total	Europeans	Anglo-Indians	Hindus	Muslims	Sikhs	Others		Total							
Finance Department	...	1	10	3	...	2	16	...	...	1	...	1	...	2	...	...	8	1	1	2	12	7	...	7	1	...	2	17	
Central Board of Revenue	...	...	3	...	...	3	6	...	...	3	...	...	...	3	...	1	5	3	1	1	11	5	...	3	...	...	...	8	
Inspectorate of Customs and Central Excises	...	...	...	...	...	...	...	...	3	1	...	...	...	...	...	1	...	...	...	...	1	1	...	...	...	...	...	1	
Office of the Chief Chemist; Central Revenues	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	
Auditor General of India	...	8	...	...	...	...	8	...	3	...	...	...	...	3	...	...	...	...	1	1	2	...	...	...	...	...	2		
Director of Railway Audit	...	2	1	1	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1		
Accountant-General, and Deputy Accountant General, Posts and Telegraphs	1	10	...	...	...	...	20	...	3	1	...	...	...	4	...	...	2	...	...	2	...	...	3	...	...	...	3		
Accountant General Central Revenues	...	11	...	...	1	12	...	...	2	...	...	...	...	2	...	...	1	...	...	1	...	...	1	...	...	...	1		
Chief Controller of Supply Accounts	...	40	5	1	1	47	...	...	2	...	...	...	...	2	...	...	...	...	...	...	...	5	...	...	...	...	5		
Director of Audit, Defence Services	...	14	...	...	...	14	...	...	8	...	...	...	...	8	...	...	2	...	...	2	...	...	4	...	...	...	4		
Military Finance Department	...	16	4	1	1	22	2	...	2	...	...	...	...	4	4	2	13	1	1	121	11	1	5	3	...	1	21	*excludes 4 vacant posts	
Finance Department (Supply)	...	11	4	...	1	16	1	...	9	1	...	...	...	11	6	...	8	3	...	17	10	...	8	3	...	...	21	†excludes 1 vacant post.	
Office of the Additional Financial Adviser (Supply Finance)	...	1	1	...	...	2	...	...	1	...	...	...	...	1	...	...	1	1	...	2	2	...	1	...	...	...	3		
Office of the Joint Financial Adviser (S) Supply Finance	...	1	3	...	...	4	...	...	2	...	1	...	1	...	3	1	...	4	1	...	6	2	...	4	2	...	8		

Information promised in reply to Starred Question No. 194, asked by Mr. Manu Subedar on the 8th November, 1944.

OUTSIDE MISSIONS TO INDIA

(a) Altogether 13 Missions have come to India since the commencement of the war.

(b) Name of Mission :	Cost to India Rs.
(i) Dehydration Mission	Nil
(ii) Thai Goodwill Mission	15,000
(iii) Chinese Educational Mission	33,744
(iv) Persian Cultural Mission	15,000
(v) Rubber Mission	Nil
(vi) Anglo-American Ports and Shipping Mission	10,500
(vii) Turkish Press Mission	68,700
(viii) Inglis Appleton Mission	21,000
(ix) Anglo-American Steel Mission	Nil
(x) Machine Tool Mission	Not known at present.
(xi) American Technical (Grady) Mission	54,907
(xii) Fertilizer Technical Mission	19,200
(xiii) Ministry of Supply Mission	3,31,113

NOTE.—Various military missions and military experts have visited India since the beginning of the war, but it is not possible to give particulars of them, nor to state the cost to India as no separate account has been maintained. It may, however, be added that the expenditure has not been large: it is usually confined to accommodation, travelling entertainment is met from the Defence Services Estimates.

(c) The Honourable Member's attention is invited to the reply given to Mr. K. C. Neogy's starred question No. 11 on the 10th February, 1943.

(d) The Government of India invited the U. K. Machine Tool Mission to take stock of India's resources of Engineering plant and machinery and to advise on adjustments necessary in the distribution of Machine Tools in India and to suggest measures for their improved utilisation.

(e) (i) Prof. A. V. Hill, Secretary of the Royal Society, was invited to visit this country by the Government of India. The cost to India of his visit is estimated at Rs. 17,000.

(ii) The Earl of Munster was sent out by His Majesty's Government to investigate the arrangements for the welfare, entertainment and amenities in general, for the armed forces in India and the South East Asia Command. It is unlikely that Indian revenues will have to bear any part of the cost of his visit.

(iii) Sir Henry French's visit was suggested to the Government of India by the Secretary of State. He came as the guest of the Government of India and the approximate cost of his visit was Rs. 12,000.

(iv) Mr. Beverley Nichols came to India uninvited and Government did not make any contribution to the cost of his visit.

(f) Statement showing the number of Experts called out for this country and cost of their services

Serial No.	Name	Total expenditure incurred as pay, etc.	Remarks
		Rs. A. P.	
1	Mr. J. F. Morse (Canning Expert)	60,000 0 0	
2	Dr. S. M. Partridge (Dehydration of fish and meat)	15,600 0 0	
3	Mr. H. G. Westall (Dehydration of fish and meat)	6,000 0 0	
4	Mr. H. D. Vigor, Adviser to the Food Department	8,392 14 0	
5	Mr. W. H. Kirby, Rationing Adviser	47,953 0 0	
6	Dr. F. P. Coyne, Director of Storage	9,083 5 0	
7	Labour Adviser to the Government of India	35,350 0 0	
8	Mr. P. C. Young, Coal Commissioner	56,550 0 0	
9	Mr. Frank Parr, Steel Commissioner	66,000 0 0	
10	Mr. O. S. Oldfield, Machine Tools Engineer Adviser	62,500 0 0	(Since been recalled to U. K.)
11	Dr. R. W. Phillips, American Animal Husbandry Expert	1,500 0 0	
12	Mr. A. C. Trubshaw, Deputy Machine Tools Engineer Adviser	39,100 0 0	
13	Air Commodore R. H. Verney, Deputy Director General Aircraft	62,250 0 0	
		3,71,279 3 0	

(g) Six medical experts have been invited to visit India at the request of the Health Survey and Development Committee from the United Kingdom, the United States of America and Australia to assist the Committee. After a short tour in India the experts will have discussions with the Committee and make available to the Committee their experience in medical education and various branches of medical and public health administration in their own countries. An invitation has also been extended to the Government of U.S.S.R. to send a representative, but no reply has yet been received.

The total cost of this mission is expected to be Rs. 63,000.

Information promised in reply to parts (b) to (e) of Starred Question No. 197, asked by Mr. Ananga Mohan Dam, on the 8th November, 1944.

SCHEME FOR RESETTLEMENT OF PERSONS EVICTED FROM HOMES UNDER DEFENCE OF INDIA RULE 75 (a) (1)

(b) The valuation of houses is made by the Deputy Commissioner assisted by his subordinate staff as in ordinary cases of land acquisition.

(c) and (d). Government are informed that the standards of the Public Works Department of the Government of Assam are not applicable to the ordinary type of village homesteads. Valuation of more substantial houses is made on a plinth area basis in consultation with officers of the P. W. D. There is no fixed table of rates for the valuation of trees, which are assessed by local officers familiar with the conditions.

(e) Government understand that there is some anxiety and discontent. They have repeatedly expressed their desire that payments should be promptly made, but the volume of requisitioning in certain areas throws a great burden on the staff concerned.

Information promised in reply to parts (c) and (d) of Starred Question No. 215, asked by Mr. Kailash Bihari Lall, on the 9th November, 1944

TRAVELLING COURTS ON RAILWAYS

(c) Travelling courts functioned in Dinapore Division on three occasions as under:—

- On all trains on the Patna-Gaya Branch during the period 20th to 30th August, 1944,
- On 26 Down and 25 Up trains on the Main Line between Patna Junction and Mokameh Ghat on 3rd and 4th October, 1944 respectively, and
- On 14 Down and 25 Up trains on the Main Line between Patna Junction and Mokameh Ghat on 12th and 13th October, 1944 respectively.

The number of cases detected and tried and the amount involved, on each occasion, are given below:—

Number of cases detected and tried	Amount involved
	Rs. A. P.
(i) 1,200	4,040 7 6
(ii) 234	874 8 0
(iii) 148	1,007 5 6

(d) A bogie fitted with Prison fittings, with a Magistrate, a sufficient number of Police and an adequate number of Ticket Checking staff, is run on the train. The normal method of ticket checking is applied and Ticketless passengers failing to pay railway dues on demand are forthwith produced before the Magistrate who summarily tries the cases on the train.

As regards the 2nd part the Honourable Member's attention is invited to the reply to part (c) above.

Information promised in reply to parts (a) and (c) of Starred Question No. 236, asked by Mr. K. C. Neogy, on the 10th November, 1944

COTTON TEXTILE MILLS TAKEN OVER BY THE GOVERNMENT

(a) The maximum manufacturing capacity of the Shree Ram and Seksaria Mills is—

Shree Ram Mills—	Seksaria Mills—
Cloth	Yarn
2,056,073 yards per month working 2 shifts of 9 hours each per day.	2,55,927 pounds per month working two shifts of ten hours each per day.
Cloth.	Yarn
3,049,621 yards per month working 2 shifts of 9 hours each per day.	1,415,609 pounds per month working two shifts of nine hours each per day.

(c) No.

Information promised in reply to Starred Question No. 242, asked by Mr. T. T. Krishnamachari, on the 10th November, 1944

GOVERNMENT CONTRACTS PLACED WITH IMPERIAL CHEMICAL INDUSTRIES

- (a) No special contracts have been placed by the Government of India with the Imperial Chemical Industries (India) Limited.
 (b) No.
 (c) None. They act as Lease-Lend agents on the same terms and conditions as other importers.

Information promised in reply to Unstarred Question No. 49, asked by Sardar Mangal Singh, on the 10th November, 1944

WHEAT AND SUGAR PURCHASED BY THE REGIONAL FOOD CONTROLLER, MEERUT

- (a) Regional controllers were appointed in 1943. Wheat purchased by the Regional Food Controller, Meerut from the 15th July, 1943 to 30th April, 1944 amounted to 28,110 tons and 43,200 tons from the 1st May, 1944 to the 9th November, 1944.
 No sugar has been purchased by the Regional Food Controller, Meerut.
 (b) Stations within the Meerut Food Region.
 (c) From fifty-seven assembling markets in the Meerut Region.
 (d) The Grain was disposed of partly as export outside the United Provinces under the Basic Plan 1943-44, partly stored for use in the Region and partly moved to other deficit areas in the United Provinces.

Information promised in reply to Starred Questions Nos. 364, 365, 366 and 368, asked by Maulvi Muhammad Abdul Ghani, on the 14th November, 1944.

PANEL OF APPRENTICE TRAIN EXAMINERS ON BENGAL AND ASSAM RAILWAY.

- No. 364.—(a) In 1944, Apprentice Train Examiners were recruited according to a new method introduced in the previous year; Train Examiners being formerly, drawn from Apprentice Mechanics.
 (b) The rules regarding communal reservation were applied but a sufficient number of members of minority communities could not be obtained, as an adequate number of qualified candidates of these communities was not available.

PANEL OF APPRENTICE TRAIN EXAMINERS ON BENGAL AND ASSAM RAILWAY.

No. 365.—(a) Yes.

(b) The reply is in the negative. There was one Muslim.

(c) The position has been explained in reply to part (b) of Question No. 364.

RECRUITMENT OF APPRENTICE TRAIN EXAMINERS ON BENGAL AND ASSAM RAILWAY

No. 366.—Of a total number of 107 Muslim applicants, 86 were called for interview, of whom 35 only appeared before the Selection Board, and 7 were placed on the approved list.

MUSLIM QUOTA OF APPRENTICE TRAIN EXAMINERS ON BENGAL AND ASSAM RAILWAY

No. 368.—Any deficiency which cannot be made good during the current year in subordinate categories as a whole is carried forward to the succeeding year, according to the rules on the subject.

Information promised in reply to Starred Question No. 378, asked by Mr. Muhammad Nauman, on the 14th November, 1944

'D' GRADE POSTS OF OFFICE OF EXECUTIVE ENGINEER, PAKSEY, BENGAL AND ASSAM RAILWAY

- (a) Yes. The posts were filled by the promotion, in order of seniority, of clerks who were considered suitable. One of these was a Muslim, but he refused promotion.
 (b) The general rules for the recruitment of subordinate staff contained in Appendix II to the State Railway Establishment Code, Volume I, apply to recruitment in the office referred to.

Information promised in reply to Starred Questions Nos. 380, 381, and 382, asked by Maulana Zafar Ali Khan, on the 14th November, 1944.

NON-ADVERTISING OF REORGANISATION INSPECTORS' POSTS ON BENGAL AND ASSAM RAILWAY.

No. 380.—(a) and (b). No person was exclusively requisitioned from the department referred to as a Reorganization Inspector, but a post of Inspector (Special), sanctioned on 12th August, 1944, was filled by an officiating Lower Gazetted Service Officer of the G.I.P.

Railway who was on deputation with the B. & A. Railway. As the post was filled by the transfer of a person from another State-managed Railway, it was neither advertised nor circulated, nor was a Selection Board held or other candidates examined.

(c) The person concerned was considered to be the most suitable for filling the post.

DISCONTINUANCE OF DIRECT RECRUITMENT OF SPECIAL INSPECTORS AND SPECIAL CLERKS ON BENGAL AND ASSAM RAILWAY

No. 381.—(a) Direct recruitment of Special Inspectors and Special Clerks in the Traffic Department of the Bengal and Assam Railway has been discontinued, though in the latter case it is being reintroduced, having been stopped only as an emergency measure. The Home Department Resolution referred to by the Hon'ble Member does not prescribe recruitment to specific grades.

(b) Government have no information.

VACANCIES OF SPECIAL INSPECTORS, ETC., ON BENGAL AND ASSAM RAILWAY

No. 382.—The statement below gives the information required:—

Category	No. of vacancies which occurred during 1942-44		No. of persons absorbed through promotion		No. of persons absorbed through direct recruitment
	Perma- nent	Tempo- rary	Muslims	Non- Muslims	
Special Inspectors	3	10	2	11	Nil.
Special Clerks	..	4	Not filled.	..	Not filled.
Claims and Commercial Inspectors	..	51	16	35	Nil.

Information promised in reply to Starred Questions Nos. 386 and 387, asked by Mr. Muhammad Hussain Choudhury, on the 14th November, 1944.

NON-SELECTION OF MUSLIMS IN STORES DEPARTMENT OF BENGAL AND ASSAM RAILWAY FOR LOWER GAZETTED SERVICE

No. 386.—(a) Yes; no Muslims being available in the grades from which promotion to the Lower Gazetted Service was made.

(b) Does not arise.

PROMOTIONS IN HEAD OFFICES OF STORES DEPARTMENT OF BENGAL AND ASSAM RAILWAY.

No. 387.—No candidates declared unsuitable by the Selection Board held in 1944, were promoted. Certain staff who were declared unsuitable by the Selection Board held in 1943 were, however, as an emergency measure, temporarily promoted to higher grades, pending the holding of a further Selection Board. They were all non-Muslims.

Information promised in reply to Unstarred Questions Nos. 56 and 66, asked by Mr. G. Rangiah Naidu, on the 14th November, 1944.

VISITS OF REGIONAL OFFICERS MEERUT TO CERTAIN STATIONS ON SHANDARA (DELHI) SAHARANPUR LIGHT RAILWAY

No. 56.—(a) The posts of the Regional Food Controller and the Regional Marketing Officer, Meerut, were created in February, 1943.

Between the 1st of August, 1943 and the 31st October, 1943, both these officers visited the station mentioned, on several occasions. There is no record of the exact dates of such visits.

The main purpose of these visits was to expedite despatch of Government wheat.

On the 16th October, 1943, the Regional Food Controller organized a simultaneous raid by his staff and the police on several stations on the S. S. Light Railway. As a result of this raid, a criminal case was instituted against certain railway officials and merchants regarding the alleged illicit railway movement of khandsari sugar. The case is *sub judice*.

(b) Since March, 1943, the Marketing Inspectors of the various stations on the S. S. Light Railway visited the stations once a week to collect figures of exports and imports of foodgrains for submission to Government. They also visited the stations as occasion arose to see the Govt. despatches of wheat and other foodgrains and from about September, 1943, with a view to watch the working of the Gur Control Order which was notified in August, 1943.

(c) *Meerut Food Region.*—Between March and October, 1943, the Regional Food Controller made numerous complaints to the Superintendent, S. S. Light Railway, regarding the delay in the movement of Government foodgrains and the loading by the Station staff of *gur* in preference to such foodgrains.

Cawnpore Region.—In August 1943, the Regional Food Controller reported to the Divisional Superintendent, East Indian Railway, Allahabad, an alleged case of illicit export of *Arhar* without permit outside the United Provinces. This case is *sub judice*.

Moradabad Region.—During the period in question, the Regional Food Controller and his staff reported to the Divisional Superintendent, East Indian Railway, Moradabad, six alleged cases of illegal movements of commodities in contravention of orders issued under the Defence of India Rules. In three of these cases criminal prosecutions were instituted, two of which resulted in conviction whilst one is still *sub judice*.

REDUCING THE CAPACITY OF TEA CUP ON EAST INDIAN RAILWAY BY MESSRS. BALLABHDAS ESHWARDAS

No. 66.—Owing to the increase in prices of tea, sugar and milk, the East Indian Railway Administration, with the approval of its Local Advisory Committees, agreed with effect from March 18th, 1942, to reduce the quantity of tea supplied in a 10-ounce cup to 8 ounces, and not 5 ounces as stated in the question, the price remaining the same, *viz.*, one anna per cup. With a further rise in prices of commodities, other items of food including tea sold in Refreshment Rooms and Stalls were allowed a reasonable increase in prices, with effect from June, 1943; the price of an eight-ounce cup of tea being increased to one anna, six pies.

Information promised in reply to Starred Question No. 417, asked by Shaikh Rafiuddin Ahmad Siddiquee, on the 15th November, 1944

SUPPLY OF FOODSTUFFS TO LABOURERS ON MILITARY WORKS AT CHITTAGONG.

Labour imported under military arrangements is fed from military stocks while the local labour is treated as a civil responsibility. In case of need military stocks are issued to the local labour as well.

Information promised in reply to Starred Question No. 429, asked by Prof. N. G. Ranga, on the 15th November, 1944

PURCHASE OF PADDY AT PENALTY PRICE BY GRAIN PURCHASING OFFICERS OF MADRAS PRESIDENCY

The following information has been obtained from the Madras Government in reply to Prof. Ranga's question:—

(a) No. When the Grain Purchase Officer arrives in the village he gives the ryot the opportunity to enter into a voluntary contract to supply paddy to the mills stipulated in the contract, and gives him a second opportunity to enter into a voluntary contract by giving him three days' time, after the service of the requisitioning order, to dispose of his surplus stocks to the mills before resorting to acquisition. It is only when the ryot refuses to enter into a contract or fails to deliver paddy as agreed to, that he is paid at the lower rate which prevailed before prices were raised in September-October, 1943.

(b) The acquired paddy is paid for at fourteen annas less than the ceiling price per bag of 164 lbs. This works out to about 9 per cent. of the ceiling price for voluntary contracts.

(c) It is not true. The difference is credited to Government to cover the extra expenditure involved in requisitioning and acquiring stocks.

(d) Does not arise in view of answer to (c) above.

(e) No, as the difference in price is intended to meet the extra cost to Government involved in acquisition proceedings. As very little acquisition actually takes place the amount thus collected is small.

(f) No.

Information promised in reply to part (b) of Starred Question No. 443, asked by Mr. Amarendra Nath Chattopadhyaya, on the 15th November, 1944

DETERIORATION OF FOODGRAINS STOCKED IN SIBPORE BOTANICAL GARDEN

The Bengal Government have informed the Food Department that no foodgrains were used for levelling the Pain Park in Howrah.

Information promised in reply to parts (c) and (d) of Starred Question No. 456, asked by Sardar Sant Singh, on the 16th November, 1944

PERSONS SELECTED FOR EMERGENCY COMMISSIONS

(c) (i) Discharged—Nil (Discharge is not a sentence awardable by any Court Martial under the I.A.A.).

(ii) Dismissed—11.

(iii) Cashiered—14.

(iv) Tried—59.

(v) Sentenced to imprisonment—10.

(d) No appeal lies against the decision of a Court Martial. An Indian Commissioned Officer, however, who deems himself wronged by such a decision, has the right to petition the Central Government if he does not receive redress from the Military Authorities. Of ten such petitions during this period, eight were rejected and in two cases the sentences were commuted.

Information promised in reply to Starred Questions Nos. 556 and 557, asked by Khan Bahadur Shaikh Fazl-i-Haq Piracha, on the 17th November, 1944.

CHANGE IN TIMINGS OF TRAINS ON MALAKWAL BHERA BRANCH LINE

No. 556.—(a) Yes. The timings of one of the 2 trains each way on the Malakwal Bhera branch line have been changed from 1st October, 1944. The changes were made in the interests of the travelling public generally, so far as present conditions of railway operation permit.

(b) For local journeys on the branch line, there is no particular inconvenience in the new timings, since the journey can be completed during the hours of daylight. The inconvenience caused by the lack of a day-time connection from Malakwal to Lalamusa is appreciated, but this is inevitable in present conditions of restricted passenger services, which have to be arranged to suit the largest number of several conflicting interests. There is, however, no ground for the contention that the present timings are not conducive to safety, since there are adequate facilities at Lalamusa for those who have to wait there for a connecting train in the morning.

(c) The answer to the first part is in the affirmative. As regards the second part, the difficulty of securing accommodation on the connecting train at Lalamusa is admitted, but since there are adequate waiting facilities at the station, a halt there should not occasion any more than the normal discomfort inseparable from a break of journey.

(d) Government regret that, in present circumstances when the coal situation and other factors make it impossible to augment passenger services, it is only possible to fix timings, to suit the convenience of the largest number of the travelling public. This question and answer has been brought to the notice of the N. W. Railway so that present timings may be reviewed by the Time Table Sub-committee of the Local Advisory Committee.

CHANGE IN TIMINGS OF TRAINS ON MALAKWAL BHERA BRANCH LINE.

No. 557.—(a) Yes.

(b) I understand the Honourable Member sent to the D. S. Rawalpindi a copy of his representation on the subject to the Chief Operating Superintendent. As the Divisional Superintendent replied in his letter No. 701-T/15, dated 24th October 1944, to the Honourable Member direct, no separate reply was sent by the Chief Operating Superintendent.

(c) The Honourable Member will no doubt appreciate, from the reply he has received from the Divisional Superintendent, Rawalpindi, why it is not possible to alter the timings in present circumstances.

Information promised in reply to parts (b) and (c) of Starred Question No. 571, asked by Prof. N. G. Ranga, on the 20th November, 1944.

APPLICATIONS FOR NEWSPAPER PERMITS

Statement showing the number of newspapers in English or Vernacular permitted to be started or restarted with a quota of newsprint after the amendment was made to the Newspaper Control Order, 1942, on the 10th July 1943 prohibiting the printing or publication except with the permission of the Central Government of any newspaper which was not both printed and regularly published in British India during the month preceding the 18th February, 1943.

Province	Newspapers in English	Newspapers in Vernaculars	Total
Bengal	7	4	11
Bihar	1	..	1
Bombay	3	3	6
Central Provinces and Berar	..	3	3
Delhi	1	1	2
Madras	3	5	8
Punjab	1	2	3
United Provinces	2	1	3
TOTAL	18	19	37

Information promised in reply to Starred Questions Nos. 598 and 599, asked by Mr. Kailash Bihari Lall, on the 20th November, 1944

BAD SANITATION OF DELHI-SHAHDARA MUNICIPALITY

No. 598.—(a) The sanitation of Shahdara is not satisfactory, a proper drainage system and an improve water supply system being badly needed. Schemes have been under preparation, but owing to the war they have had to be held in abeyance. It is hoped that it will be possible to execute them as part of a large scale project of post-war development in the Delhi Province.

(b) No.

SUGAR AND GUR IMPORTS AND EXPORTS OF DELHI-SHAHDARA

No. 599.—(a) For the period from the 1st April, 1944 to the 30th September, 1944, the figures are :

Refined.

Sugar (bura powder)	22,925 3/4 mds.
(crystal)	7,248 1/4 mds.
Total	30,174 mds.

Unrefined.

Gur	74,232 mds.
Shakar	71,867 mds.
Total	1,46,099 mds.

(b) and (c). The Delhi Administration do not keep a record of exports of gur/sugar from Shahdara, but there is no reason to believe that the quantity exported exceeds or even approaches the volume of imports.

(d) Does not arise.

Information promised in reply to Starred Question No. 603, asked by Qazi Muhammad Ahmad Kazmi, on the 20th November, 1944

PROHIBITION OF BURIALS IN CERTAIN MUSLIM GRAVEYARDS OF DELHI

(a) The burial grounds referred to have been closed under orders of the New Delhi Municipal Committee.

(b) No Residential buildings have existed in the near vicinity of both these graveyards for long time.

(c) There are buildings within half a mile on the east side of both the graveyards.

(d) These old cemeteries have been closed for many years and were not notified, as burial places in the Committee's notice issued in 1926, under section 107 of the Punjab Municipal Act, 1911, and in its subsequent notice published in the *Hindustan Times* of the 24th April, 1929.

Copies of these notices are placed on the table.

(e) and (f). No.

(g) These graveyards are already full and it is considered undesirable to allow further burials in them.

Imperial Delhi Municipality Burial Grounds.

Notice is hereby given, under section 107 of the Punjab Municipal Act, III of 1911, that all burial and cremation grounds situated within the limits of the Raisina Estate (the boundaries of which are defined in Chief Commissioner's notification No. 2767-N & A., dated the 1st May 1925), other than those mentioned below, will be closed for burials or cremations on and after the 15th day of November, 1926.

List of Burial and Cremation Grounds which will not be closed

- (1) The Indian Christian Cemetery, Paharganj,
- (2) The Mohammadan Cemetery, Panchkuian Road,
- (3) The Hindu Cremation Ground, Panchkuian,
- (4) The Christian Cemetery, Prithvi Raj Road.

Any person burying or cremating or causing to be buried or cremated, any corpse within the area specified above on and after the 15th November, 1926, except in the places specified above, will be liable on conviction to a fine which may extend to fifty rupees.

M. W. MILNER,

Secretary,
Imperial Delhi Municipal Committee.

The 30th October, 1926.

New Delhi Municipal Committee Burial Grounds

In supersession of the notice issued by this committee on the 30th of October 1926, notice is hereby given under section 107 of the Punjab Municipal Act, 1911, that all burial and cremation grounds, other than those mentioned below situated within the limit of the New Delhi Municipal Committee (the boundaries of which are defined in Chief Commissioner's notification No. 2729-Education, dated the 30th April 1925), are closed for burials or cremations.

List of burial and cremation grounds which will not be closed.

1. The Indian Christian Cemetery, Paharganj.
2. The Mohammadan Cemetery (other than that portion known as the Durgah Sayed Hassan Rasul Numa), Panchkuin Road.
3. The Hindu Cremation ground, Panchkuin Road.
4. The Christian Cemetery, Prithviraj Road.
5. The Mphammadan Cemetery, Kotla Feroze Shah.
6. The Bohra Cemetery, Kotla Feroze Shah.
7. Parsee Cemetery, Prithviraj Road.
8. Sweepers Cemetery, Prithviraj Road.
9. Mohammadans Cemetery, Jangpura.
10. Christian Cemetery, Jangpura.

Any person burying or cremating or causing to be cremated or buried any corpse within the area of the Municipality except in the places specified above, will be liable on conviction before a Magistrate to a fine which may extend to fifty rupees.

N. W. HANRAHAN, P.C.S.,

Secretary,

New Delhi Municipal Committee.

Information promised in reply to parts (c) to (f) of Starred Question No. 614, asked by Mr. Kailash Bihari Lall, on the 20th November, 1944

HAVOC BY CHOLERA AND MALARIA IN NORTH BIHAR

(c) The rivers specially responsible for worsening the situation are the Kosi and the Kamla and to a less extent the Gandak. The extensive distribution of quinine substitutes has considerably lessened the effects of malaria. The question of draining of depressions and old water courses is being examined by the Government of Bihar.

(d) Yes, particularly as regards the Kosi. To restrict this river to one course is understood to be beyond the financial capacity of the Province.

(e) About two millions.

(f) The Government of Bihar conducted preliminary investigations particularly regarding the Kosi, but the project was not considered feasible as the head waters lie in Nepal. Further investigation has not been ruled out but is not immediately contemplated by the Provincial Government.

Information promised in reply to Starred Question Nos. 616, and parts (c), (d) and (e) of 617, asked by Sri K. B. Jinaraja Hegde, on the 20th November, 1944

'GROW MORE FOOD CAMPAIGN' IN MALABAR AND SOUTH KANARA DISTRICTS

No. 616.—(i) In Malabar District sanitary inspectors of Tellicherry and Palghat were trained in compost preparation and up to the end of October 1944, 20,000 cubic feet of compost manure were prepared in Tellicherry. The work has also been started in Palghat.

(ii) A scheme has been sanctioned for Malabar district at a cost of Rs. 4,73,105 to purchase sufficient quantity of paddy seed to cover five per cent. of normal area under paddy. This is intended to serve as a reserve stock to be sold at cost price in agricultural depots in the event of seed beds being lost through adverse seasonal conditions.

(iii) No. Out of the quantities of ammonium sulphate obtained through lease/lend, 180 tons were distributed in Malabar and 229 tons in South Kanara.

(iv) No such schemes have been carried out. One scheme has been sanctioned for Malabar. Certain schemes, for both the districts, are under examination.

(v) and (vii). The total area brought under cultivation of food grains upto 30th September, 1944, is 922 acres in Malabar and 242 acres in South Kanara.

(vi) No.

(viii) Schemes for the multiplication and distribution of improved paddy seeds are under consideration. Proposals for the production of green manure seeds are also being investigated.

DEFICIENCY OF FOODGRAINS IN SOUTH KANARA DISTRICTS

No. 617.—(c) Yes, for short periods when the stock position was bad. For the remaining days of the week wheat, ragi and gram were issued.

(d) Informal rationing was introduced in the first quarter of 1944, in all non-rationed urban areas.

(e) No. Kasaragod rural area was getting the standard rice ration for five days in the week with substitutes of wheat, ragi and gram for the remaining two days till the end of

September 1944, when owing to acute shortage the supply of rice was reduced to four or three days in a week with other substitutes for the remaining days of the week. This reduction was only for a short period and the supply of rice for five days in a week has been restored.

Information promised in reply to part (c) of Starred Question No. 629, asked by Prof. N. G. Ranga, on the 20th November, 1944

INADEQUATE RICE RATIONS TO LAND-LESS LABOURERS IN KASARAGODA TALUKA OF SOUTH KANARA DISTRICTS

(c) Rice ration was not refused to persons who refused to purchase wheat or gram.

Information promised in reply to Unstarred Question No. 97, asked by Mr. Badri Dutt Pande, on the 20th November, 1944.

MEASURES FOR REDUCING ELECTRIC CHARGES IN SHAHDARA (DELHI) TOWN

It is not possible to take any measures to reduce the present rate of electric current supply charged by Messrs. Martin and Co. for Shahdara (Delhi). The higher rates at Shahdara are due partly to the higher rate payable to the generating authority and partly to the fact that the area of supply is small and the service consequently expensive to operate.

Information promised in reply to Starred Question No. 648, asked by Bhai Parma Nand, on the 21st November, 1944

ALLOTMENT OF AGRICULTURAL LAND IN DELHI CANTONMENT

(a) Prior to 1940, agricultural land in the Delhi Cantonment was auctioned to the highest bidder. The successful bidders for the most part were "Contractor Patedars" who sub-let the lands to local agriculturists. To retain these lands at auction, these contractors often made very high bids for beyond the value of the lands, with the result that in a bad season, they were unable to pay the rents due and defaulted; in some cases even doing so in full when they had received payment from their tenants. In consequence of this, Government in 1939, in spite of making extensive remissions in the past was faced with some Rs. 40,000 arrears of rent, and after an examination of the position, it was decided in 1940, to lease these lands by private treaty only to those persons who claimed to be descendants of the original owners from whom the lands were acquired, at rents assessed by the Deputy Commissioner, Delhi.

(b) No. The rules governing the lease of lands by auction lay down that such auction must be "a public auction"; it is not, therefore, permissible to hold an auction restricted to a certain class of persons as suggested by the Honourable Member.

Information promised in reply to parts (a) and (b) of Starred Question No. 680, asked by Mr. E. L. C. Gwillt, on the 21st November, 1944

PAPER TONNAGE INVOLVED IN PRINTING COPIES OF INDIAN INFORMATION

(a) 23,400.

(b) Approximately 365 tons.

Information promised in reply to Starred Question No. 685 (c), asked by Mr. T. T. Krishnamachari, on the 21st November, 1944

BAN ON ENTRY INTO INDIA OF INDIAN OPINION OF DURBAN

It was reported in November 1944, by the High Commissioner for the Government of India in the Union of South Africa that *Indian Opinion* had not in the past been permitted to pass through the post to destinations outside the Union of South Africa but that this restriction was recently relaxed allowing free circulation of the newspaper.

Information promised in reply to Starred Question No. 688, asked by Mr. G. Rangiah Naidu, on the 21st November, 1944

MALTREATMENT OF INFERIOR RAILWAY SERVANTS BY DELHI RAILWAY POLICE

(a) No.

(b) No. The facts of the case are that on 31st October, 1944, one Mr. S. Lal Mahta of Saharanpur rented a Retiring Room at Delhi Main Railway Station and went out on business at about 10 A.M. leaving his luggage in charge of Kishan Lal, bearer, on the latter's assurance that it would be safe in his custody. On his return at about 6 P.M. Mr. Mahta found a leather cushion valued at Rs. 50, missing. The matter being reported to the Railway Police a case was registered under section 379 Indian Penal Code. Kishan Lal was suspected by the complainant and interrogated by the investigating officer, but he was in no way maltreated.

(c) No. The facts are that on the night of the 5th/6th November, 1944, a European dy, named Mrs. E. Oliver, Sergeant, Women Auxiliary Corps (India), Poona, brought an Aya from the waiting room to the Government Railway Police Station and complained that she had lost her purse and that she suspected the Aya of the theft. The Aya herself asked the lady to search the waiting room and offered to assist in the search. Mrs. Oliver accompanied by the Aya and a Head Constable of the Railway Police then went to the waiting room. The police officer waited outside and the other two entered. After a few minutes' search the purse was found and Mrs. Oliver stated that she did not wish any further action to be taken. Thereupon the Head Constable withdrew and returned to the Police Station. There was no maltreatment of the Aya nor was she forced to pay any legal gratification.

(d) Does not arise.

Information promised in reply to Starred Question No. 708, asked by Mr. K. S. Gupta, on the 21st November, 1944

COMMUNAL PROPORTIONS IN THE ARMY

(a) and (c). No figures are maintained showing the composition by communities of King's Commissioned Officers, Emergency Commissioned Officers and Non-combatants.

In combatant arms of the Indian Army, the approximate distribution of Indian Other Ranks and Viceroy's Commissioned Officers by communities on 1st September, 1944 was:—

	Per cent.
Hindus	47
Muslims	32
Sikhs	7
Gurkhas	7
Christians	5
Others	2

(b) Figures showing percentages of different communities in the Engineers, Signals, Supply Medical and Ordnance Corps are not readily available and their compilation would require an amount of time and labour which cannot be spared in war time. Approximate percentages of communities in the other three arms are however available and are as follows:—

Communities	Artillery	Indian Infantry	R. I. A. S. C. (M. T.)
	Per cent.	Per cent.	Per cent.
Hindus	57	41	55
Muslims	28	25	36
Sikhs	10	7	5
Gurkhas	..	24	..
Others	5	3	4
Total	100	100	100

Information promised in reply to Unstarred Questions Nos. 106, 107 and 108, asked by Mr. G. Rangiah Naidu, on the 21st November, 1944

CONDITIONS OF SERVICE, ETC., OF CIVILIAN GAZETTED OFFICERS, INDIAN ARMY ORDNANCE CORPS

No. 106.—There are four types of Civilian Gazetted Officers employed in the I.A.O.C. :—

(a) Civilian Labour Officers.

(b) Civilian Assistant Security Officers.

(c) Assistant Establishment and Cash Officers/Record. Officers/Assistant Accounts Officers.

(d) Assistant Group Officers.

Each is an entirely separate and distinct class with separate and distinct duties, and no one can be transferred from one class to another.

On the assumption that the question relates to category (d) above, Assistant Group Officers, the answer is as follows:—

(i) They are recruited from—

(a) Regular serving Storemen (Civilian Storekeepers/Civilian Assistant Storekeepers/M. T. Storekeepers).

(b) Civilian Life—

May be either selected for "direct" appointment without training, or as a "Trainee" for ultimate employment if satisfactory.

(ii) The rates of pay for (i)(a) above are Rs. 340—20—500. There is no probationary period for this category of A.G.Os.

(iii) As regards (b) above, these appointments are filled by selection—Graduates with business acumen, experience and a good knowledge of accountancy, etc., between the ages of 23 and 40, are given direct appointments on pay of Rs. 300 p.m. during 3 months probation, and Rs. 340—20—500 thereafter upon satisfactory completion of the probationary period; and Graduates without experience between the ages of 23 and 30 are recruited through the Federal Public Service Commission. They undergo six months training on a stipend of Rs. 200 p.m. followed by 6 months probation on Rs. 300 p.m. and thereafter, if found suitable, they are confirmed in their appointments as Ty. C.G.Os. (A.G.Os.) in the scale of Rs. 340—20—500.

A.G.Os. recruited direct from civil life are not liable for field service but are required to serve anywhere in India. Efforts are made to post these individuals as near their homes as possible, dependent upon the exigencies of the service.

(iv) All these appointments are temporary for the duration of the war, and until such time thereafter as their services are required.

(v) Free accommodation is not provided for C.G.Os., but those who are stationed in Madras, Bombay, Karachi and Calcutta and are privately paying rent for furnished or unfurnished accommodation are entitled to house rent allowance subject to the conditions laid down in Finance Department Memorandum No. F-19(5)-Ex.1/38, dated the 16th March, 1940.

(vi) During the training/probationary period their services are liable to be terminated without any notice or wages in lieu and in other cases, one month's notice or one month's pay in lieu of notice is paid to them before their services are actually dispensed with.

(vii) At present there is no higher rank or grade for C.G.Os. The question of their promotion does not therefore arise.

(viii) They are for stores duties in Groups and Branches of Ordnance Depots, etc., and the sole object of their appointment is to maintain continuity therein, where military officers are constantly changing due to war conditions.

(ix) Their status is Gazetted and rank senior to all non-gazetted personnel, i.e., all European Warrant Officers, British Other Ranks, V.C.O. ranks, Civilians from Head Assistants or Civilian Storekeepers, downwards. They have no equivalent amongst commissioned ranks, but rank below a Subaltern, either K.C.Os. or K.C.I.Os.

(x) They are eligible to enter an Officer's mess and to be made Honorary members thereof.

(xi) They are also eligible to become members of the Ordnance Clubs wherever these exist.

(xii) For purposes of travelling allowances, etc., they are treated as Second Grade Officers.

(xiii) They are not entitled to any pension or gratuity but for the purposes of wound and other extraordinary awards they are governed by A.I.(I.) No. 258 of 1940.

TREATMENT METED OUT TO CIVILIAN GAZETTED OFFICERS, INDIAN ARMY ORDNANCE CORPS

No. 107.—A few complaints have been received about the treatment of C.G.Os. by Military Commissioned Officers, but investigation revealed that the majority of these complaints were unfounded. However, in those cases where it was found that the complaints were justified, appropriate action was taken to rectify the matter. Various directives on the subject have been issued from time to time, the most recent being a comprehensive letter regarding the handling of C.G.Os. which has been issued in October, 1944.

REMOVALS OF CIVILIAN GAZETTED OFFICERS, INDIAN ARMY ORDNANCE CORPS

No. 108.—29 C.G.Os. have been removed from the Corps while on probation and 34 on completion of probation. In addition, one C.G.O., recruited from among regular serving storemen, has been removed.

Information promised in reply to Unstarred Questions Nos. 115 and 116, asked by Mr. Ananga Mohan Dam, on the 21st November, 1944.

ANNUAL INCOME AND EXPENDITURE AND STAFF OF CHAKRATA CANTONMENT BOARD

No. 115.—A statement showing the annual income and expenditure of the Chakrata Cantonment Board for the past two years and a list of the staff employed by that Board, their designations and monthly pay is appended hereto.

A statement showing the annual income and expenditure of the Chakrata Cantonment Board for the past two years, along with a list of staff employed by the Board, their designations and monthly pay.

	1942-43		1943-44	
	Rs.	A. P.	Rs.	A. P.
Receipts:	1,15,402	2 3	1,50,558	14 0
Expenditure:	98,010	0 9	1,36,509	0 0

Designation	Scale of pay	Present pay	Remarks
<i>General Administration Establishment</i>			
Accountant	70—3—100	Rs. A. P. 100 0 0	Drawing Rs. 100 from 1st September, 1933, plus Rs. 10 as personal pay.
Head Clerk	60—5—90	90 0 0	
Typist and Recordkeeper	40—2½—65	40 0 0	
Daftri	Rs. 16	16 0 0	
Two peons	@ Rs. 14 each	14 0 0 each	
<i>Octroi Establishment</i>			
Octroi Superintendent	50—3—80 E. B.—4—100	92 0 0	Plus Rs. 10 as super- vising collection of parao fee.
Octroi Inspector	30—2—50	44 0 0	
4 Octroi Moharrirs	@ 25—2—35	27 0 0 each	
4 Octroi peons	@ Rs. 14 each	14 0 0 each	
<i>Tax Collecting Establishment</i>			
Tax Collector	40—2—60	48 0 0	
One peon	@ Rs. 14	14 0 0	
<i>Miscellaneous Revenue Establishment</i>			
Cashier and Storekeeper	40—2—60	60 0 0	
Parao Moharrir	@ Rs. 20	20 0 0	for 8 months April to November each year.
<i>Public Works Establishment</i>			
Cantonment Overseer	50—3—80	80 0 0	Plus Rs. 10 allowance as Garden Superin- tendent.
<i>Lighting Establishment.</i>			
Head Lamp Lighter	20—1—25	25 0 0	
Two Lamp Lighters	@ Rs. 20 each	20 0 0 each	for 8 months April to November each year.
<i>Market and Slaughter House Establishment</i>			
Allowance to Civil Veterinary Assistant Surgeon	Rs. 25	25 0 0	
<i>Garden Establishment</i>			
Head Garden Mali trained	25—1—35	32 0 0	
Assistant Garden Mali trained	20—1—30	21 0 0	
Garden Mali untrained	15—1—20	17 0 0	
5 Garden Coolies	@ Rs. 15 each	15 0 0	
<i>Forest Establishment.</i>			
Allowance to Government Forest- Ranger	Rs. 30	30 0 0	

Designation	Scale of pay	Present pay	Remarks
Forest Establishment—contd.			
Forester or Forest Munshi	30—2—50	Rs. 42 0 0	
Forester (house rent)	Rs. 8 p. m.	8 0 0 p. m.	
Forester (cycle Allowance)	Rs. 2 p. m.	2 0 0 p. m.	
Three Forest Guards	@ Rs. 15—1—20	20 0 0 each	
Three (Compensatory All.)	Rs. 2 each	2 0 0 each	
Forest Mali untrained	Rs. 14	14 0 0	
Ornamental Garden Establishment			
Mali	@ Rs. 15	15 0 0	for 8 months from April to November each year.
Hospital Establishment.			
Allowance to Medical Officer	@ Rs. 75	75 0 0	
Sub-Assistant Surgeon	Rs. 112—5—117	117 0 0	plus Rs. 18 p. m. as vaccination allowance for 7 months in a year.
Mid-wife and Nurse (trained)	Rs. 50—2—60	420 0 0	
Trained Compounder	Rs. 25—2—45	25 0 0	
Ward Orderly	Rs. 14	14 0 0	
One sweeper	Rs. 14	14 0 0	
Garden Mali	Rs. 14	14 0 0	
Night Servant	Rs. 15	15 0 0	
Cook	Rs. 13	13 0 0	
Conservancy Establishment			
Sanitary Inspector	Rs. 50—2—70	56 0 0	
Head Consy. Jemadar	Rs. 20—2—30	22 0 0	
Consy. Jemadar	Rs. 20—1—25	21 0 0	
30 sweepers	@ Rs. 14 each	14 0 0 each	
20 sweepers	@ Rs. 14 each	14 0 0 each	from April to November each year.
Water Supply Establishment			
Line man	Rs. 25—1—35	28 0 0	plus Rs. 2 for looking after the fire engine.
Primary and Secondary School Establishment			
Primary Girls School			
Trained Head Mistress	Rs. 40—2—50	48 0 0	
Assistant Mistress	Rs. 30—2—40	34 0 0	
Peon female	@ Rs. 14	14 0 0	
Cantonment Boys School			
Head Master	Rs. 75—4—115	79 0 0	
2nd Master	Rs. 40—2—60	40 0 0	
2nd Assistant teacher	Rs. 30—2—50	Nil.	
1st Assistant teacher	Rs. 25—1—35	25 0 0	
Peon	@ Rs. 14	14 0 0	
Librarian	@ Rs. 25	25 0 0	for 8 months from April to November each year.
Other Contribution			
Veterinary Compounder	Rs. 20—1—30	30 0 0	plus Rs. 4 p. m. for duties of Butcher-overseer.

CERTAIN EXPENDITURE FROM CHAKRATA CANTONMENT FUND

No. 116.—

	1942-43	1943-44
	Rs.	Rs.
(i)	525 12 0	1,295 3 0
(ii)	9,600 14 9	11,502 11 9
(iii)	3,213 10 6	4,252 0 3
(iv) (a)	260 6 0	181 13 0
		Repairs.
(b)	495 6 0	Nil
		Construction.

DEATHS OF MR. UMAR ALY SHAH AND MR. KHEDAN LAL

The Honourable Sir Sultan Ahmed (Leader of the House): Mr. President, it is with deep regret that I have to refer to the death of two honourable friends of ours—members of this House—Mr. Umar Aly Shah and Mr. Khedan Lal. Mr. Shah represented the North Madras Muslim constituency since 1937. The House is aware that he was a well-known Sanskrit scholar and a Telugu poet, and indeed he translated the *Bhagavad Gita* into Telugu, with commentary. He was a perfect gentleman and exceedingly modest, and anybody who came in contact with him felt that here was a man of great scholarship, but the simplicity of his life and manners were predominant.

Mr. Khedan Lal represented the non-Muhammadian Rural constituency of the Benares and Gorakhpur divisions since 1941. From a very humble beginning he rose to be a big business man; but public life had a greater attraction for him, and in recent years he took great interest in social, civic and public affairs. As a rule he kept very good health; but recently he was keeping rather poorly, and it has been a shock to all his friends to hear of his sudden and premature death.

Sir, the death of both these gentlemen is deeply regretted by us and public life generally and this House in particular are the poorer by their death. We offer our deep condolences and sympathy to the bereaved families.

Mr. Bhulabhai J. Desai (Bombay Northern Divisions: Non-Muhammadian Rural): Mr. President, it has always been a melancholy duty in this House, when we meet after a Session, that in the interval we have lost some familiar faces by the hand of death. In so far as the two gentlemen to whom reference has been made this morning by my Honourable friend the Leader of the House, I am able to say from personal experience that as regards Mr. Umar Aly Shah, he was a scholar of great eminence and at the same time a devout Muslim and a great nationalist. I have always felt that notwithstanding his modesty he was able to make himself heard in this House by the earnestness of his convictions. There was in him naturally a strain of nervous earnestness which commended itself to those who understood the greatness of the ideas that lay behind his utterances. I understand from friends who understood him better than I did, that he has left works of enduring value in the Telugu and other languages. It is a great example of the universal manner in which the assimilation of the cultures was represented by his great life.

As regards Mr. Khedan Lal, we miss his presence particularly; we never had the benefit which we contemplated when we nominated him as a candidate on our behalf for the constituency which he represented. We had hoped and expected great things of him; and we miss the assistance we might have got from both of these friends who are absent from us today. I may tell the House that association has brought us on that plane of equal humanity which I am glad prevails on such occasions. I associate myself with the expressions of feeling which fell from the Honourable Leader of the House and I desire that you would be good enough to convey to the bereaved families our sincere sympathy in the great loss they have suffered.

Nawabzada Muhammad Liaquat Ali Khan (Rohilkund and Kumaon Divisions: Muhammadian Rural): Sir, I join the two Honourable Members who have just spoken in mourning the loss of two of our colleagues. The death of Mr. Umar Aly Shah, untimely and sad as it is, is a personal loss to the Muslim League Party in this House. As has been pointed out, he was a great scholar of Sanskrit, and amongst his followers—I should say his devotees—he had a large number of non-Muslims. He was very unassuming and a man of strong character. We know how on certain occasions great pressure from certain quarters was put upon him to betray the cause he had at heart, and we know how firmly he stood for his convictions. He was one of our regularly attending members and our party is indeed poorer by his death. As regards Mr. Khedan Lal, I am sorry we did not have an opportunity of having

[Nawabzada Muhammad Liaquat Ali Khan.]

him in our midst regularly or for any length of time. I have no doubt that if he had been able to attend the House he would have made a great contribution to the task which is always before the legislature. I request you on behalf of my party to convey our sincere sympathy and condolences to the families of the two deceased members.

Dr. P. N. Banerjee (Calcutta Suburbs: Non-Muhammadan Urban): Sir, I associate myself and my Party with the two motions of condolence before the House.

Sir Henry Richardson (Nominated Non-Official): On behalf of my Party, I wholeheartedly associate ourselves with the expression of sympathy and condolence which other Members have offered.

Mr. President (The Honourable Sir Abdur Rahim): I associate myself fully with what has fallen from the Honourable Leader of the House and other Honourable Members who have spoken on this occasion, about the death of Mr. Umar Aly Shah and Mr. Khedan Lal. I have known Mr. Umar Aly Shah for some time and I endorse fully what has been said about him by the Leader of the House and by the other Honourable Members, regarding his modesty of character and his eminence as a Sanskrit scholar and as a Telugu poet. I did not have the opportunity of meeting Mr. Khedan Lal or knowing him. I associate myself with the sentiments that have been expressed as regards both these members and I shall send the condolence motions that have been passed by this House to the bereaved families of these two deceased gentlemen.

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

Secretary of the Assembly: Sir, information has been received that the following Bills which were passed by both Chambers of the Indian Legislature during the Autumn Session, 1944, have been assented to by His Excellency the Governor General under the provision of sub-section (1) of section 68 of the Government of India Act, as continued by section 317 of the Government of India Act, 1935:

- (1) The Indian Patents and Designs (Temporary Amendment) Act, 1944.
- (2) The Coffee Market Expansion (Second Amendment) Act, 1944.
- (3) The Delhi Joint Water and Sewage Board (Amendment) Act, 1944.
- (4) The Public Debt (Central Government) Act, 1944.

MOTION FOR ADJOURNMENT

WITHDRAWAL BY GOVERNMENT OF INDIA OF ASSURANCE TO FEED CALCUTTA

Mr. President (The Honourable Sir Abdur Rahim): I have received notice of an adjournment motion from Mr. A. C. Dutta. He wishes to discuss a definite and urgent matter of public importance, namely, the withdrawal by the Government of India of the assurance given last year to feed Calcutta.

I believe the Honourable Member is referring to a statement made by a representative of the Food Department in the Council of State.

Mr. Akhil Chandra Datta (Chittagong and Rajshahi Divisions: Non-Muhammadan Rural): Besides that, there was an announcement made by the Food Member. That was probably on the 30th November.

Mr. President (The Honourable Sir Abdur Rahim): There was a debate in the Assembly on the food position in the country, in which I believe this matter was also fully dealt with, for three days. The Assembly adjourned on the 21st November and in his reply Sir J. P. Srivastava stated that he or the Government of India had not then quite decided whether they should continue to make themselves responsible for feeding Calcutta but since then, on the 30th November after the adjournment of the Assembly, there have been considerable developments. I believe a conference was held the other day in Delhi in which, I suppose, this matter was discussed and I should like to know what the position of the Government of India is at the moment—whether it is the same attitude as was announced on the 30th November.

DECLARATION OF EXEMPTION UNDER THE REGISTRATION OF FOREIGNERS ACT 49

The Honourable Sir Jwala Prasad Srivastava (Food Member): As you have stated, I let the House know last November our intention to give up the undertaking which we had given to Bengal last year. The question had been raised here then and I had stated clearly that we were considering the question and we thought that the need for continuing that undertaking for another year did not exist. The same declaration was made in the Council of State by the Honourable Mr. B. R. Sen. Subsequently at a Press Conference on the 30th November I gave our decision which conformed to what we had stated in the Legislatures, and we have so far received no representation from the Bengal Government or from any one else that our decision was not right. I submit that the matter is not of urgent importance. What we have done is not that we have divested ourselves of the responsibility of feeding Calcutta. In fact we never gave that undertaking. What we told the Bengal Government in the peculiar conditions prevailing last year was that we would give them a quantity of foodgrains equivalent to 13 months offtake of Calcutta. We never said that we were going to feed Calcutta.

Mr. Badri Dutt Pande (Rohilkund and Kumaon Divisions: Non-Muhammadan Rural): You are going to starve Calcutta then?

The Honourable Sir Jwala Prasad Srivastava: We told them that we were going to give the Bengal Government a quantity of foodgrains equivalent to 13 months offtake of Calcutta. We never said that we were going to feed Calcutta and we never gave any such assurance. So I contend that my Honourable friend, as he has worded the adjournment motion, has not correctly understood our undertaking. In any case what we have told Bengal just now is that while in the improved situation which now prevails (to which, as I say, we have received no protest) we will not give this specific guarantee, our ultimate guarantee, our general guarantee to feed Bengal remains. We continue to recognise the importance of Calcutta and when the time comes, should they be short of supplies, we will certainly come to their aid.

Mr. President (The Honourable Sir Abdur Rahim): I want to know whether there has been any modification of the attitude of the Government of India with respect to Calcutta. That is the gist of the question that has been raised in the notice.

The Honourable Sir Jwala Prasad Srivastava: I contend there has been none. We are still responsible to feed Bengal and Calcutta, along with the rest of the country.

Mr. President (The Honourable Sir Abdur Rahim): The mover says that the Honourable Member gave an assurance that he would feed Calcutta.

Mr. Akhil Chandra Datta: The Central Government took up the responsibility.

Mr. President (The Honourable Sir Abdur Rahim): He denies it.

Mr. Akhil Chandra Datta: In the statement made at the Press Conference, he admitted that he was responsible for feeding Calcutta. He does not deny that responsibility.

The Honourable Sir Jwala Prasad Srivastava: Will the Honourable Member retract the assurance that I gave in regard to Calcutta?

Mr. Sami Venkatchelam Chetty (Madras: Indian Commerce): What was it that you were considering when this question was debated last?

Mr. President (The Honourable Sir Abdur Rahim): As objection has been taken to the motion being moved, will those Honourable Members who are in favour of leave being granted rise in their places?

(After the Count.)

As not less than 25 Members are in favour of the leave being granted, the motion will be taken up at 4 O'Clock.

DECLARATION OF EXEMPTION UNDER THE REGISTRATION OF FOREIGNERS ACT

The Honourable Sir Francis Mudie (Home Member): Sir, I lay on the table a copy of the Home Department Declaration of Exemption No. 1/30/43-Poll (E).

[Sir Francis Mudie]
dated the 28th November, 1944, issued under the Registration of Foreigners Act, 1939.

No. 1/30/43-Poll.(E)
GOVERNMENT OF INDIA
HOME DEPARTMENT
Simla, the 28th November, 1944

Declaration of Exemption

In exercise of the powers conferred by section 6 of the Registration of Foreigners Act, 1939 (XVI of 1939), the Central Government is pleased to declare that the provisions of the Registration of Foreigners Rules, 1939, shall not apply to, or in relation to the Field Service personnel of the American Red Cross serving with the British Forces in India.

(Sd.) ILLEGIBLE,

Under Secretary to the Government of India.

AMENDMENT TO THE INSURANCE RULES

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I lay on the table a copy of a further amendment to the Insurance Rules, 1939, published in the Department of Commerce Notification No. 597-I(3)/42, dated the 11th November, 1944, under sub-section (3) of Section 114 of the Insurance Act, 1938.

DEPARTMENT OF COMMERCE

NOTIFICATION

INSURANCE

New Delhi, the 11th November, 1944.

No. 597-I (3)/42.—In exercise of the powers conferred by sub-sections (1) and (2) of section 114 of the Insurance Act, 1938 (IV of 1938), the Central Government is pleased to direct that the following further amendments shall be made in the Insurance Rules, 1939, the same having been previously published as required by sub-section (1) of the said section, namely:—

I. For rules 16 and 16-A of the said Rules the following rules shall be substituted, namely:—

"16. *Licence fee for Insurance Agents and the manner of collection.*—The fee for obtaining or renewing a licence to act as an insurance agent shall be one and a half rupees:

Provided that an additional fee of one rupee shall be paid if the application for renewal of the licence reaches the Superintendent of Insurance on or after the date on which the licence ceases to be in force but within twelve months of the aforesaid date.

Any fee specified in this rule and rules 16-A and 16-B shall be paid in the form of 'Government of India Insurance Agent Licence Fee' stamp available on payment from a Government Treasury.

16-A. *Issue of licences to Insurance Agents.*—An individual who desires to obtain or renew a licence to act as an Insurance Agent shall proceed as follows:—

(1) He shall obtain from the Superintendent of Insurance a form of application for a licence which form shall be as prescribed in Form V or Form V-A. Form V shall be used when an applicant applies for a licence for the first time or for a fresh licence, while Form V-A shall be used when the applicant applies for the renewal of the licence already held by him. No application for the renewal of a licence will be accepted if it reaches the Superintendent of Insurance after a period of twelve months from the date on which the licence ceased to be in force.

(2) He shall then send to the Superintendent of Insurance the completed application form with the 'Government of India Insurance Agent Licence Fee' stamp or stamps of the value of Rs. 1/8/- or of Rs. 2/8/-, as the case may be, affixed thereon in the proper place and superscribed with his signature.

(3) The Superintendent of Insurance or the officer authorised by him under sub-section (1) of section 42 of the Act shall, after taking all reasonable steps to satisfy himself that the application is in order and that the applicant is not disqualified from holding a licence, issue a licence in Form VI.

16-B. *Issue of duplicate licences.*—An individual to whom a licence has been issued shall, if such licence has been lost, destroyed or mutilated, submit to the Superintendent of Insurance an application requesting the issue of a duplicate licence with the 'Government of India Insurance Agent Licence Fee' stamp of the value of Re. 1 affixed thereon and superscribed with his signature and with a declaration giving full details regarding the issue and loss, destruction or mutilation of the licence and the mutilated pieces, if any, shall be returned to the Superintendent of Insurance with the said application. The Superintendent of Insurance may after taking all reasonable steps to satisfy himself that the original licence has been lost, destroyed or mutilated, issue a duplicate licence in Form VI with an endorsement thereon that it is a duplicate.

AMENDMENT TO THE INSURANCE RULES

16-C. *Allowance for unused stamps.*—Where an applicant for a licence to act as an insurance agent under the Act has inadvertently used 'Government of India Insurance Agent Licence Fee' stamp of greater value than necessary or where no licence in respect of an application bearing such stamp has been issued, refund may be made of the excess over the necessary fee or of the value of the stamp (as the case may be) on such application."

II. For Forms V and VI in the Forms appended to the said Rules, the following Forms shall be substituted namely:—

"FORM V

(See Rule 16-A of the Insurance Rules, 1939.)

APPLICATION FOR A LICENCE TO ACT AS AN INSURANCE AGENT

To

The Superintendent of Insurance,
New Delhi/Simla.

Dear Sir,

I request that a licence to act as an insurance agent may be granted to me. The fee of Rs. 1/8/- has been paid by me, *vide* stamp affixed below.

*2. I hereby declare that—

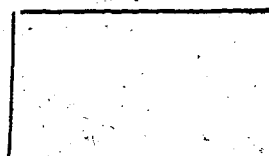
(i) I have not been found to be of unsound mind by a Court of competent jurisdiction;
(ii) I have not been found guilty of criminal misappropriation or criminal breach of trust or cheating or forgery or an abetment of or attempt to commit any such offence by a Court of competent jurisdiction; and

(iii) I have not been found guilty of or to have knowingly participated in or connived at any fraud, dishonesty or misrepresentation against an insurer or an insured, in the course of any judicial proceeding relating to any policy of insurance or the winding up of an insurance company or in the course of an investigation of the affairs of an insurer.

3. I also declare that the particulars given below are true and that the licence for which I hereby apply will be used only by myself for soliciting or procuring insurance business:—

- | | |
|---|-----|
| (1) Full name of the applicant (IN BLOCK LETTERS) (State whether Mr., Mrs. or Miss). | (1) |
| (2) Father's/Husband's name. (Strike out portion not required.) | (2) |
| (3) Full address (IN BLOCK LETTERS) stating the name of the Province or Indian State in which the address is situate. | (3) |
| (4) Date of birth in Christian Era. | (4) |
| (5) Age on the date of application. | (5) |
| (6) Did you ever apply for a licence before?
If so, state—
(i) whether the licence was granted. In that case, the No. and the date of expiry of the last licence should be stated;
(ii) whether the licence was refused. In that case, the No. and date of the letter conveying refusal of licence should be stated; and
(iii) whether the licence was granted but subsequently cancelled. In that case, the No. and date of the letter conveying cancellation of licence should be stated. | (6) |
- [Replies to (i), (ii) and (iii) are to be given only if the reply to the main query is in the affirmative.]

Yours faithfully,



Signature of applicant.

(to be made over the stamp).

*Any part of the declaration which cannot be made should be scored out and the necessary explanation attached to this application.

(Please see notes below.)

Notes

1. The attention of the applicant is drawn to section 104 of the Insurance Act, 1938, which provides that whoever in any document required for the purposes of any of the provisions of that Act, wilfully makes a statement false in any material particular, knowing it to be false, shall be punishable with imprisonment for a term which may extend to three years, or with fine which may extend to one thousand rupees, or with both.

2. A licence can be granted to an individual only and not to a firm or a corporate or unincorporate body.

3. An individual can apply for only one licence which will entitle him to solicit or procure insurance business of any class and to act as an insurance agent for any registered insurer.

4. The application should be filled in, as far as possible, in the English language. Where it is not possible to do so, at least the name and address of the applicant and the father's or husband's name may be transliterated in English IN BLOCK LETTERS.

5. Any correction or alteration made in any answer to the questions in the application should be initialled by the applicant.

6. An applicant must be at least 18 years of age on the date of submission of the application.

7. Payment in cash or by money order, cheque, postal order, postage stamp or bank draft is not accepted.

8. No acknowledgment of this application will be sent. If one is required, the application should be sent by registered post (acknowledgment due).

(FOR USE IN THE OFFICE OF THE SUPERINTENDENT OF INSURANCE)

No. I L()/ New Delhi/Simla, dated 19

Returned with the remarks that

Assistant Superintendent of Insurance.

To

Resubmitted.

Dated 19 Signature of sender.

To

The Superintendent of Insurance,
New Delhi/Simla.

FORM V-A.

(See Rule 16-A of the Insurance Rules, 1939.)

APPLICATION FOR RENEWAL OF A LICENCE TO ACT AS AN INSURANCE AGENT

From

(IN BLOCK LETTERS).

Name of Insurance

Agent.

Full Address

Place

To

The Superintendent of Insurance,
New Delhi/Simla.

Dear Sir,

I request that my licence No. , which expires/expired on may be renewed for a further period of one year. The fee of Rs. has been paid by me vide stamp(s) affixed below.

*2. I declare that since the date of my last application for a licence—

(i) I have not been found to be of unsound mind by a Court of competent jurisdiction;
(ii) I have not been found guilty of criminal misappropriation or criminal breach of trust or cheating or forgery or an abetment of or attempt to commit any such offence by a Court of competent jurisdiction;

(iii) I have not been found guilty of or to have knowingly participated in or connived at any fraud, dishonesty or misrepresentation against an insurer or an insured in the course of any judicial proceeding relating to any policy of insurance or the winding up of an insurance company or in the course of an investigation of the affairs of an insurer; and

(iv) my licence has not been cancelled at any time by the Superintendent of Insurance.

3. I also declare that the facts stated herein are true and that the licence for which I hereby apply will be used only by myself for soliciting or procuring insurance business.

Yours faithfully,

Government of
India Insurance
Agent Licence Fee
stamp(s) vide note
5.

Dated the 19

Signature of applicant.

(to be made over the stamp).

*Any part of the declaration which cannot be made should be scored out and the necessary explanation attached to this application.

(Please see notes overleaf.)

Notes

1. The attention of the applicant is drawn to section 104 of the Insurance Act, 1938, which provides that whoever in any document required for the purposes of any of the provisions of that Act, wilfully makes a statement false in any material particular, knowing it to be false, shall be punishable with imprisonment for a term which may extend to three years, or with fine which may extend to one thousand rupees, or with both.

2. Care should be taken to see that the name and the licence No. given in the application is identical with that shown in the last licence held.

3. Any correction or alteration made in the application should be initialled by the applicant.

4. The application should be filled in as far as possible in the English language, where it is not possible to do so, the name and address of the applicant may be transliterated in English IN BLOCK LETTERS.

5. The application should reach the Superintendent of Insurance not more than three months before the date of expiry of the last licence held by the applicant and a 'Government of India Insurance Agent Licence Fee' stamp for Rs. 1-8-0 should be affixed to it.

An additional stamp for Re. 1 must be affixed if the application reaches the Superintendent of Insurance on or after the date on which the last licence held by the applicant ceases to be in force. If the application reaches the Superintendent of Insurance after a period of twelve months from that date, the last licence will not be renewed, but a fresh licence with effect from the date the application reaches the Superintendent of Insurance will be granted.

6. Payment in cash or by money order, cheque, postal order, postage stamp or bank draft is not accepted.

7. No acknowledgment of this application will be sent. If one is required, the application should be sent by registered post (acknowledgment due).

(FOR USE IN THE OFFICE OF THE SUPERINTENDENT OF INSURANCE)

No. I.L()/ New Delhi/Simla, Dated 19

Returned with the remarks that

Assistant Superintendent of Insurance.

To

Resubmitted.

Dated 19 Signature of sender.

To

The Superintendent of Insurance, New Delhi/Simla.

FORM VI

(See Rule 16-A of the Insurance Rules, 1939.)

GOVERNMENT OF INDIA

OFFICE OF THE SUPERINTENDENT OF INSURANCE



No. of Licence.....

Licence to act as an Insurance Agent under Part II of the Insurance Act, 1938.

of

having paid the prescribed fee and having made the necessary declaration is hereby authorised to act as an Insurance Agent from to Superintendent of Insurance.

New Delhi/Simla,

Dated the day of 19

Signature of Licence-holder.

(To be made as soon as licence is received.)

Notes

1. If it is desired to renew this licence for a further period the procedure laid down in rules 16 and 16-A of the Insurance Rules, 1939, shall be followed and, an application for renewal should reach the Superintendent of Insurance not more than three months before, but within 12 months after, the licence expires.

2. No identifying mark or note of any description by which the identity of an insurer might be established should be placed on the licence.

3. No correction in this licence will be valid unless attested by the Superintendent of Insurance or a person authorised by him in this behalf.

S. R. ZAMAN, Joint Secy.

THE INDIAN TEA CONTROL (AMENDMENT) BILL

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I introduce the Bill further to amend the Indian Tea Control Act, 1938.

THE INDIAN COMPANIES (AMENDMENT) BILL

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I introduce the Bill further to amend the Indian Companies Act, 1913.

THE INDIAN PATENTS AND DESIGNS (AMENDMENT) BILL

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I introduce the Bill further to amend the Indian Patents and Designs Act, 1911.

THE INDIAN MERCHANDISE MARKS (AMENDMENT) SUPPLEMENTARY BILL.

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I introduce the Bill to amend the Indian Merchandise Marks (Amendment) Act, 1941.

REPORT OF THE PUBLIC ACCOUNTS COMMITTEE—contd.

Mr. President (The Honourable Sir Abdur Rahim): The House will now consider the report of the Public Accounts Committee. Mr. Avinashilingam Chettiar.

Mr. T. S. Avinashilingam Chettiar (Salem and Coimbatore cum North Arcot: Non-Muhammadian Rural): Sir, last time when I was speaking on this motion I was referring to the financial irregularities of many of the Departments of the Government of India such as, Railways, Stores, Labour and the Industries. Before I take up the other Departments, I would like to mention the specific irregularity that has been mentioned about the Railway Department. My Honourable friend Sir Edward Benthall suavely turned it aside when it was suggested that the railwaymen accepted tips for reservations. He won't believe it. But I would request him to listen to what is recorded by the Public Accounts Committee about his Department. It is a perfect scandal. On page 9 they say:

"... but a review of the action taken against delinquent servants of the Railway Department has somewhat strengthened the impression we recorded in our Report"

The Honourable Sir Edward Benthall (Member for Railways and War Transport): On a point of fact, Sir. The Honourable Member is putting into my mouth words that I never used.

Mr. T. S. Avinashilingam Chettiar: I hope he will show it by deeds and not by words. To continue the quotation from the Report:

"on the accounts of 1940-41 that the punishments inflicted are apt to be lenient even when charges of a grave nature are proved."

Even when they are proved, the action has been so lenient that it has been an encouragement for the railway servants not to care for any representation.

"It is difficult enough often to detect mal-practices; it is very much more difficult to prove, to the satisfaction of all the Departmental rules, the responsibility for them against any particular Government servant. When this has successfully been done there is no reason why a punishment fitting the crime should not be awarded."

The allegation here is very serious. It is not a mere allegation but it has been proved and proved to the satisfaction of the Departmental rules and still the action that has been taken has been very lenient. What does it show? Does it show that the Railway Member and the Railway Department are very anxious to put down corruption? I won't be surprised if the incident referred to is committed by a white man, because this Government makes a difference between a white, brown and a black man. I know cases in which the offence has been committed by a white man and the action taken against him is

lenient. But if a similar offence is committed by a black man, then he has been sacked.

Now, Sir, I will refer to the expenditure on war publicity. It is an open scandal and it has been admitted by the Auditor General that it is an awful scandal. Not only does he say that it is an open scandal, but he would like to be relieved of this audit work. He says that it can be certified as secret service expenditure. I will read just a few lines of what this report says on page 39:

"... the Auditor General stated he has been having the greatest difficulty in obtaining satisfactory accounts of this expenditure from the provinces and of exercising proper audit control. He had found difficulty in getting vouchers for expenditure and had often in relaxation of the normal audit requirements to accept certificates of disbursement instead. As far as he was concerned, he would be satisfied if the expenditure on this account was treated as secret service expenditure but this the Department was not prepared to do."

He suggested that it should be treated as secret service expenditure because for secret service expenditure no account was necessary, no audit was necessary and no vouchers were necessary. To continue the quotation:

"The Committee expressed great concern that the accounts of so large an item of expenditure should be on so unsatisfactory a basis and desired that the Auditor General should report to them next year the arrangements it had been possible to make with regard to the proper accounting and audit of this expenditure."

Next, I refer to the denial policy which has been referred to on page 43. I do not wish to discuss anything about the policy itself. I am only concerned with the financial irregularities connected with the enforcement of this denial policy. Every word that is written on this page is a censure against this Government and the Government of Bengal. I now read from the second part of paragraph 102 on page 43:

"He (the Auditor General) was not at all satisfied at the state of the accounts of the expenditure on these measures and feared that it would be impossible ever to get the requirements of Audit satisfied. (The money involved is about 3 crores.) The Government of Bengal who had acted as agents of the Central Government in this matter had, at his instance, deputed a special officer to investigate these accounts and his report had disclosed a most deplorable state of affairs. It appeared that the Bengal Government had issued orders to Treasury Officers to pay out money on demand to Government officers without the intervention of the Accountant General and, in some cases, without the safeguard of giving to the Treasury Officers the specimen signatures or even the names of the officers who were entitled to demand payment."

Can there be anything more scandalous? Anybody could sign a voucher and get money from the Treasury Office:

"In addition to sums standing in suspense on this account there were other large sums relating to Bengal debitable to the Central Government the liability for which the Auditor General had not found himself in a position to accept on behalf of the latter; the aggregate amount was at one time of the order of Rs. 3 crores."

May I know what action the Government has taken in this matter? May I know whether the Government could detect the officers responsible for this corruption and have they been able to bring to book any persons in connection with the exploitation of these 3 crores of rupees?

I now come to the next item which relates to the Department of my Honourable friend Dr. Khare. I am sorry he is not here. He is very fond of fighting. Here is something for which he can fight and fight legitimately. I refer to pages 31 and 32 of the report. As was explained by my Leader sometime ago, this Department is a Department of Commonwealth Relations, the idea being that India is the common wealth for all of them and this is absolutely true in view of the report of this Committee. I am glad the Honourable Member in charge of this Department has now come in. The British Government dumped upon India, Greeks, Maltese, Anglo-Burmans, Ionese and all the rest of that lot, many more whose names I do not know. When these were dumped, it was promised that these evacuees will be paid for by the Government of Great Britain. These people are paid at a rate which is not allowed even to our best persons when they are sent to jail. We are allowed an allowance of about 10 annas a day whereas these evacuees—the Honourable Member may correct me if I am wrong—are paid Rs. 2-8-0 a day. These

[Mr. T. S. Avinashilingam Chettiar.]

evacuees were dumped on India on the understanding that the amounts spent on them will be a charge on His Majesty's Government. In my own city of Coimbatore, I have seen many of these Greek evacuees with skirts above their knees, a very great danger to the locality in more ways than one and they compete with our food which is already becoming scarce, and at a time when our own people are starving, these evacuees have been imported and huge allowances have been made to them and when we asked about the debit of this expenditure, we were told before that the British Government would meet the expenditure. Do you know, Sir, how it has turned out to be in actual practice. The British Government has now refused to meet the expenditure. They ask us, where is the proof of the nationality of the evacuees. Can it be got by taking some blood out of the veins of the evacuees and examining the same under a microscope and determining whether a particular evacuee is a Greek or a Maltese or an Anglo-Burman and so on? This is rather a funny argument to advance. It is stated on pages 31-32 of the Report:

"It was stated that the arrangement at present in force was that the expenditure on evacuees although incurred in the first instance by the Government of India was to be shared by a number of authorities, namely, the Government of Burma, the Indian States, and His Majesty's Government. The Government of India was responsible only for the expenditure on Indians and Anglo-Indians, while the remaining Governments were responsible for expenditure on their own nationals."

Quite right on paper. But what has been the actual fact?—

"His Majesty's Government were now in certain cases refusing to accept the debits on account of the nationals for which they were responsible on the ground that there was neither satisfactory proof of payment nor adequate proof of the nationality of the payee."

May I know, Sir, why there is no adequate proof of payment? They must have taken receipts. I do not know who was responsible for not taking receipts for payment. It is also very surprising that they want proof of nationality. The Report continues:

"The Auditor General felt that the standard of proof demanded from the Government of India in this connection was not reasonable because, in the circumstances that prevailed at the time when these payments were originally made, it was impossible to make arrangements which would have enabled the payments to be allocated with greater exactitude. Those payments which were clearly debitable to the Government of India had been finally debited to the head 'P-6' and those as regards which there was doubt had been taken to suspense, the order of the amount standing under suspense being about Rs. 20 to Rs. 30 lakhs."

This is a very big sum. Now, Sir, this is a peculiar way of keeping accounts. I do not think His Majesty's Government will be unwilling to pay Rs. 20 to Rs. 30 lakhs or that the Government of India will find it difficult to fight out and get this sum from His Majesty's Government. The procedure suggested by the Public Accounts Committee is something very strange. I hope I have understood the report correctly. The Honourable the Finance Member will correct me, if I am wrong. They want to make a revenue debit. I think it must be taken to capital account as a loan to His Majesty's Government to be recovered later on. On the other hand the Public Accounts Committee suggests that it should be written off on the revenue account and you should get it back whenever you recover it. If you do not recover it, let it go the way of so much money of the Government of India which has been wasted.

The Honourable Sir Jeremy Raisman (Finance Member): The Honourable Member has got it wrong. He wanted to be corrected and so I might explain. He seems to be under a misapprehension. The question is—no matter to whom the amount will be finally debitable—whether it should be treated at this stage as revenue account or suspense item. The whole point is to treat it as revenue account, no matter what Government finally pays it. You do not have much hope of getting the money back from the evacuees themselves. If on the other hand you hope to get the money back from the beneficiaries, then you can treat it as a suspense item, that is a loan. Theoretically the money is in the nature of a loan to the beneficiaries. But in practice, of course we know that many of these unfortunate people will never be able to

pay back whichever Governments may have advanced the money, and therefore it seems more realistic to treat it as revenue charge and not as suspense item.

Mr. T. S. Avinashilingam Chettiar: I am not talking of the beneficiaries and the guardians.

The Honourable Sir Jeremy Raisman: But I am.

Mr. T. S. Avinashilingam Chettiar: I am talking just now about His Majesty's Government who have dumped these people on India and made the Government of India meet their expenditure. The money spent at the instance of His Majesty's Government must therefore be debited to His Majesty's Government. It must be treated as a loan, as something which can be recovered for certain, not as an item of doubtful recovery. It is bad accounting for a man who spends, to say from the very beginning, "I begin to doubt whether you will pay it back". I do not think anybody who wants to recover money will be so foolish as to go about saying he is doubtful about the recovery of the money.

The Honourable Sir Jeremy Raisman: My Honourable friend is still labouring under a misapprehension. It is not the case that there is a doubt about the recovery of the money from His Majesty's Government, but that there is a doubt about its recovery from the evacuees themselves.

Mr. T. S. Avinashilingam Chettiar: I quite admit that the evacuees themselves will not pay it back. But about recovery from His Majesty's Government, according to their own assurances, you are not sure of.

The Honourable Sir Jeremy Raisman: No. I think we have a strong case and I have no doubt it will be accepted.

Mr. T. S. Avinashilingam Chettiar: Thank you. I will be glad to hear the day when Sir Jeremy Raisman or his successor will report to this House that money has been recovered from His Majesty's Government.

Now, Sir, I come to page 52 of the Report. We were told, Sir, that the Government of India had arrived at some financial settlement with the Government of Great Britain about the allocation of war expenditure. The agreement was that all expenditure outside this country was to be met by Great Britain and all expenditure within this country and for the defence of this country was to be met by the Government of India. Now, Sir, an occasion has arisen when an air field was constructed at a cost of Rs. 103.47 lakhs outside the borders of this country and according to the financial settlement this should clearly be borne by His Majesty's Government. But what has happened? Here is an obliging Commander-in-Chief who says that this airfield is necessary for the defence of India; then there is an obliging Public Accounts Committee, and an obliging Finance Member. I will read out the paragraph which speaks for itself:

"The committee noted that the procedure adopted for determining the liabilities of His Majesty's Government and the Government of India in conformity with the principles of the Financial Settlement as well as the actual adjustments were reviewed and test checked by Audit during the current year and that Audit was of the opinion that in carrying out the adjustments the decisions taken had been observed except in one case."

I am referring to that one case:

"That case was the construction of two airfields outside India, but within a reasonable flying distance of her frontiers the cost of which (estimated at Rs. 103.47 lakhs) had been charged to Indian revenues. Expenditure on measures outside India is ordinarily debitable to His Majesty's Government, but it was stated that the Air Officer Commanding-in-Chief had certified that though these airfields were outside India they were for the local defence of India."

Audit, of course, has accepted the certificate and passed the bills. Now I ask you, when you come to a financial settlement for a certain thing, I hope it is meant to be observed. If exceptions are to be allowed every now and then running to crores of rupees I do not see how you observe the financial settlement. I say that the Finance Department of the Government of India has failed in its duty to see that the financial settlement which they themselves had agreed to with His Majesty's Government was properly observed. The amount here involved is really large, more than a crore.

[Mr. T. S. Avinashilingam Chettiar]

Now I will refer to page 12, just to point out the colossal extent of corruption which goes to the extent of falsification of accounts in some of the departments of the Government of India, and what little action they have taken in the matter. In fact their attitude has been to encourage corruption. Any one reading this thing on page 12 will know how badly the finances of the Government of India are managed. Paragraph 9 on page 12 says:

"We have come across certain cases in the Audit Report the facts of which as stated therein lead *prima facie* to the conclusion that there has, in certain Stores Depots, been a deliberate falsification of the accounts. Whilst we could condone, in the conditions prevalent in the period under review, mistakes in accounting and even losses in stores we cannot possibly overlook any attempt at deliberate tampering with the accounts."

This is condemnation enough for any department; let us know what action the Government of India have taken in the matter. They say:

"We have asked for a full investigation to be made into the facts of these cases with a view to taking disciplinary action if found necessary and to the issue of general orders aimed at a prevention of the repetition of such irregularities."

May I know if such an inquiry was made? May I have a report of that inquiry? May I know how many people were concerned in this deliberate falsification of accounts and what action was taken against them? May I know how many of them were white people and how many were brown and black, and against how many of them action was taken? I say this because I know discrimination runs rampant whenever disciplinary action has to be taken.

From this brief report I can take many more irregularities which have been mentioned by the Auditor-General and many others, but I thought it would be sufficient to mention only a few important ones.

Sir, I commend my amendment to the acceptance of the House and I hope the Honourable Finance Member will accept this amendment for it only says that the House is of opinion that as grave irregularities have been observed in expenditure of large amounts in war publicity and other matters, steps should be taken immediately to put down these irregularities. I hope he will not merely say that there is need for these things to be put down or that there have been these irregularities.

In conclusion, I will put a few points for the consideration of the Finance Member.

(i) Irregularities should be put down with a heavy hand wherever they occur. I know of a case in Madras in which a Sub-Collector who was a European was as corrupt as his clerk. There was evidence in the police investigation against the European Civilian but action was taken against the poor clerk only who was given one year's rigorous imprisonment. He was sacked but the European Sub-Collector who was equally guilty was merely transferred. This is not a solitary incident. Many of these glaring irregularities have been committed by Europeans and Europeans alone because they only have the courage to commit these major irregularities and they can be sure of some godfathering somewhere. I want to know whether Sir Jeremy Raisman has the courage,—or, as he is going away soon whether his successor will have the courage to take up the cudgels against these irregularities, corruptions, embezzlements, by whichever person they may be committed, even though they may be the highest in the land. I do not want merely verbal answers, I want action.

(ii) I hope that the assurance given by the Finance Member will be put into action and the money spent on the evacuees—30 and odd lakhs—will not be written off but that steps will be taken to recover it from His Majesty's Government.

(iii) I submit that the money spent on the denial policy should be recovered from the Government of Bengal if proper accounts are not available, and the officers responsible for the mal-expenditure should be brought to book, even if they include the Governor of the province. Even if these officers are the highest in the land, I shall be happy if inquiries are made against them and they are punished and punished heavily.

(iv) The expenditure on war publicity has been a perfect scandal. You will perhaps hear more about it tomorrow. This must be regulated better, if not abolished.

(v) The principles of the financial settlement should be strictly observed and should not be departed from if it is against the interests of India to do so.

Lastly, the corruption that has been brought to light in this report is immense, and if they are true it means that this Government is inefficient and it is corrupt. No speeches are necessary, no words are necessary; these facts are more eloquent than the most eloquent speech of the most eloquent orator that this Government is absolutely corrupt and inefficient.

Sir I move.

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

"That after the words 'taken into consideration' the following be added: 'and having considered it, the House is of opinion that as grave irregularities have been observed in expenditure of large amounts in war publicity and other matters, steps should be taken immediately to put down these irregularities.'"

Mr. Muhammad Azhar Ali (Lucknow and Fyzabad Divisions: Muhammadan Rural): Sir, being a member of the Public Accounts Committee I consider it my duty to explain our difficulties—and I hope my Honourable friend, Mr. Chapman-Mortimer, who comes from the European Group will support me in this—in regard to the working of the Public Accounts Committee on the floor of this House. Sir, we, the members of the Public Accounts Committee, have lodged several complaints before the officers and before the members of the Government that the time given to us for examining the witnesses and examining the accounts is very short. Formerly not less than two months was given to examine the witnesses that came before us, but now we are given only 15 days. It is a dereliction of duty on the part of officers of the Government when they do not give us enough time to examine the accounts and examine the witnesses that come before us, and it is a great discouragement to us. Is it right for the Government to give us only 15 days for examining all the Government papers and accounts? I say it is not. Sir, this is the state of affairs of the Public Accounts Committee. I need not go into details in regard to how we meet, under what circumstances we work and under what difficulties we work. It is enough for me to say that we get only three hours work in the morning, and some times only 15 days are allotted for examining the accounts of all the departments of the Government. This has been our gravest complaint and I reiterate it on the floor of this House.

What is the duty of the elected members? They have only to ask a few questions when the witnesses come before them and the time fixed for some departments is half an hour. Now, is it possible for anybody to go in detail within that time? Of course the Railway Department has some times been given a day or a day-and-a-half but, generally speaking, the time allotted to one department is half an hour or an hour. The arrangements are made by the Government and elected members have no say in the matter; they cannot possibly fix time for the examination of witnesses. Our duty is to examine the witnesses within the limited time which is fixed by the Government. Sir, we have done our duty and my Honourable friend, Mr. Chettiar, has explained to the House how we have condemned the working of the various departments—not only the Supply Department, or the War Department or the Railway Department but we have condemned other departments also at every step. Sir, I would only read one passage from the Military Accounts Committee Report with regard to the examination of military accounts which is a sufficient proof of our condemnation of the working of this department:

"Stores.— We would, however, stress the fact that such purchases are open to abuse and are often productive of avoidable waste of public money and would suggest that the War Department should impress on all its higher subordinate authorities the importance of strictly following the instructions issued in this regard."

Sir, the conditions of these contracts, the way in which they are given—may it be the Military Departments, the Supply Department or the Railway Department or any other department of Government—have been condemned right

[Mr. Muhammad Azhar Ali]

and left by the members of the Public Accounts Committee. Sir, I do not say that the Government officials were not with us in that criticism; some times they were forced to be with us—they could not help it; they could not get out of it. They do really try to exonerate the witnesses. It is indeed very unfortunate that the Public Accounts Committee has not the power either to reward or to punish or to do anything of the kind. Therefore, what remains in our hand is only the condemnation and criticism of the Government policy where it is called for.

I may say that we have always had regard and respect for the views of the Auditor General. He has been very critical of the Government whenever there was an occasion for it. We are much obliged to the Auditor General and also the Finance Member who on many occasions was with us when we lodged a complaint against the working of a department. But, Sir, what more can we do within the time that is given to us. I am sure, Sir, the Honourable Member will not deny that the time which was given to us formerly is not given to the present Public Accounts Committee. It is not for me to explain in detail the defects in the working of the various departments of the Government—the Committee's Report is full of criticisms and condemnation—but, Sir, one thing on which I lay great stress is that the Honourable the Finance Member and his Department should in future give sufficient time to an important Committee like this.

I am sure, Sir, the Honourable the Finance Member when he gets up to speak will explain the various points raised by Mr. Chettiar, but I beg to submit, Sir, that those explanations are not enough. This House is entitled to know what action has been taken by Government, how many people have been sacked for the dereliction of duty, and what steps have been taken to regularize matters? But I am sure, Sir, the Honourable the Finance Member will not explain that: he does not know it.

Sir, I need not go into details. The criticisms which have been levelled by my Honourable friend, Mr. Chettiar, are quite enough to show to the House how and under what circumstances we have worked, but I assure the House that if we have really more time to examine the accounts we could go in more details. We have done our duty to the best of our ability during the time that was placed at our disposal.

Mr. K. C. Neogy (Dacca Division: Non-Muhammadan Rural): The brief reference which my Honourable friend, Mr. Chettiar, made to the accounts scandal connected with the denial measures in Bengal, has not perhaps enabled the House to realize the enormity of that scandal. I have before me the transcript of the evidence of the Auditor General on this point, and I propose to quote a few passages from the Auditor General's evidence on this particular case (It is on page 143 of the typed record—it is not printed). The first thing that the Auditor General said was:

"The entry under which the observations arose does not represent the entire picture because there is a good deal of more money than this under the Suspense head."

Therefore, Sir, it is not merely the item of one crore twenty-two lakhs that is specifically mentioned under this head in connection with which this particular point has arisen, but, as the Auditor General has said, 'there is a good deal of more money than this under the Suspense head', and I should like to know from the Honourable the Finance Member the total amount involved in this case of accounts muddle.

Next, Sir, the Auditor General described the process which these denial measures followed:—

"After the cycles and boats were taken over—Heavens know what happened to them. There is a process of 'cannibalisation' which means that they were broken up for various purposes. In any case there was a very big expenditure and it never will be recovered."

Thereafter we are told that it is not merely bicycles, but elephants also were involved in the process. It includes bicycles, elephants and various other items, not boats alone. So the House will realize the comprehensive character of the denial measures that were undertaken at that time in a state of panic by

the executive authority. I do not know to what particular process of cannibalisation were the elephants subjected. Then he proceeds to say:

1 P.M. "There is a terrific confusion between this and payment for land required for airfields" and so on. We thought we were dealing only with the denial measures. But the Auditor General says that there is terrible confusion between expenditure on denial measures and compensation for land required for air fields and so on.

Sir Cowasjee Jehangir (Bombay City: Non-Muhammadan Urban): In India?

Mr. K. C. Neogy: No, in Bengal, in that part where the expenditure was undertaken. The Auditor General further says:

"Then the total suspense against Bengal was at one time over Rs. 3 crores and I have had the greatest difficulty in getting accounts for it."

I should like to know for what particular amount the accounts have been satisfactorily submitted up to date and what is the amount still outstanding, in respect of which this House, I am sure, would like to be satisfied. Then the Auditor General said:

"We should call for a full report on the position of the suspense items connected with the denial policy of Bengal and the other suspense items connected with Bengal, because there is a considerable number of them."

I do not understand why the Auditor General employs this language. He should call for this report. I thought he had sufficient authority. Was he asking for the support of the Public Accounts Committee?

The Honourable Sir Jeremy Raisman: Certainly!

Mr. K. C. Neogy: I should think that the Auditor General himself should have called for a report on those particular points. If I am wrong in this supposition, I am surprised.

The Honourable Sir Jeremy Raisman: He wished his authority to be reinforced by the Committee of the Legislature.

Mr. K. C. Neogy: I should like to know what the Auditor General did before coming up to the Public Accounts Committee. Did he or did he not ask for the report or was he wanting the authority of the Public Accounts Committee to support him?

The Honourable Sir Jeremy Raisman: I trust that the Honourable Member is not criticising the conduct of the Auditor General.

Mr. K. C. Neogy: I merely ask for information, and I do take it that the Honourable Member is, so far as this House is concerned, responsible for giving information on such points though they may relate to the Auditor General.

Then he goes on to describe the real problem:

"The trouble was that the Provincial Government issued an order to Treasury Officers under one of the Treasury rules that allowed them to disperse money from Treasuries without any authorisation from the Accountant General, and any body who went to the Treasury was given some money. Money was handed out in lakhs. The Accountant General came and did his best to get some order."

Then the Chairman asked:

"Could not the Accountant General refuse to pay?"

The Auditor General replied:

"He cannot. The Accountant General has no control over the Treasuries. There is a section under the Treasury rules which allows a Provincial Government to authorise issues from the Treasury without consultation with the Accountant General. In the emergency when existing the Provincial Government used that section and I can say that lakhs and lakhs were issued from the Treasury to all sorts of people, and now we are trying to get accounts or that and we are finding it exceedingly difficult. Military officers would go along to get the money. No particular authority was given."

I understand even their identities were not established as to who came and how they drew the money and on what authority.

Mr. Sami Vencatachalam Ghetty (Madras: Indian Commerce): Warren Hastings!

Mr. K. C. Neogy: Then the Auditor General says: "I think we should call for a comprehensive report on the matter."

[Mr. K. C. Neogy]

As a matter of fact my complaint is that there is not a little more of information on these points than has been furnished to us. The appropriation accounts as submitted by the Auditor-General should have been more comprehensive and contained more light on these points.

There might be a suggestion made that the circumstances were so extraordinary at that time that we could not expect the normal financial rules to be observed and the ordinary normal precautions taken. There again the Auditor General says:

"The trouble is we are in the hands of the Provincial Government, and it is very difficult to repudiate what they did? Of course one has to take into account the circumstances existing at the time. But the Public Accounts Committee laid down two or three years ago that no circumstances really justify the neglect of elementary financial precautions—getting proper receipts for money and paying money only to authorised people."

Here, there were neither receipts nor authority forthcoming to justify the payment made of lakhs and lakhs.

On this particular point I find that in the report of the Military Accounts Committee, 1942, which is appended to the Report of the Public Accounts Committee on the Accounts for the year 1940-41 that the Committee dealt with certain relaxations of the financial checks and safeguards that had taken place as an incident of war. It is well known that financial check on public expenditure is one of the first casualties of any war, and in the case of the present war we are aware that some of the salutary principles which have all along been observed in regard to the control of public expenditure had to be relaxed. This matter was dealt with, as far as I recollect, in a previous report of the Auditor General or it may be by the Honourable the Finance Member himself, dealing particularly with the rules relating to the giving of contracts and so on. I am also aware of the fact that although the work of the Auditor has increased manifold due to the increased activities arising out of the war, the number of qualified accountants and auditors is relatively small, and the result is that apart from the relaxations that have been admittedly made in the financial rules, we do not have the necessary number of competent men to carry out the duties of audit.

I should like to emphasise what the Military Accounts Committee of 1942 stated on this particular point. They said that they recognised fully that in time of war the orthodox conception of financial checks and safeguards and the application of rigid financial control are out of place, but they added: "But we cannot help feeling that the delegations of power and relaxation of financial control generally have now been narrowed to the limit of safety and should go no further". Then they go on making certain detailed observations on those lines.

I should like to know whether any heed was paid to this particular warning given in the year 1942, whether the authorities responsible for carrying out these measures in Bengal paid any heed to the warning that I have read out.

I have no desire to traduce the memory of a dead man but truth requires that it must be said that so far as these denial measures are concerned, the Ministry in Bengal had taken absolutely no part. It is Sir John Herbert himself who was dealing directly with the permanent officials, and who ultimately must be held responsible for all the irregularities that have taken place.

I should like to know what the latest position in this matter is, and I should also like to say on behalf of this side of the House that there should be fuller enquiry made into this astounding muddle that has taken place in connection with the denial measures. I, for myself, would like to see the Public Accounts Committee undertake through its own agency, through a sub-committee of its own, a careful enquiry into all the details of this particular scandal—a scandal of the first magnitude.

Mr. T. Chapman-Mortimer (Bengal: European): Mr. President, I should like, before I say anything at all, to refer to the words that dropped from the lips of the last speaker regarding the late Sir John Herbert. He suggested, Sir, that the late Sir John Herbert was responsible for what happened in regard to this matter. I think his statement is a most monstrous accusation.

Before I say anything I should like to pay about the only compliment I shall be able to pay to the Government Benches in regard to some of the facts that have emerged from this report and that is what appears early on, where we talk about "accuracy of budgeting and control of expenditure." There we made the comment that, "bearing in mind the very difficult circumstances, there had been effective control by the Government of India, Finance Department, to an extent which, having regard to the difficulties with which they were faced, was really on the whole very satisfactory". Now, Sir, when we said that, we realised of course that what the Auditor General said had a great deal of truth in it. There was a great deal of relaxation of control by his department, because he had no alternative. He had to choose either between releasing men from audit after expenditure had already been incurred or he had to choose between giving up some of his men to departments to check expenditure before it was incurred. After consultation with the Finance Member he very rightly decided that he must sacrifice some measure of control after expenditure had been incurred to enable him to check and prevent waste at the source. With that decision of the Auditor General the whole Committee was in unanimous agreement. We agreed that what he did was at a risk; but we believed that, having regard to the circumstances, it was a wise risk to have taken and in that we supported him. I should like also to pay tribute to the Auditor General, Sir Cameron Badenoch, who is leaving India in a very few weeks' time for good. He has done most magnificent service and I know I am speaking on behalf of my colleagues when I say that what he did has been a most magnificent public service.

Mr. Muhammad Azhar Ali: We have already expressed it in our report.

Mr. T. Chapman-Mortimer: Yes, I know but I thought it fair to refer to it again.

Now there are about ten main heads that I should like to consider, point by point.

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.

MEMBER SWORN:

Maulvi Dewan Abdul Basith Choudhury, M.L.A. (Assam: Muhammadan).

REPORT OF THE PUBLIC ACCOUNTS COMMITTEE—contd.

Mr. T. Chapman-Mortimer: Sir, I remarked just before lunch that there were about ten main issues in this report on which I should like to comment. The first of these will be found in para. 5 of the main report on page 3. There we refer to supplementary grants. If the House will look at that report, they will find that during the year under review, the number of such grants was 46, and the total sum involved was Rs. 13,23,95,000—this figure representing no less than 52.05 per cent. of the original voted grants, and we made some comments about that. We fully realise that at a time when the Japs were practically at the gate of India and were in fact all along the Arakan coast and pouring through Burma, threatening Assam and Bengal, it was obviously out of the question for any government to consider too closely strict financial control in the matter of the expenditure of public money. Here of course I am not referring to audit control—I am thinking here of the control exercised by a Finance Member who has already allocated so much money to the various departments; and obviously many things had to be done speedily and very often not in the most economical way. The committee fully recognised that position. At the same time, having regard to what we knew to be happening elsewhere—in the Standing Finance Committee and in other directions,—we knew that there was an increasing tendency on the part of certain departments of Governments to spend money after the budget for the year had been sanctioned; they then come along with requests for supplementary grants necessary for that expenditure being sanctioned. Now, we do not like this, and it is

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absolutely wrong, striking as it does at the root of financial control. We therefore said that on general principles we viewed with disfavour the presentation of large supplementary demands because this amounts almost to the Assembly being forced to endorse, *ex post facto*, decisions already taken. In the last few months I think there has been some improvement shown by various spending departments of Government. But I would commend to the attention of all Honourable Members of the front bench what we have said in this report on this question. The kind of thing we have in mind is this: the moment the Assembly has dispersed in April, Departments come along with demands for supplementary grants; and then later on in the year the Finance Member is told "We only found at the end of March that this was necessary, and now we need the money". That is all very well when it is strictly war expenditure; but there is a type of expenditure that has nothing to do whatever with the War which of course like that blessed word 'Mesopotamia' in 1914-18 is trotted out as a stock excuse. The answer is, to any inquiry as to why the money could not be spent or why it should be spent as the case may be, "After all, don't you know there is a war on?" Well, that kind of excuse is pretty thing in some cases. There are a few cases where departments generally are spending money on essential things, but there are also other cases where they are increasing their expenditure in various directions in a manner which we think is wrong. They are also increasing staffs. In other words, the staffs of many departments are already too great: they are growing greater, and some of them ought to be reduced. This arises in two ways. One is that departments newly created, sometimes but not always—the old ones are just as bad—decide that they are not getting the satisfaction they like from some other departments: so they start a new sub-section of their own: they appoint say another economic adviser and attach him to one particular department or they make some new appointment and say we must have some one to give us guidance in this, that or the other direction. I would urge that the Government of India in all departments should consider whether in fact they need go on spending money in the way they are doing today. Of course I am not referring to essential war expenditure. We all know that while the war is on, that expenditure must be incurred; but I am talking of the kind of thing I have just quoted, where a department wants to set up what amounts in effect to another department of Government incorporated in it—a sub-section within itself. There is therefore a lot of duplication of work and it has been said, with a good deal of justice I think, that this arises from the fact that the departments of Government tend to function as if each one of them was in fact the whole of the Government of India. That is one of the main causes for these demands for supplementary grants; but as I have remarked there has been an improvement in recent months and I can only hope that they will keep it up.

The next point I should like to deal with is unsatisfactory accounting. First of all, para. 9 deals with expenditure on evacuees, which to some extent is allied to the question of unsatisfactory accounts in para. 10—this will be found at page 5; and also in para. 102 will be found a reference to this expenditure and to the deplorable state of affairs in Bengal. On this point we had some very strong comments to make and some very serious criticism. I regret very much that before lunch one Honourable Member saw fit to bring the late Governor of Bengal into this controversy. I think that is a very unfortunate thing to have done, and I deeply regret it. Obviously it is a most unjust thing to have suggested that he personally was responsible for some of the things that were going on in Bengal and which were the cause of some of these unsatisfactory accounts. Corruption today in Bengal, I should think, is without parallel since the days of Warren Hastings. We know that there have been officials involved and some of them are being prosecuted now. What is not mentioned so often, unfortunately, is corruption and dishonesty on the part of business people which leads to corruption among officials. A lot of those who

are the first to talk about corruption in the official world always conveniently overlook the other side of the medal—the corruption in business—which today is also without parallel since the days of Warren Hastings; and I would commend to all the Members of the front bench some of the observations made in para. 102 of this report, as well as the stringent comments of a more general nature in para. 10. On the subject of evacuees, Sir, we have heard a good deal this morning and I do not propose to add much more except to say just this—that I think my Honourable friend, Mr. Chettiar I think it was, is really under a misapprehension. There is no question of His Majesty's Government evading responsibility which is rightly theirs. What they have said is 'Look here, what is this amount? Was it really expended or not?' We know from some of the cases now proceeding in Bengal that His Majesty's Government have every right and every reason to question some of the expenditure under this very head, because it was in connection with the expenditure on evacuees that some of the worst defalcations and malpractices occurred.

Now, Sir, in regard to Stores policy, I would refer to paragraph 18 of the report. We there make some observations which I would commend to the Honourable Members of Government, especially in the spending departments. When the war was at its height, as it was during most of the period to which this report relates, it was quite obvious that having regard to the difficulties of obtaining supplies, whether within India or from outside Government had to lay in stocks wherever they could get hold of them and sometimes the stocks became quite large. But we found when we examined this position that there was still a tendency for departments to pile up over large stocks; and we pointed out that while during the height of the war that was obviously practical commonsense, it was especially important for the Posts and Telegraphs Department and the Railway Department to remember that that is a sound rule of business, namely, that when trade is booming you should reduce your stocks and when trade is slack and prices lower you should tend to build them up again. We suggested that that whole position should be thoroughly examined by the main spending departments and I am sure that they will do so. At least I hope very much that they will do so, because not only are they tying up lot of Government money but they are tending to cause shortages whereby a little adjustment on their part shortage will be eased and thereby they will be helping the Honourable the Finance Member in another direction, namely, in his efforts to combat inflation.

In paragraph 19 we had some observations to make on works expenditure. We pointed out that we are of the opinion that with the return of more stable conditions it should be possible to budget more accurately for works expenditure and while of course that applies probably chiefly to the Railway Department and the Posts and Telegraphs Department there are other Government departments particularly affected. The Labour Department is a very obvious example and I would suggest that the Labour Department should use its best endeavours to decide whether expenditure in all cases is really necessary. In other words, they may adopt as their slogan what the Railway Department has adopted—is your journey really necessary—and the slogan of the Labour Department should be—"is this expenditure really necessary". Now, all that building expenditure arises from a tendency for staffs to increase and, as I have mentioned earlier, there is room for improvement in that direction. We all know that Government officials in many departments are heavily overburdened with work but we equally know that there is a tendency to create new appointments, new sections and new departments and that tendency should be checked.

The fifth point to which I should like to draw the attention of the House is a very important one indeed and that is that works expenditure should not be incurred without the prior sanction of the Finance Department—there were cases to which we have referred in our report where that did not happen. They spent first and then came along for proper sanction afterwards. That is abso-

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lutely wrong. It is obvious that in certain cases this is justifiable. For example, if you have got the enemy at your door, you naturally have to act, and act quickly, and probably spend money first and refer to the Finance Department later but that is no excuse at all in other cases where that urgent war necessity does not exist. We consider that there is room for tightening up by various departments in that respect and the Committee fully support the Finance Department in every effort they may take in this direction. We do not want to see people spending money first and then coming along to the committee and saying 'We had to spend it, you see and there it is. We did it and need the sanction now.' This happened particularly in the case of certain contracts to build bridges and so forth.

Then the sixth point is the suggestion made on page 23 that the Government of India should introduce now, and introduce very quickly indeed an Act similar to the U. K. Registration of Business Names Act. Now, Sir, my Honourable friend Mr. Neogy is very keen on eliminating corruption. I hope he will lend his full support to this proposal. I know of course that it does not mean creation of new jobs. It does not mean a lot of post-war planning and it does not mean vast expenditure of public money. Nevertheless, it is, I believe, a very important recommendation of the Committee. We have suggested that following the practice in the United Kingdom firms should print on their letter-head the names of partners and that companies should print the names of Directors, the Managing Agents, treasurers, secretaries and so on. The reason for that is very obvious. At present I may tender for a certain contract under half a dozen different names and that is happening every day now. People tender under company A. They also tender under company B etc. They also have another practice and that is to sub-lease a contract; having obtained the contract from Government under one name and they then pass it on to other people. In some cases, I know, the Government have objected to that and they have stopped it; but it is very difficult to stop it. This particular recommendation of ours has not only been supported by the Public Accounts Committee but also by the Standing Finance Committee. It would have a powerful deterrent effect in dealing with corruption and apart from anything else would place officials in a better position to deal with this practice. Unfortunately at present they cannot possibly keep track of all the different ramifications of business. If this recommendation were adopted, all officials will then know, when they are giving a contract to company A, whether it is the same thing as giving the contract to company B or company C. We attach very great importance to this, because as I have said we are convinced it is going to strike at the very root of corruption. One objection was raised by someone with whom I discussed this matter once. He said: "Look here, if you do this, you might have a case where a firm got a tender for a Government contract and one of the partners was a Government official". That is precisely why we want this Act. We want to know, that when contracts are given to a certain company, it will be known who are the Directors of that company and if it is a firm, who are its partners. We do not want to have all this business of anonymity which is the greatest cloak for dishonesty and almost an incentive to it when the temptation is very great. Sir, I do beg the Government of India not to take the line that there are insuperable difficulties in this matter. Today they can control almost everything under the Sun, from ladies lipsticks to steel. Let them not have a shock at this simple measure which we have recommended.

On page 23 of the Report there is rather an important recommendation and that is the recommendation which we have made following upon our attention being drawn by the Auditor General to the departure from tradition which had been made in the opening of an appropriation head "Capital Outlay on schemes connected with the War". The Auditor General told us that he believed that this was a sound and right thing to do and he also advised us that he had obtained the approval of the Finance Department to his recommendation. The Committee strongly endorsed his recommendation and I hope the result will be what we all hope for.

The eighth point I should like to refer to is in regard to commercial intelligence and joint stock companies. Now, in these days when Government Departments are increasing their various means of trying to understand economic problems, obviously a great deal of importance attached to commercial intelligence and the regulation of joint stock companies. We find under the head 'Joint Stock Companies' this recommendation of the Committee:

"Arising out of the modification in sub-head 'C. Other Charges' which were caused because of the shifting of the bulk of the office of the Registrar of Joint Stock Companies, Bengal, from Calcutta to Suri a member suggested that it was undesirable that Registrars of Joint Stock Companies should stay so far away from the centres to which their work related."

The regulation of the joint stock companies is one thing that the Company Law seeks to do, but that is absolutely defeated in its purpose if the administration of the law in that respect is treated in the way it seems to be treated today. This Department and the Department of Commercial Intelligence appear to be rather the Cinderellas of Government. No one seems to bother very much about the work of the Registrar of Public Companies. I believe that a great deal could be done to assist Government to stamp out corruption if they were to pay a little more attention to this Department. I may add that it is one of the few Departments of Government that could very usefully do with the little strengthening in personnel. By that I mean no reflection of course, on the existing personnel. I mean that they should have more people to assist them and that their functions should be treated as highly important, which they are. Give them really qualified staff and, if necessary, give them higher status and more pay. But I do believe that these two Departments—Commercial Intelligence and Statistics and the Registrar of the Joint Stock Companies—are very important Departments though they have a very minor appearance in our Report. The amount of money involved is very small and the great good which these Departments could do is out of all proportion to the money spent upon them or that might be spent upon them.

Sir, these are the main points to which I should like to refer today and I should like just to end on one note in regard to Audit. I mentioned earlier in my speech that the Auditor General had been faced with a difficult problem all through 1942/43 and again in 1943/44. His problem was whether to release men urgently needed in his own Department for work in connection with the great spending departments engaged on war supply. He had rightly chosen to take a considerable risk. But at the same time he gave us a very definite warning that the position might deteriorate very rapidly if attention is not paid to the strengthening of the staff of the Audit Department. His officers are hopelessly overworked; they are struggling to do their job against very great odds and the Committee whole-heartedly supported what he had to say in regard to the way in which they had performed their work. The officers of that Department have done very splendid work and, as I have said, all through both 1942/43 and 1943/44 they were feeling the strain as few Departments of Government were. I believe that it is one of the most urgent tasks before the Government of India that this Department should be strengthened as rapidly and as effectively as circumstances permit. I am fully conscious that it cannot be done at once. Trained Auditors of a high degree of integrity cannot be found in great numbers and where they are found, they are generally in some other equally important job. But it should be, I believe, number one priority task for the Honourable the Finance Member's successor that, when he takes over, he will pay very great attention to this.

Sir, I support the recommendations of the Report.

Mr. Muhammad Nauman (Patna and Chota Nagpur cum Orissa: Muhammadan): Mr. Deputy President, Sir, this House gets only an opportunity of post-mortem examination of the decomposed body. This House has consistently and repeatedly pointed out that things were deteriorating in the public Exchequer. The Public Accounts Committee were made to satisfy themselves with remarks that they have noted in this Report which has been placed before this House. Every word of the report is the result of detailed discussion but not of detailed examination in the Committee. On the one hand, it has been

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contended by a member of the Public Accounts Committee that neither sufficient time was given nor necessary evidences were produced before them, and yet with all those handicaps they were able to produce the report which is now before us. Now, Sir, by examining the copy of evidence we find that not only by one member but by many members and not only once but many times it has been said that they wanted more elaborate report on this and that item. This only shows that the full picture was never presented to the members of Public Accounts Committee and the *post-mortem* examination by the Committee was done without even having the full dead body, I mean the carcass of Incomes and Expenses. What useful purpose can such examination of accounts serve is another question which this House has got to examine. Have the discussions in the Public Accounts Committee made the departments wiser or have they eliminated the corruptions which were rampant therein?

3 P.M. Has there been any improvement at least as a result of the suggestions made by the Public Accounts Committee or by this House? If we take the reports of 1938-39, 1939-40 and 1940-41, we would come across the same sort of remarks of corruptions and defalcations in some department or other as we find in the report under discussion. The most pertinent question which arises is this, whether discussions in the Public Accounts Committee and further discussions in this House is going to do or has done in effect any change to these Departments which receive warnings or not. Has the Public Accounts Committee got any sanction behind the remarks that they make or not. That is the only important question which is involved. I do not want to tire the House by going into every page and reading it out. The previous speakers have very ably drawn attention to corruptions, defalcations and misappropriations in Supply Department and other Departments of Government. The officers who appeared before the Public Accounts Committee to give evidence have even admitted their guilt. Take the case referred to in page 51, para. 16 which says:

"The Committee examined the case referred to in para. 16 of the Audit Report where a work has been started and completed without execution of contract documents. The Engineer-in-Chief explained that in the circumstances of the particular case, there was no option but to do so."

Sir, there have been rumours, of course, I am speaking without any particular evidence in my possession, that on the strategic lines on the Assam side, certain bridges were built and demolished on paper. There was neither a bridge ever made nor ever demolished. On paper it was shown that a certain bridge was built for two lakhs and for certain imaginary change in strategic conditions, it was demolished at a cost of half a lakh, so that the whole so called construction and so called demolition cost the public exchequer 2½ lakhs of rupees. There are many stories like this rampant in many quarters. With the sort of explanation that the Engineer-in-Chief gives before the Public Accounts Committee, namely, that a work can be constructed without entering into contract documents is enough to show the maladministration. It is quite probable that a Government officer who has no implied authority in himself to commit the Government of India makes this Government responsible for all the deeds and misdeeds of his own or his department. If an engineer can commit Government of India and allow a thing like that to exist, then what is there which cannot happen? My Honourable friend Mr. Chapman-Mortimer has very ably stressed other points, such as that the names of firms should be printed on forms and letter heads as required in U. K. I quite agree and appreciate that. I want to point out that in most of the cases the authorities in charge of passing orders and contracts are fully in the know of affairs of every firm and contractor. They do know that certain individuals have five different names and pass for five different firms. It is only an instance of allowing a deliberate falsification of these contractors. I do not admit as Mr. Chapman-Mortimer tries to say that these officials were innocent and that they sanctioned all these things probably due to ignorance. Normally all these things are sanctioned with eyes wide open on the part of the authority

who does it. I do not want to make any inference or any allegation as to what for these officials do so. It is for you to draw your inferences as to why officials do it. I do not want to cast any reflection but any Member can see through the game.

Now, let us look at the Supply Department. I do not want to go into details. I refer to page 39. There is no use of reading the paragraph. I expect Honourable Members must have read it. It only shows that instead of accepting lowest tenders, highest tenders were accepted, or at least no effort was made to buy articles and commodities at competitive rates. Indirectly, the Supply Department has been solely responsible for the inflation that has been brought about in this country, and because it suited those hundred and odd officers to buy articles at any cost, in the name of war stringency, they did so. Reference can be made again to para. 17, page 51 which refers to the supply of bedsteads. Bedsteads were purchased at Rs. 41 although the articles were delivered for Rs. 19-4-0 each. These are some of the few instances which the Members of the Public Accounts Committee could unearth from the meagre evidence placed before them. I certainly appreciate the labour spent by the Auditor General and his staff to go through the different accounts of each Department. Probably the Audit Department is too small to be able to trace all the corruption and defalcations and falsifications in the various Departments of the Government of India. It is not a question that I want to bring these things to light and degrade the officers in the eyes of the House, because they have already degraded themselves by their own actions. I only want to know from the Honourable Finance Member what process the Government of India are going to adopt by which they can eliminate such corruptions and defalcations and falsifications. There must be a definite attempt to reduce such chances to a minimum otherwise all this discussion is of no avail. With these remarks, I resume my seat.

Prof. N. G. Ranga (Guntur *cum* Nellore Non-Muhammadan Rural). Sir, I agree with my Honourable friend Mr. Chapman-Mortimer in his plea to strengthen the Audit Department. I find from a perusal of this Report that the Audit department is asking for more and more staff and that they are badly in need of more staff and yet it was not given the necessary facilities by the Government with the result that it was not able to cope with the additional responsibilities that it was charged with during the course of this war.

I fail to understand why the Public Accounts Committee did not take the Finance Department to task for its failure to control these various spending departments even in the course of the year under report, and also during the five years of war. The Finance Department seems to be a sort of helpless witness to what has been going on in these spending Departments. It seems to think that its business was over once it was able to get the Budget passed and funds placed at the disposal of the spending Departments. Otherwise, how is it that these various Departments have been playing with public funds just as a boy will play with sands on the sea coast. What special steps has the Finance Department taken either to order a department enquiry or to convene periodical departmental conferences in order to review from time to time how these spending departments were really spending money and whether they were giving a true and good account of their work or not? Sir, I also find that the Finance Department had been going into various deals and various agreements with His Majesty's Government in regard to the airfields expenditure, expenditure regarding the Chatfield arrangements, and various other proposals and arrangements, over the head of this Assembly. There is a case of 60 crores of rupees on airfields during the year under report which was decided upon by the Finance Department or the Government of India, and I do not know at what stage this House was consulted before this particular decision was taken. Again they had to spend more than what was agreed upon in regard to the Chatfield arrangement. They say on page 46:

"With regard to the sum of 11.44 crores shown as having been credited to His Majesty's Government as India's share on account of capital outlay" etc., "the arrangement was that H. M. G. would bear the entire cost of the modernisation of India's defences amounting to

[Prof. N. G. Ranga] 34 million and that India should reimburse to them one quarter of that cost spread over a period of five years."

But it was found that the Government of India would be able to pay the whole of that amount in one lump sum and the Finance Department agreed to it and paid the money. Whether it was a beneficial transaction for India or a losing transaction we do not know; we have not been told anything about it here. And how the Finance Department came to this decision without consulting the Standing Finance Committee or the Legislative Assembly we do not know. Then we are told:

"The Committee then reviewed the cases mentioned in paragraph 4 of the Financial Review in which it had been found necessary during the course of the year to revise the actual methods of allocation of expenditure between the Government of India and His Majesty's Government and agreed that the methods now adopted were in accordance with the principles of the Financial Settlement and indeed necessarily followed from them."

How they came to that decision we do not know; we do not know whether they consulted any lawyer or any constitutional authority. We have not been told anything about it. Then—

"The Committee also took note of the fact that as a result of the large increase of the air forces in India which took place in 1942-43 and which caused the expenditure on these forces to exceed the ceiling fixed by the Chatfield Committee, it was found necessary to evolve a detailed procedure for the allocation of their expenditure similar to that followed in the case of the land forces."

This again is a very important matter in regard to which the Finance Department has not taken either a committee from this House into its confidence as to how it has evolved this detailed allocation and whether it would be in the interest of India or not:

"They also noted with satisfaction the fact that from the year under review it had been agreed that the cost of petrol", etc., "would be borne by His Majesty's Government", etc., etc.

Where His Majesty's Government came in as having agreed to pay for certain costs the Committee was satisfied or was helped to be satisfied by the Finance Department and—I daresay—by the Finance Member; but when it came to an expenditure of 80 crores of rupees it was put down to the account of India; and we have not been told either by this Committee or by Government how it was that all these new airfields that were being constructed in this country at this enormous cost of 80 crores of rupees were entirely in the interest of India and were not in the interest, to a very great extent, of either His Majesty's Government in England or of the U.S.A. who are also interested in carrying on defensive operations as well as war operations in this country. For these things I think it is proper that the Finance Department should be taken to task for its failure to take this House into its confidence at the proper time before coming to such very important decisions, costing as they do so many crores of rupees per annum.

Then coming to other points about audit, the Finance Department is expected and is supposed to be co-operating in every possible manner with the audit department in controlling these spending departments. But it has so happened that audit had to complain again and again that it had not been consulted at all when the Government of India, and specially the Finance Department, were taking decisions which were thoroughly unconstitutional, and in regard to which they were charged to consult and obtain the previous sanction of audit department. And they failed to obtain this previous sanction of the audit department.

The Honourable Sir Jeremy Raisman: What is the Honourable Member referring to? Will he give chapter and verse for that statement?

Prof. N. G. Ranga: I will ask my Honourable friend to refer to page 47. Administrative approval was needed before any particular works could be carried out but that was not obtained:

"The Auditor General pointed out that this relaxation of the normal rules and procedure had been authorised without any consultation with him."

It was probably done by the Finance Department:

"This not only involved a breach of constitutional propriety in that there were many kinds of relaxations, which the Governor-General was not authorised to sanction without the concurrence of the Auditor General, but also had the result of creating friction and delay which could have been avoided if he had been informed of what was being done and if his consent had been taken. Not only had the Central Government relaxed regulations in this manner, but their example had been followed by some Provincial Governments, adding further to the confusion. The Committee appreciated the reasons for the relaxations and accepted them."

What else could the poor Committee do when they were making a *post-mortem* inquiry? They accepted them, I daresay, on the advice and guidance of the Finance Member:

"The Committee appreciated the reasons for the relaxations and accepted them, in the abnormal circumstances of the time, as adequate, but they nevertheless agreed entirely with the Auditor General that he should have been consulted before the relaxations were ordered."

Who was responsible for all this? The Finance Member and the Finance Department. That is why I say that something has gone wrong in the Finance Department. Ever since this war started the Finance Department seems to have been over-weighed with the additional responsibilities cast upon it; and what were those responsibilities? Only to gather more and more money from us all and place all that money at the disposal of the spending departments. These are the additional responsibilities and the additional privileges that have been placed on the Finance Department. I do not think the Finance Department, after the last war, had ever been in as happy a condition, so far as finances are concerned, as it has been ever since this present war started, because of the acumen as well as the resourcefulness of my Honourable friend Sir Jeremy Raisman. He raised this new bogey of inflation. He exploited it to the greatest possible extent, so much so that the *London Economist* had to say that India has come to have an unenviable reputation or notoriety for inflation,—reckless, meaningless and irresponsible inflation, if I may say so. With this inflation at his command he has been able to place funds at the disposal of the spending departments. The spending departments have been going on like happy Jacks, spending money as they like. Some of the Honourable Members have already given a few details. There was a case of bedsteads; each bedstead was offered by the Stores Department at Rs. 19 but the spending department was good enough to purchase them locally at Rs. 40 each, and so many lakhs of rupees were thereby lost. There were as many as twelve works which were undertaken and were being executed but yet there were not even ordinary formal documents executed by the concerned contractors. There were as many as ninety works and even more for which only oral agreements were supposed to have been executed. What they mean by 'oral agreement' we do not know. They were all brought to the notice of the Public Accounts Committee. The Committee castigated the spending departments but in a very very liberal-minded manner. But what was the Finance Department doing while all these things were going on?

Then there was the self-denial policy of Bengal. Once Bengal was made notorious by false accusations by interested historians but today poor Bengal is being accused not because of her own fault but because of the failure of the Finance Department here and the Finance Department in Bengal in regard to the self-denial policy. Money was spent and was wasted, poured into the Bay of Bengal and the Government of India comes and says 'we have been trying to satisfy His Majesty's Government about the various harsh standards' that they are raising about the financial propriety in order to be able to get some money from out of them', not only in regard to the self-denial policy but in regard to the allowances being given to the evacuees also. There too the same relaxation or rather the absence of any sort of regulation from the Finance Department is to be noticed.

Then, Sir, I come to the question of supplies. There is the Supply Department—it is worse than a white elephant! It has become bloated not only in the number of jobs it has been able to give to a large number of people but also in a new 'zamindari system' which it has been able to create in this country.

[Prof. N. G. Ranga]

Bengal too at one time had the opportunity of enjoying this system—thanks to Lord Cornwallis. Now, thanks to my Honourable friends Sir Homi Mody, Sir Ramaswami Mudaliar and their ally Sir Jeremy Raisman, this new Zamindari system has come in here. But this is the capitalistic zamindari system. One contractor comes here to the Supply Department, sees a number of people, oils very well because there is no control for this oil although there is control for mobile oil as well as petrol, and signs a document. He does not however leave Delhi, he does not even know where things which he has to supply are obtainable, he does not even know to whom these things are to be supplied. He is like a typical absentee landlord of Bihar or of Bengal. (A voice: "or Madras.") This contractor quietly manages to sell this contract in Delhi to some other gentleman. He is also a rich man and does not leave Delhi, the only difference is that the latter gentleman plies between Calcutta and Delhi whereas the other gentleman remains in Delhi itself. Then that man goes on selling it to some other person so much so that by the time the work comes to be properly executed, it is the tenth or twelfth—I do not know what degree—man. All these people go on getting their margin of profits and that is why someone was observing that he was not sure whether Delhi is an Indian city of Indians or whether it is the city of capitalistic zamindars of the Supply Department. There are not Indians alone, but there are our white friends also. The Supply Department does not seem to be making much distinction between the White and the Dark; they seem to be flirting with both; may be to a greater extent with the white people and to a lesser extent with the dark people. But nevertheless scandals there have been and my Honourable friend wants us to produce proofs. I once made this charge to Sir Homi Mody—even when I was not able to attend this House—and he said, "why don't you bring forward facts and figures". I said, "This is your job, but I know there are thieves". He replied, "I am helpless". In the same way, Sir Ramaswami Mudaliar also may be saying, but certainly there are thieves. And who is responsible for these thieves? I say, it is the Finance Department and the Supply Department. It is the Government of India anyhow because if you start spending money on this colossal scale, there are bound to be thieves and thieves have got to be caught, and if you are having the Police Department for ordinary thieves you must have a special department for catching hold of these thieves. But, on the other hand, the Honourable Member may say "we have appointed a new tribunal, and it is the business of this tribunal to go into this matter, and so on". But before you go to the tribunal itself, I want a non-official committee, an impartial committee—not a committee stuffed with the nominees of the Finance Member or anybody else but a committee of non-officials, preferably a committee of this House—to go into the manner in which this Finance Department is expected to control and is actually controlling or failing to control these various spending departments and how these various spending departments have been spending this money during the last four or five years since the outbreak of the war; so that it may be possible for us hereafter to go before the Public Accounts Committee and to assure them that the Finance Department can be trusted to control these various departments and to see that the money is not wasted and that the Audit Department is able to control the wastage of public funds.

I do not wish to go into the scandals of the military engineering department. I only wish to refer my Honourable friend to page 50 where a number of points are given—and with his approval, I dare say—and in addition to that, the Public Accounts Committee itself has asked the General Headquarters of the Military Department to tighten its control over the manner in which funds are being spent by its various officers. But this is not the first time that the Public Accounts Committee has had to make this sort of recommendation. The control of the Finance Department itself over the military department and defence forces has always been extremely weak, if I may say so, and it has become worse ever since the war began. The Government of India, less the Defence Department, seems to be thoroughly incompetent to control the military forces and their

expenditure, and after the outbreak of the war they have begun to trot out the argument—and a very spacious argument it is—that this is an emergency when you have to relax all your rules and give first precedence to the work to be achieved and not the money to be spent; whatever may be the cost you must go ahead with the work that is in hand. And with this all-embracing and all-excusing consideration, the Finance Department seems to have given up even the weak, inefficient, and inadequate control that it was exercising in an apologetic manner before the outbreak of the war, and seems to have given a *carte blanche* to the military department.

There is this newly created Air Force. What is the control that the Honourable the Finance Member is exercising over its expenditure? There were crores and crores being spent, contracts were concluded but orally. The works were executed. I do not know whether they have any officers to know whether these works were actually executed and to what extent money was dispersed.

Mr. Abdul Qaiyum (North-West Frontier Province: General): Orally!

Prof. N. G. Ranga: Even the Government did not know whether it had any more financial liabilities to be satisfied. Some details at least are given in this report. We do not know how many more have come to the notice of the Finance Department. If this is the way in which public funds are being wasted under the very authority of the Finance Department, then I can only say that this House has no confidence in the Finance Department as it is being run ever since the war began.

Therefore, I will request the Honourable the Finance Member to do a favour to himself as well as to this country before he gives up the seals of his office, and that is to agree to appoint an unofficial committee, not in order to further weaken the Finance Department but to suggest ways and means by which the Finance Department as well as the Audit Department can be further strengthened in their responsibility as well as their duty to control these various spending departments and to find out how these various spending departments can be brought under proper control of both the Government as well as this House.

Dr. Sir Zia Uddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): I first like to draw the attention to the remarks, by one of the members of the Public Accounts Committee. He said that the time at their disposal was too short and they could not do justice to the work. I think this is a very important Committee and it is desirable that they should be given full opportunity to discharge their responsibilities in an efficient manner and to the satisfaction of their colleagues.

The second point which I should like to bring out is that one member had the evidence in his hands while it was not supplied to every member. One year—the Finance Member will remember—the House refused to consider the report of the Public Accounts Committee unless the second volume giving the evidence was supplied to the Members. Otherwise it was not possible to know the basis on which they had drawn their conclusions.

While reading the report I find that the report is very brief; it is intelligible only to those who were members and without the evidence it is not possible for us to understand and appreciate very clearly the inner meaning. Therefore, I hope that in future the evidence will be supplied to the Members of the Committee before we discuss their report on the floor of the House.

This report is for the year 1942-43 and therefore whatever discussion we had about Bengal to which attention was drawn by Mr. Chettiar, referred to the incidents in 1942. Persons who come from Bengal are better qualified to express their opinion about that unfortunate province but I have repeatedly said on the floor of the House that the Government of India to a certain extent is also responsible for the situation that arose in Calcutta and other places. I also said that it was due to the policy and various other factors on account of which the shortage of food arose. The other thing which was not mentioned explicitly this morning, but about which I drew the attention of the Assembly repeatedly, was this: after the loss of Burma the import of rice from that country and Rangoon stopped altogether and the Government

[Dr. Sir Zia Uddin Ahmad]

did not take sufficient steps to grow more rice for the consumption of the people of Bengal. The people of Bengal cannot feed themselves on the food-stuffs which we grow in Upper India. I was told that *bajra* was sent to the people of Eastern Bengal. They did not know what to do with it and how to eat it. And people who sent *bajra* did not know that even in Upper India in cold weather we cannot eat *bajra*. It brings all kinds of diseases. It can only be digested in a certain manner. Therefore they exported *bajra* from Upper India to Eastern Bengal and thought they had absolved themselves of their responsibility. It is not the total quantity, it is also the quality of food-stuff which the people of Bengal like should be considered. They want fish and they want rice of a particular quality. Fish they were deprived of on account of certain action for which the people of Bengal were not responsible and they could not get the quality of rice they required. The Government of India did not take steps though the opportunities were present to get more rice of that quality. I repeatedly told them to grow some rice. We had the cultivable land in Assam. But no steps were taken to supply more rice for that province, and therefore it seems desirable that the Members of the Assembly should not absolve themselves of the responsibility which they have towards the provinces on account of the unfortunate circumstances that have come about, not on account of the mistake of Bengal Government but due to circumstances created by war conditions.

The next thing is the question of food grains shops in Railways. On page 17 it is said that the direct loss was Rs. 7.53-lakhs on account of the opening of supply shops in connection with the railways. This subject came up for discussion on the occasion of the Railway Budget last year. I objected that this is not a desirable form of giving assistance to the people. They can get food but the food is rather expensive. Instead of opening shops we should pay them in cash. You give them dearness allowance more liberally than you do otherwise. Therefore, it is desirable to consider that instead of opening shops and losing our money in the shops, it would be better if the same amount is given in the form of dearness allowance to those provinces and those railways where this is needed. Railway people can get their food all right because they have a wide area to draw from, but it is the money which is the consideration and I think it is desirable that they ought to be paid in cash and in the form of cheap food.

The other difficulty which we have experienced everywhere in India is that you are supposed to have opened these shops for the poor. But it is not they who are benefited but the middle-men. Whenever the shops are opened those who are responsible see that their friends and relatives and all those whom they want to oblige are benefited. The poor people are not taken into consideration for the supply of foodstuffs. You may give them ration cards but the value of those cards is not given to them. You do not get the same quality of wheat which is guaranteed by the card. The quality of the wheat is very different, and the quality of the flour supplied to them is very inferior. You assume that your responsibility is finished with the issue of ration cards and the payment of 7½ crores to grain shops in the year under review and they may probably have to pay much more in the current year on account of dearness allowance. Therefore I submit that the shops are quite unnecessary in the case of the Railways. These people can always manage to get food for themselves and they have greater facilities than other people and whatever assistance we want to give them we should give it in the shape of dearness allowance and not by opening shops. My friend may know and I have got with me letters received from Assam, in which complaints were made that all those people who are in charge of the shops belong to one particular community and persons belonging to other communities are not benefited by those shops. Let the railway staff be treated like other civilians and the assistance that is given to railway employees should be in the form of dearness allowance only and not by opening shops which create fresh problems.

The next point to which I would like to draw the attention particularly of my Honourable friend the Labour Member is about the enormous expenditure which we have made in connection with buildings in New Delhi and elsewhere. I quite understand that a building programme on a large scale due to war conditions was necessary. This cannot be denied. But there ought to be some kind of imagination. I understand that the P. W. D. has no imagination. I quite understand that it is not the business of the Labour Department to have imagination but my friend, Dr. Ambedkar, who is in charge of the Labour Department, has got plenty of imagination. Nobody can deny that. It was his business to see that there was some kind of thoughtful programme behind construction. Any person who had imagination would have seen in the year 1941 and 1942 what the needs of war were likely and what kind of building programme would be necessary. Therefore it was his business really to plan out the buildings that would be required and he ought to have advised the Government and the Department under his charge that the buildings should be constructed in a manner that they may not be demolished as soon as the war is over but may be utilised for other purposes in peace time. Now we have spent 20 crores on those buildings and we may need another 3 or 4 crores in order to demolish them after the war, because they have been constructed in a haphazard manner, in places where they ought not to have been constructed and they all look so bad and ugly. Therefore I think that some kind of plan ought to have been made. The proper sites should have been selected and buildings built according to plan, so that their lives may be about half a century. We have wasted enormous sums of money in the past but I hope the Government will be more far-sighted in the future and erect buildings where they are likely to stay and be durable, so that their lives would not end with the war but last a long time after, because we require a large number of buildings even after the war is over in connection with our post-war development programme. Therefore we ought to realise that it will be another waste of money if we demolish buildings at a particular place and replace it by some more durable buildings at some other place. This is not an easy possibility, except under the influence of Aladdin's Wonderful Lamp. Change of buildings in these days require a good deal of waste of money, which I think the Finance Member would not very easily allow but if he is compelled to do it, he will not do with pleasure. I think it is still time that some kind of a plan should be drawn up, buildings constructed according to design, so that it may not be necessary to demolish them after the war but they may continue to be useful even after the war.

The next point to which I should like to draw attention is mentioned on page 71 of the Report—the system of cent per cent payment. It is a thing which does not appeal to anybody and I think Prof. Ranga referred to it also. They say that sometimes cent per cent is necessary on account of the delay in obtaining the receipt. That is one point. But the other point of which we have got a number of cases is that articles were purchased for which cent per cent payment was made and the same articles were purchased in another transaction and again cent per cent payment was made and like that three times over payments have been made. Therefore I think the system of cent per cent payment which has been referred to ought to go. There ought to be regular receipt from the authorities who are going to use those particular articles before the full payment is made, though of course it may be desirable in certain cases to make cent per cent payment immediately but the chances of its misuse are much greater.

The next question that I would like to refer to is about Burma and the adjustment of accounts between Burma and India. It is a very important problem and we ought to consider this question not only from the business point of view but also from the humanitarian point of view. Now viewing it from the business point of view we realise that after all, the burden of this fight falls upon India and we will have to pay all the money. The responsibility is ours. As soon as the war is over I apprehend that the same thing which happened in the past may be repeated.

[Dr. Sir Zia Uddin Ahmad.]

Indians may be externed from Burma, their properties may be confiscated and I do not know what else will happen. There is one point to which I would like to draw the attention of the Members of Government: We had a number of questions in the Assembly this morning. Indians are not allowed to settle down in any country outside India, their number is fixed, and restrictions of entry in foreign countries are imposed, whereas the people of other nationalities are allowed to come to India without any restriction or without any certificate and they can settle down here. We are not allowed to leave our country but others are allowed to come in without any restriction. Our population is increasing at the rate of 1.1 per cent. every year. So the population is increasing all the time and no exodus is permitted from India and an unlimited influx of foreigners allowed into India. What would be the economic position after some time? Looking at this question from the economic point of view and from the political point of view, I think our future is dark. After all when the population is increasing so rapidly it is the duty of the Government to provide some place where the excess population may move into and settle down. All the doors for exodus are closed and all the doors leading into are open. It is like a valve which allows flow from outside into inside and stops all flow outside and there is also an internal increase of population. The difficulty will become very serious after some time and, I am afraid, more so after this war and I think it is very desirable to find a solution.

Before I leave this point there is one other point, viz., the humanitarian point of view. The Burmese evacuees who have come out to India and who are in Bengal under the charge of somebody are not very well treated. Their treatment from the financial and humanitarian points of view is very unsatisfactory. I understand a case is already pending in this connection: that may be from the financial point of view; but I would draw attention to the treatment accorded to these unfortunate people living there. When I was in Bengal I heard some stories about this matter, and any one who has any feeling for the poor and sufferers will be astounded when he hears how the people appointed by the Government of India as their guardians and custodians treated these unfortunate evacuees. I would certainly like to draw attention to this point on this occasion.

My friend, Prof. Ranga, has condemned the manner of giving the contracts. Attention has been drawn to this repeatedly on the floor of this House. We realise the war conditions and we are quite in sympathy with the efforts made to win the war; but corruption in supply freezes the enthusiasm of honest people; and it is very desirable that steps should be taken to stop such corruption, whether it is in the Supply Department, or in the Food Department; the forms of contracts ought to be remedied. When we see that money is being wasted and instead of getting 16 annas worth for every rupee, we are only getting 8 or 10 annas worth and the remainder goes into the pockets of persons who get rich without doing any work whatever, our enthusiasm goes down. It is not fair to those who otherwise would take very great interest in the war efforts of the country.

The last thing I would like to say here is that this is the only occasion when we can review the working of the Government of India, and it is very desirable that we should be given the fullest information to enable us to grasp the situation as it is.

Before I sit down I would also like to add a few words in appreciation of the services rendered by the Auditor General. He is a man of very great reputation, and his sound financial knowledge has been of great asset. It is rather unfortunate that he is leaving India now, and the work he has done will always remain in the history of the finance of the country.

Mr. Laichand Navalrai (Sind: Non-Muhammadan Rural): Sir, I wish to make a few remarks on this motion. The Public Accounts Committee, as it is today, does what is called a *post-mortem* examination. They go into certain things which have been done and the money paid out—it is very difficult to

get it back. The only duty the committee does is to draw attention to certain irregularities and defalcations; so that we might consider for the future if anything can be done. I say this, because I see that many things have been done with which the committee is not satisfied—they have said that money has been paid over and above the proper amounts and that contracts should have been given in a particular manner and documents should have been taken before contracts were completed and so on. But the question is, whether Government listens to this.

In the first place it has been complained that sufficient time is not given to the committee to consider the accounts and therefore they are handicapped. That has been said today in the House and members of the committee have been complaining about it. After all the accounts are very voluminous and there are several departments and the audit reports also have to be considered, and all this cannot possibly be done in a short time. I have been a former member of this committee and formerly a month used to be given for this committee to sit and consider the accounts. But now I am told that they get 12 to 15 days; and in addition, they sit only in the morning for three hours, whereas formerly we used to sit both in the morning and in the afternoon. If the Government on account of war work or other work have to attend to other duties, I dare say they should increase the time of this committee and give them sufficient time to consider all questions and make their remarks thorough and convincing. Now they sit for a short time and I do not think they can take up every question that they can otherwise do.

Next, with regard to the evidence, no doubt it is taken in the presence of the committee but after all it is the Members of this Assembly who are on that committee; and if they do not get the report of the evidence, there is no guarantee or assurance to find out whether that evidence has been correctly and properly recorded. This is an important matter because when the members find that the reports do not contain the proper and correct evidence that was given, when they come into this House they are the persons who can guide us and the other Members here to point out those points and tell us that these are the points that have not been correctly recorded.

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

Further, the reports and record of the evidence is not being supplied to the House. That is a great mistake, I should say. I get up to speak and I want to make one or two points from the report placed before us. How can I be sure that what we have here is really supported by the evidence given in the committee? I have either to accept it or not to speak on it. Therefore it is very necessary that the evidence should be before us. Everybody knows that we used to get a record of the evidence. Now it is not supplied. I would like to know from the Honourable the Finance Member why it is that more time is not being given to the committee to make a thorough report and why the committee sits only for a short time during the day, and also why the evidence is kept away from us and is not brought before us for criticism and also for seeing whether the report is really based on it or not.

(It being Four of the Clock.)

Mr. President (The Honourable Sir Abdur Rahim): Order, order. Mr. A. C. Datta. Adjournment motion.

MOTION FOR ADJOURNMENT.

WITHDRAWAL BY GOVERNMENT OF INDIA OF ASSURANCE TO FEED CALCUTTA.

Mr. Akhil Chandra Datta (Chittagong and Rajshahi Divisions: Non-Muhammadan Rural): Sir, I am thankful to you for accepting my motion but after carefully considering the statement made by the Honourable the Food Member this morning I have decided not to move my motion. The two statements he made are:

"What we have done is not that we have divested ourselves of the responsibility of feeding Calcutta"

[Mr. Akhil Chandra Datta.]

—and—

"We continue to recognise the importance of Calcutta and when the time comes, should they be short of supplies, we will certainly come to their aid."

In view of these assurances, I do not move my motion and I want the leave of the House to withdraw it. I only hope, Sir, that, we shall have an opportunity of a comprehensive debate on the food situation later on in this Session.

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

REPORT OF THE PUBLIC ACCOUNTS COMMITTEE—contd.

Mr. President (The Honourable Sir Abdur Rahim): Mr. Lalchand Navalrai will now continue his speech.

Mr. Lalchand Navalrai: To continue my speech on the Public Accounts Committee report, I submit that the Honourable the Finance Member should tell us why the evidence is not being supplied to us. If the reason is that there is not sufficient paper with the Government or that there are not sufficient hands who can get that evidence printed and published, then that is a different question. But that is not the reason at all. If there are any handicaps in supplying us with the evidence, then why appoint this committee at all. If it is going to be appointed, it should be properly equipped and everything should be given to the committee to make a proper criticism, so that the Honourable Members in charge should in future prepare the reports in a particular manner which may be satisfactory to the House. I won't take any more time on this and I would like to wait for a reply on these two points.

Then, I come to certain other points in this report. I refer to page 53, para. 26. There are two questions that I want to raise. Para. 26 refers to certain contracts with regard to factories. Now, these contracts, according to this report, were given by a Chief Engineer. Now, the Chief Engineer was all in all with respect to these contracts. The procedure which should be followed, the way in which the tenders should be given and everything else was left to him. But there is another question. When these contracts are given, certain contractual documents are executed. Now, in regard to these two points, I wish to say that the thing has not been regularly done. With regard to the tenders, the Public Accounts Committee have stated that they were of opinion that it was a gross mistake that these contracts should have been given to certain individuals and not by means of a competitive tender. That is what the Committee say and they say that it should be done regularly in future but the matter is so plain. This is not a matter of a fair contract at all. What is the remedy? The contracts have been given not by competition but to certain individuals and in this way favouritism has been shown to one or two contractors. The reply given to the committee was that this work was of a specialised nature and therefore competitive tenders could not be called for. I myself cannot understand that at all. Is it the case that there are only one or two persons in India who are competent to do that specialised factory work and no others? There is no justification for that kind of argument at all and I am very glad that the Committee have pointed that out. This is a clear case of favouritism. Two men were called and they may be the pet men of the very giver of the contract who tells these men—I am not going to call for any persons to compete with you. Here are the contracts and you can take them. If this happens, then certainly the other contractors will have a grievance. They will ask—why should the contract be given to this man? If the evidence that had been given before the Committee were with me, I should have known the reasons why this contract was given to only two men. This shows the importance of the evidence being published for our use. If the evidence were with me, I should have found out why these men were favoured by the giver of the contract. I am now in the wilderness. I do not know to whom it was given and what remarks I should pass on my Honourable colleagues in this House. Therefore there is here what I would call a grave irregularity and for this a remedy should be found out

by the Honourable the Finance Member. How is he going to satisfy himself that these men were not favourites and were not above board?

I submit that this is not the only thing. The next irregularity is this. When a contract is given, a contractual document is actually executed. In this case no document has been executed until the contract was nearing completion, until it was nearly finished. Then, the contract was going to be taken. Now, is not that very grave? The reply given is that in the beginning a preliminary agreement had been taken and that was sufficient. Why, then, the document itself was necessary? I am certainly not satisfied that when a preliminary agreement has been taken, no document should be executed. The other reason given is that this was emergency work and it was of a nature that may have to be done on the schedule work. Therefore, the document was not executed. This is also an absolutely lame excuse. Why should the document be not executed? If there was an emergency work given to them, then a supplementary document could be executed. They would then be acting according to the rules of the Contract Act. Therefore, on these two points the Committee has pointed out that this was wrongly done and the authorities should have got the documents written from the very beginning and also that contracts should have been given on the basis of the highest tender. Therefore, I hope those Members who were on the Public Accounts Committee would give us much more light on matters such as these. I have taken up only one question with regard to the contracts and I need say no more.

Maulvi Muhammad Abdul Ghani (Tirhut Division: Muhammadan): Sir, it has been said by some of the Members that the time at the disposal of the Members of the Public Accounts Committee was inadequate. It is true no doubt but the Finance Department said that they were hard-pressed for work on account of the war. My opinion is that due to war Government have a tremendous amount of work to do, but having regard to the importance of the task placed before the Public Accounts Committee, it is necessary that adequate time should be given to it for the disposal of the business that is placed before it. The Committee had only one sitting per day which lasted for about three hours, and the number of days have been curtailed to about one-fourth or one-third. The other difficulty of the Committee is that sometimes reports concerning the audit are given to the members during the sittings of the Committee. Sometimes it so happens that the report is supplied to the Committee just in time. Besides, this Committee has to look into the various administration reports. But I find that the departmental administration reports are one year back of the audit reports. That is to say, the administration reports of various Departments are only supplied to the members of this Committee for the year relating to one year back. So, those reports are not of much use to the Members. During war time most of the Departments have ceased to publish their reports. So, that kind of facility is not available to the Members of the Public Accounts Committee.

As regards the supply of the evidence portion of the proceedings to the Members of this House, I may mention here that that portion of the proceedings is not even supplied to the members of the Public Accounts Committee. Generally, it so happens that after going through the various points raised before the Committee, the Members themselves forget those points when the Public Accounts Committee report is discussed here in the House and cannot meet the various grievances of the Honourable Members of this House. But I am in complete accord with the demand made by the Honourable Members for the supply of the evidence portion of the proceedings.

Sir, I would be failing in my duty if I do not appreciate, on the floor of the House, the fact that the Finance Department is always willing to help the Members of the Public Accounts Committee in the discussions of the various points raised by the Audit Department. I am particularly grateful to the Acting Finance Member who on the last occasion helped us much in disposing of the business before the Public Accounts Committee.

[Maulvi Muhammad Abdul Ghani]

Some complaints have been made about the irregularities committed by the Engineering Department. I am of opinion that the engineers, whether they serve under the Railways or any other Department of the Government of India, cannot be easily controlled. It is actually very difficult to get the better of them. Complaints have been made about the destruction of bridges in Bengal. I want to add to this that once the Audit Department made a note of missing buildings, i.e., buildings that were constructed for the Military. Some buildings were shown to have been constructed but they were actually missing from the register of buildings. This was the case that happened in pre-war days. As regards the irregularities committed by the Railway Department, I will only say that there is no consideration for money. Their unit is never less than a lakh of rupees. I have always said that railways are losing concerns.

As regards the inadequate number of hands in the Accounts Department to check and audit the accounts of the various departments, particularly in war times, the reason is this. I find that in the various Departments of the Government of India, such as the Food Department, the Supply Department, the Industries and Civil Supplies Department, graduates get a start from Rs. 200 and go up to Rs. 600. In the Accounts Department, the graduates get only a start of Rs. 65 or Rs. 75 which in these days of high prices is equivalent to Rs. 25. I hope the Finance Department will consider this question and sanction adequate pay for the Accounts Department also, the same as is prevalent in other Departments, so that competent hands can enter the Accounts Department. Every year the Public Accounts Committee makes some observations based on the audit report placed before it. These observations are placed before this House for final consideration. I am thankful to my Honourable friend Mr. Chettiar for initiating this year's debate and making it a lively and interesting one. The House shows it takes keen interest in this year's report. I will only say that whatever remarks and criticism that have been made by the Public Accounts Committee are embodied in the report and if the House accepts those recommendations of the Public Accounts Committee, then it is enough. It should be the duty of the various Departments concerned to take serious notice of those observations and recommendations and not to let off lightly the culprits and miscreants in their Departments. I am referring particularly to Railway Department. With these words, I support the motion for consideration of the Report and its amendment.

The Honourable Sir Jeremy Raisman: Sir, I endorse what was said a moment ago by the last speaker in regard to this debate on the Public Accounts Committee report for 1942-43. It is certainly a fact that this has been a much more lively debate than we have had for several years. In fact, it has been my melancholy experience now for some years past to have found it exceedingly difficult to get this House even to have a debate at all. I usually have to make several attempts to get the item on the agenda or to get it debated when it is on the agenda. So, I too am grateful to my Honourable friend, Mr. Avinashilingam Chettiar, for having stimulated or revived the practice of taking some interest in the Public Accounts, even though they be the accounts of the year before last. Several Honourable Members have deplored the *post-mortem* character of the report, but I have yet to understand how you can have a *pre-mortem* report as to speak on the accounts of a year which is not yet completed or perhaps has not yet begun. The essence of the business of the Public Accounts Committee is to go through the accounts of the year which is completed and in fact, it is not until some time after the end of the year, that it is possible to get together sufficient material to go through the accounts in any useful way. Now, Sir, I am handicapped by the fact that I did not myself preside at the deliberations of the Committee which dealt with the accounts of this particular year, owing to my absence from India. The Chairman was Sir Cyril Jones who was acting on my behalf. But I will deal to the best of my knowledge with a few points.

First of all I should like to deal with the complaints of the Honourable Members of the Committee about the time allowed to them and the method of their

work. I remember that some three or four years ago at a meeting of the Committee I explained to them that in the circumstances of the war, it would not be possible either for myself or for important officers in my Department or of other Departments to sit continuously for three weeks as had been the custom—not I may say two or three months as the lively imagination of my Honourable friend Mr. Muhammad Azhar Ali has conjured up. Heaven forbid that we should ever spend two months on the accounts of the year before last—when I explained to them that in any case in war time, it would not be possible to spend two weeks on this dead horse. We were at that time preoccupied with a few details like the advance of the Japanese to our Frontier and so on and when I suggested that the Committee should assist the executive by shortening somewhat these proceedings, it was then decided that the Committee would only sit in the mornings and that they would endeavour to expedite their business. I believe it now only takes about 2½ weeks. I submit that in times such as these, that in itself is a very heavy burden on the time of the Finance Member and the Officers of the Departments. Moreover it has not always been easy to get the Members of the Committee to agree as to what month of the year they would choose to go through this process. I have had some uncomfortable experiences with extracting the greatest common measure of agreement from Honourable Members as to when they would like to sit and when they would finish this business. So that, I suggest there are difficulties on the side of the Government as well as of the Committee. I do not wish to underrate the importance of this work, but at the same time there are several current duties relating to the future or the present which must be given some priority. And that is one thing. The other thing is about the time which is given for the examination of witnesses of each department. I admit that that also has had to be shortened. It used to be the practice in the Committee to ask a large number of questions of current interest from the witnesses about what they were doing now and what they were going to do next year, and so on, and at the end to ask one or two cursory questions about what they did in the year for which the accounts were being examined. I thought that when the time was cut short the Committee would be compelled to confine its attention to questions relating to the accounts of the year which were being examined; and my experience has been that the opposite has happened, and that what has been cut out is questions relating to the accounts of the year and what remains is an interesting conversation about current matters of the department and what they are going to do in the future. So that does not suggest that the time allowed for the examination of witnesses is inadequate. In my experience, if the Committee will only confine itself to its strict duties—which I admit may be somewhat dull—they will find that the time at their disposal is not inadequate. I should like at this point to pay a tribute to the memory of the late Mr. Satyamurti who was an exceedingly industrious member of this Committee. It was his practice to come to the Committee thoroughly prepared and having mastered the contents of all the papers and reports which had been put before him. He had notes; he knew exactly what he was going to ask the witnesses; he pursued points of importance, and in general his influence on the proceedings of the Committee was extremely salutary. As Chairman of that Committee I found his presence extremely valuable. He gave point to the whole proceedings. He was, as I say, strictly businesslike, and there was very little time wasted. The difficulty is that unless the members of the Committee are prepared to do quite a lot of work outside the hours which are set apart for the taking of the evidence, unless they bestir themselves and master the subject, it is extremely difficult to cover the ground in the time allotted; and it makes it also a very strenuous matter for the Chairman.

Now, Sir, another point to which several speakers have referred is the record of the evidence. Some years ago it was decided that it was quite impossible to produce a verbatim account of the evidence taken in the Public Accounts Committee. Every member of this House who has had any experience of the Committee will realise that quite naturally there is a good deal of informal exchange which takes place very rapidly across the table; and in practice the

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reporters have found it exceedingly difficult to get a true verbatim account. The best that we have been able to do is to get some sort of an approximate account which has to be edited by the Secretary of the Committee, and it does in general represent the tenor of what took place in the Committee. It is not a verbatim or in any sense a sacrosanct account of the actual words used in the Committee. We used to print up this summary of the evidence until some years ago when the paper shortage became acute. Then, having regard to the fact that this summary was in any case not of a high degree of authenticity, and also having regard to the difficulties about paper, it was put to the Committee that it should not be printed up at all; and the Committee agreed with that, and we now have a typewritten or cyclostyled version, a copy of which is placed in the Library of the House, and I believe Members who wish can also obtain a copy. I think, Sir, that in the difficulties of the present time that really meets the needs of the situation. My Honourable friend Mr. Lalchand Navaraj said that he did not see how Members of this House could be satisfied that the report represented what actually took place in the Committee. Well, Sir, I do suggest that it is hardly necessary for Members of this House to go to the trouble of verifying that. The report is signed by the Members of the Committee themselves and they are surely capable of seeing for themselves that the report does represent conclusions at which they arrived as a result of the actual proceedings; and it is not necessary to attempt to relate the report or collate it with the record of the evidence and of the discussions.

Now, Sir, coming to the motion I should like to say that I have no quarrel with Mr. Chettiar's amendment. I always understood that the object of this debate was that whatever irregularities were brought to light as a result of the Committee's report, steps should be taken immediately to put an end to those irregularities; and I am not disposed to dispute the statement that grave irregularities have been observed in the expenditure of large amounts in war-publicity and other matters. In these respects I find myself entirely at one with most of the speakers. I do not say that I would use the same language as they have done; but broadly speaking, the position of my department and of myself as Finance Member is that I strongly deprecate and object to these irregularities in the expenditure of public monies, that I resent any attempts to minimise them or to award inadequate penalties for breaches of rules and principles and that I welcome the interest of this House, and I am prepared entirely to accept the views of this House in regard to the extreme desirability of taking adequate action. It is not my business, I do not conceive it to be my business, to defend the spending departments or rather those authorities under the control of the spending departments who have either abused or neglected their duties and whose conduct has been brought to notice by audit and has been condemned by the Public Accounts Committee. This report is signed by the Chairman as well as all the other members and, as my Honourable friend Maulvi Abdul Ghani pointed out, the Finance Department and the Chairman have a great deal to do with the writing of this report and with assisting the Committee to come to conclusions on the matters brought before it and to formulate and record those conclusions in appropriate language. It is true that the draft report is of course considered by the Committee and there may sometimes be some difference of opinion as to the exact shade of condemnation which should be expressed. But, generally speaking, the position is that the Chairman and the Finance Department are at one with the Committee in desiring to castigate these irregularities and to endeavour to deter officers of the spending departments from similar deficiencies in future.

Maulvi Muhammad Abdul Ghani: I have only said that the Finance Department is out to help the members of the Public Accounts Committee.

The Honourable Sir Jeremy Raisman: Exactly, but I was pointing out that in this whole matter the attitude of the Finance Department is very much the same as the attitude of the Committee and of the Legislature. It is our object to see that these things do not take place and we welcome any reinforcement

of the position which we ourselves have to adopt *vis-a-vis* the spending departments. It is of course not possible for this House to see what goes on in the files of the Government of India but many of the battles which are fought in the Committee have previously been fought by the Finance Department within the precincts of the Secretariat. When I say that, I must, at the same time, remind the House that we are dealing with the accounts of the year 1942-43. We are, thank God, now in a position in which it is quite difficult to visualize the state of mind in which we were in the twelve months from April the 1st, 1942 to March the 31st, 1943. It is quite difficult for any Member of this House to put himself back in the atmosphere of that period. It is amazing with what rapidity the most striking and alarming experiences slip into history and become affairs of retrospect and of memory; it is extraordinary how quickly they sink below the surface of consciousness. If anybody had said in the course of those months, in the course of that year, that it was of the foremost importance that all the rules of public accounting should be carefully observed by everybody concerned, quite a lot of people would have thought that the individual who made that statement was qualifying for the lunatic asylum because in the general state of public apprehension of that time, the observance of matters of this kind was probably the last thing that anybody would think about. Now that does not absolve officials or authorities from the necessity of doing their duty to the best of their ability. It is true that the circumstances were highly abnormal and we have to remember too that there was not merely what I might call a qualitative deterioration in the situation, but also the quantity of the work, the functions and the duties that fell to Government officers in that time in places like Bengal were such that the ordinary administration was completely overwhelmed by them. It is one thing to be overwhelmed by a situation which you are not equipped to deal with, but it is another thing to exploit that situation in a *mala fide* manner, to falsify accounts or to misappropriate public funds; and where that occurred it does not seem to me to matter whether the enemy were fifty yards away or five hundred miles away. In circumstances such as those, I have no doubt that punishment must be awarded and that offences must be most severely dealt with.

I have not with me the final reports on many of the matters to which Honourable Members of this House have drawn attention. Those reports will not be complete. They will probably be put before the Public Accounts Committee when it next sits in the course of the forthcoming months and I am not in a position even now to give answers to this House about such questions as the unsatisfactory accounts in the case of Bengal and various other lacunae of which the Auditor General has rightly complained. I have no doubt, however, that reports will be forthcoming. How satisfactory they will be, I cannot now foretell but these matters will continue to be pursued by the Committee until reports have been presented and until they can make their own final observations upon them. I do not think it would be any advantage for me to attempt to anticipate those conclusions. I am of course in a difficult position in dealing with matters where other Governments have acted as agents of the Government of India. Until the facts have been completely reported and until the Auditor General is in a position to comment on those facts, it is premature for me to give my final opinion on the adequacy or otherwise of the action taken by Provincial Governments. *Prima facie* of course the situation in many respects is highly unsatisfactory but it may be too early to jump to the conclusion that there has been *mala fide* misappropriation or anything of that kind until we have full reports.

Now, Sir, my Honourable friend, Prof. Ranga, proceeding no doubt on the principle of 'sack the lot' decided that I, and my department, should also stand in the dock along with all the others. Well, I have no objection if that is what he wishes to do. I would only suggest that it may be a bad principle to condemn lock, stock and barrel the whole machinery including the only machinery which is capable of bringing to your notice the matters in which you are interested. I might as well say to Prof. Ranga, what about you? What about your share of responsibility? I find that there is some point about that, because

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he says that certain matters were not brought before the Legislature when in fact they were brought before the Legislature but my Honourable friend was not here. I am glad to see that my Honourable friend, Prof. Ranga, is now here.

Prof. N. G. Ranga: With apologies.

The Honourable Sir Jeremy Raisman: if we are sacking the lot, if everybody is to blame including not only the spending departments, but the Finance Department and Audit, then what about my Honourable friend, Prof. Ranga, who did not so order his affairs that he was present in his seat at times when these matters came before this House. He omitted to be present at times when matters of considerable importance, which are mentioned in this Public Accounts Committee's Report, were discussed in this House, not retrospectively but prospectively, when he might have given us the benefit of his valuable advice and assisted and guided us in the proper channels, so that I should not have incurred the odium of being guilty, along with everybody else, of irregularities which have been reported by the Committee. I suggest to Prof. Ranga that he can have it one way or the other. If he wishes to damn everybody, bell book and candle, then he must be prepared for the kind of report that will be brought to his notice. I suggest to him—on the principle of having at least one chowkidar or somebody on his side—that unless he can at least enlist the services of one Department of the Government which is attempting to control expenditure, then he might as well give up the uneven struggle, because he will neither hear of these things nor will he be in any position to deal with them. My Honourable friend, Prof. Ranga, has realised that the Audit Department will not be able to do its work adequately unless it can be strengthened in numbers, and I understand that he appreciates to some extent the reasons why the Audit Department during recent years has not been able to be strengthened in numbers.

Now, what is the position of the Finance Department? The Finance Department in its endeavours to locate its watchmen wherever they could be of most value in controlling expenditure has split itself up into fractions and is left with, I regret to say, a very inadequate central body with which to deal with this highly important function. It is quite true that the Finance Department has been unable to prevent quite a number of these irregularities. If that means that the Finance Department deserves to be condemned then I must accept the condemnation. At the same time I must point out that the Finance Department is quite unable, not having any of the attributes of the deity, or many of them shall I say, to be present in all places at the same time, and it also unfortunately suffers from the handicap of not being possessed of omniscience. So there is quite a lot of things which happen of which the Finance Department does not know till after they have happened and which curiously enough my friend, Prof. Ranga, does not know until some time after they have happened. My Honourable friend, Prof. Ranga, did not know of many things that were happening whilst he was a Member of this House. That may or may not have been his fault. But the Finance Department certainly is not possessed of omniscience and quite a lot of things have happened which it was unable to prevent because it did not know. It did not know that a certain officer was buying beds. He had the power to do so, under the ordinary rules. It did not know whether he was paying more than he should have done. It did not know whether the specification of the beds was higher than it need have been. The Finance Department only came to know of these things many months and possibly more than a year afterwards, so that all that we can do is to deal with this—as somebody said—*decomposed body*, by way of *post-mortem* sometime afterwards. What we endeavour to do is to take up these matters and try to prevent them happening again.

Mr. T. S. Avinashilingam Chettiar: The question is what did you do with that man who did all these things.

The Honourable Sir Jeremy Raisman: I cannot at this moment say what happened to the individual in question. I dare say this matter is still under consideration.

Prof. N. G. Ranga: Goes on like that!

The Honourable Sir Jeremy Raisman: What I mean to say is that the question of the appropriate action to be taken against him is probably still being gitated between the Finance and War Departments and possibly that is so.

Prof. N. G. Ranga: And it goes on till Doomsday! That is the trouble.

The Honourable Sir Jeremy Raisman: It may go on for some time but still justice often follows behind.

Mr. T. S. Avinashilingam Chettiar: Let us hope so!

The Honourable Sir Jeremy Raisman: I do not wish to take up further the time of this House. It is not my business, I do not conceive it to be my business to be so to speak Counsel for the Defence in this matter. That is not my conception of the position of the Finance Department in relation to this report.

There is one thing which I should like to do before I sit down and that is to endorse the remarks which have been made from several quarters in this House regarding the Auditor-General, Sir Cameron Badenoch, who will be shortly retiring from his office. He has been a bulwark of strength to the administration. He is an officer of great independence and his value to the Public Accounts Committee has been tremendous, as I have no doubt every member of that Committee will attest. I think it is right that this House should recognise the very valuable services which Sir Cameron Badenoch has rendered to India and to this House.

In regard to the amendment, I have already indicated that I should have no objection if that is added to the resolution before the House.

Mr. President (The Honourable Sir Abdur Rahim): The motion before the House is:

"That the Report of the Public Accounts Committee on the Accounts of 1942-43 be taken into consideration."

The amendment to this is:

"That after the words 'taken into consideration' the following be added: 'and having considered it, the House is of opinion that as grave irregularities have been observed in expenditure of large amounts in war publicity and other matters, steps should be taken immediately to put down these irregularities'."

The question is:

"That after the words 'taken into consideration' the following be added: 'and having considered it, the House is of opinion that as grave irregularities have been observed in expenditure of large amounts in war publicity and other matters, steps should be taken immediately to put down these irregularities'."

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Friday, the 9th February, 1945.

LEGISLATIVE ASSEMBLY

Friday, 9th February, 1945

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

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

GOVERNMENT CONTRIBUTION TO INDIAN LABOUR FEDERATION

35. *Mr. Lalchand Navalrai: (a) Will the Honourable the Labour Member be pleased to state if his attention has been drawn to a contribution by the United Press, published in the *Sind Observer* of the 17th December, 1944 under the caption "Roy-Mehta Mud Slings over Rs. 13,000" in which Mr. Jamnadas Mehta, M.L.A., now an officer in the Government of India, has said that he has with him an official correspondence on the aforesaid subject showing that the name of the Labour Federation has been used behind the back, over the head and without the knowledge of either its President or its Executive Council and further Rs. 13,000 per month were obtained by Mr. Roy for himself to be used as he liked?

(b) In view of the above information, will the Honourable Member be pleased to give information with regard to this public money as to whom it was given and for what purpose, and how it was used, and did Mr. Roy himself use the money as he liked, or did he make use of it for his own purposes or divide it with Mr. Jamnadas Mehta?

The Honourable Dr. B. R. Ambedkar: (a) Yes, by the Honourable Member himself.

(b) I would invite attention to my reply given to the Honourable Member's question No. 31 on the 2nd November 1944.

Mr. Lalchand Navalrai: The Honourable Member has not given specific replies to my questions. I want to know, with regard to part (b), whether what Mr. Jamnadas Mehta has said in that article is correct, or what the Honourable Member said last time on this question was correct? Is this money for Mr. Jamnadas, is it for Mr. Roy, or is it for both?

The Honourable Dr. B. R. Ambedkar: I have nothing to add to the reply that I have given.

Mr. Lalchand Navalrai: But I want the Honourable Member to reply to my questions.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has given the reply.

Mr. Lalchand Navalrai: I know that the Honourable Member is feeling shy over this question because if he makes a statement it would go against his own answers. I submit that the Honourable Member should reply to my questions otherwise there will be an adjournment motion on this subject.

Dr. Sir Zia Uddin Ahmad: I think the House has got a right to know whether it is a personal gratuity or it is for the benefit of the Federation.

The Honourable Dr. B. R. Ambedkar: It is given to the Federation.

Mr. T. S. Avinashilingam Chettiar: May I know whether the Government has satisfied themselves that it has been entered in the accounts of the Federation and it has been spent through the Federation?

The Honourable Dr. B. R. Ambedkar: Yes.

Mr. T. S. Avinashilingam Chettiar: May I know whether the Government are contemplating an increased amount being given?

The Honourable Dr. B. R. Ambedkar: No.

Mr. T. S. Avinashilingam Chettiar: May I know for what period this has been sanctioned for the present?

The Honourable Dr. B. R. Ambedkar: It is sanctioned for a year.

Mr. T. S. Avinashilingam Chettiar: May I know when it ends?
The Honourable Dr. B. R. Ambedkar: When the budget ends.

Mr. Badri Dutt Pande: The Honourable Member said the other day that audited copies of accounts will be placed on the table of the House. Has he done so?

The Honourable Dr. B. R. Ambedkar: They have not been received as yet.

Mr. Govind V. Deshmukh: Has the Honourable Member seen the details of this account?

The Honourable Dr. B. R. Ambedkar: I understand that they are seen by a special officer who has been appointed by Government in this behalf.

Mr. Lalchand Navalrai: From those accounts that the Honourable Member has seen already, is it or is it not clear that this money has been utilized by Mr. Roy for his own purposes?

The Honourable Dr. B. R. Ambedkar: I think that is not the correct statement.

Mr. Lalchand Navalrai: Then which is the correct statement?

The Honourable Dr. B. R. Ambedkar: It has been spent for the purposes for which it has been granted.

Mr. Badri Dutt Pande: To whom was the money handed over—to Mr. Roy, to Mr. Jamnadas Mehta, or to the Secretary of the Federation?

The Honourable Dr. B. R. Ambedkar: It is received by the Secretary of the Federation.

Mr. Jamnadas M. Mehta: No money has been received by the Federation from the Government. The name of the Federation has been used behind the back, over the head and without the knowledge of either its Executive Committee or its President. The Government have been cheated. It is without the knowledge of the Federation.

The Honourable Dr. B. R. Ambedkar: It is not my information.

Mr. Jamnadas M. Mehta: Government have been cheated.

Mr. Lalchand Navalrai: Will the Government take any action now that the Honourable Member has been told that Government has been cheated?

The Honourable Dr. B. R. Ambedkar: Government does not believe that it has been cheated.

PROCUREMENT AND DISTRIBUTION OF FOOD IN SIND

36. ***Mr. Lalchand Navalrai:** (a) Will the Honourable the Food Member be pleased to state the present policy of procurement, distribution and export of food in and outside India?

(b) What are the definite orders and directions of the Government of India given specifically to the Government of Sind for procurement and distribution in Sind?

(c) Is any Central machinery adopted for the above purposes in Sind or has it been left to the Provincial Government of Sind to adopt one?

(d) Are the two syndicates that were working previously for procurement and distribution of food, in existence or have been abolished? If the latter, what arrangements are now going on for the above purposes?

(e) Does the Government of Sind make any regular monthly or other reports to the Central Government regarding the working of the aforesaid machinery in Sind? If so, will Government place on the table the last report either made by the Government of Sind or called for from the Government of Sind?

The Honourable Sir Jwala Prasad Srivastava: (a) A Memorandum covering the matters mentioned by the Honourable Member has been placed on the table of the House. The attention of the Honourable Member is also invited to the progress report on the recommendations of the Foodgrains Policy Committee, which was laid on the table of the House during the last Session.

(b) No specific orders have been given in this respect but the Provincial Government were directed in 1943 not to amend or cancel their orders fixing the maximum prices of foodgrains in Sind, without the previous approval of the Central Government.

(c) There is no central machinery for procurement and distribution of foodgrains in Sind.

(d) The Wheat Syndicate is still in existence. The other Syndicate, *vis.*, Foodgrains Exporters Syndicate, has been abolished, and replaced by the "Sind Purchase Board".

(e) The Government of Sind, and all other Governments send periodical reports to the Food Department on all matters concerning their food administrations. No special report is called for from the Government of Sind.

DEPARTMENT OF FOOD

MEMORANDUM ON THE FOOD SITUATION IN INDIA AND DEVELOPMENTS OF FOOD POLICY UPTO 2ND FEBRUARY, 1945

During the past year there has been a steady improvement in the food situation throughout the country. Conditions of acute shortage experienced in the previous year have ceased to exist. The enforcement of Government's policy with regard to statutory control of prices, procurement by Government or Government controlled agencies and rationing has yielded good results. Progress has also been made towards stabilising market prices, under ceiling statutory controls at levels which will ease the burden on the consumer and at the same time will provide an incentive to the producer to maintain and increase production. In the case of certain specific crops, we have announced the level at which we are prepared to buy all grain offered in the principal assembling markets in the main producing areas, should prices fall. We have also tried to reduce undue disparities between the levels of prices prevailing for the same grain and class of grain in different areas. The progress which has already been achieved in this direction has been brought about by the statutory control of prices supported by the importation of foodgrains from abroad and the planned movement of internal stocks to the areas where they are required. Distribution under Government control to the consumer is being increasingly done through rationing in urban areas and in some cases in rural areas also.

Steady progress has also been made towards monopoly procurement of foodgrains by Government, which has already been adopted by certain provinces and States. The principle of monopoly procurement has been fully discussed and approved at the 5th All-India Food Conference of official representatives of Governments in the light of an examination of existing foodgrains monopolies conducted by Food Department.

A.—Summary of Crop Prospects

Kharif.—The monsoon was late in Assam, Bengal, Orissa, the U. P., the C. P., Madras and Bombay, and delayed sowings in some parts of these provinces. It broke strongly in July in the U. P., the C. P. and Bombay, but continued uneven in Bengal and Madras, and was light in Assam. Its incidence was irregular in Madras. Districts in the north-east of that province received more rain than usual, while Malabar did not receive any rainfall until the middle of July. Rainfall in Travancore and Cochin was poor, being about 50 per cent. of the normal.

In Bombay and the C. P. excessive and continuous rain in July retarded sowing and damaged the jowar and bajri crops and necessitated re-sowing in some of the districts. In the rest of the country it was beneficial to the crops. In August there was a break affecting transpiration in Assam, parts of Bengal and the U. P. In the C. P. and Bombay, it continued strong and led to floods in some districts.

Sind experienced unusually heavy rainfall in August, and some damage was done to the crops and stored grain.

The weather was generally favourable in September and jowar and bajra crops recovered, in the C. P., the U. P. and Bombay. In North-West India the rains were generally well distributed and did not have any adverse effect on crops.

On the whole, the monsoon was favourable for the rice crop, except in Assam, parts of Bengal and the U. P. The millets crop was damaged in the C. P., Bombay, the Western India States and the Central India States by excessive rain in July. Travancore, Cochin and parts of Madras suffered from scanty rainfall and the rice crops there have been below average.

Rabi.—Rabi crops all over the country are reported to be doing well. Widespread rainfall during January has proved beneficial to the standing crops. If nothing untoward happens during the next two months, a good Rabi harvest will be reaped all over the country.

B.—Progress of the Basic Plan.

Two Basic Plans are now in operation for the controlled distribution of the major foodgrains from surplus areas to deficit areas. One deals with the Kharif grains—rice, millets and maize—and the other with the Rabi grains—wheat and barley. The Kharif Plan is operative from November 1944, to October 1945; while the Rabi Plan is operative from May 1944 to April 1945. The two Plans taken together attempt the distribution of about 3.2 million tons of foodgrains including about 0.4 million tons arrears from the preceding year's Plans, from surplus to deficit areas, and to the Defence Services. Against the above combined total movement target of 3.2 million tons, about 1.4 million tons have been despatched

up to 4th January 1945. The total quantity of foodgrains despatched to each of the principal deficit areas up to 4th January 1945 is given below :—

Area	Quantity
Bangal	173,700 tons
Bombay	311,200 "
Madras	132,100 "
Travancore/Cochin	78,600 "
W. I. States and Baroda	14,100 "

The table below gives the total export quotas and the total despatches from surplus areas (including Overseas imports) to the deficit areas :—

(In 000 tons)

Foodgrains	Total quotas	Despatches up to 4-1-45 (for Kharif grains from 1-11-44 & Rabi grains from 1-5-44)	Percentage of Despatches to quotas
Rice	944	181	19
Millets	333	40	12
Maize	84	3	4
Wheat	1,757	1,162	66
Barley	99	28	28
Total	3,217	1,414	44

The wheat quota given above includes 750,000 tons of wheat from Overseas Imports (for April—December 1944).

On the basis of the present estimates the quotas for both the Kharif and Rabi grains are likely to be completed within the respective crop years.

2. Rabi Plan 1944-45 :—

(a) *Wheat*.—The Plan started with the distribution of a declared surplus of 1,018,000 tons wheat of which 2,50,000 tons was to arrive from Overseas. As the Plan progressed additional wheat surpluses aggregating 94,483 tons were offered by surplus areas, while the quantity of wheat from Overseas promised by His Majesty's Government was raised to 750,000 tons of which receipts upto 20th January 1945 total 544,230 tons.

(b) *Gram*.—Under the Rabi Plan 1944-45, a surplus of 281,500 tons gram was originally offered by surplus areas for distribution. Subsequent to the compilation of the Plan, additional surpluses declared by supplying areas together with quantities surrendered by deficit areas led to an accumulation of unallotted stocks aggregating 110,000 tons in producing areas. As gram cannot be used to any large extent to offset cereal deficit, the demand from the deficit areas was limited. The matter was placed before the Standing Food Advisory Committee of the Central Legislature at its meeting on the 9th September 1944. On their recommendation and with the approval of the provinces and states, it was decided to take gram movements off the Basic Plan. With effect from 1st November 1944, gram has been allowed to move through private trade on permits issued by the supplying administrations under high transport priority.

(c) *Barley*.—Since the issue of the Rabi Plan 1944-45 in May last, an additional surplus of 49,000 tons barley has been offered to the Food Department for controlled distribution to deficit areas raising the total surplus to 99,000 tons.

3. *Kharif Plan 1944-45*.—The total rice and millets surpluses offered to the Food Department by the Provinces and States for 1944-45, at the commencement of the Kharif Plan amounted to 684,000 tons and 260,000 tons respectively, while the declared deficits of rice and millets amounted to 3,109,000 tons and 1,050,000 tons respectively. Owing to the delay in the break of the monsoon and the Kharif sowings this year, the estimates of crop surpluses and deficit were based on very inadequate and approximate data. The estimates also did not include Rabi jowar production which is considerable in Bombay, Madras, Hyderabad and the Bombay States. The surpluses and deficits were as the whole estimated on a conservative basis. This has been borne out by the fact that since the issue of the Plan in November last the following further surpluses have been offered by the main surplus areas :—

(In tons)

Grain	Original Surplus	Additional Surplus	Surplus as revised up to date (25-1-45)
Rice	684,000	60,000	744,000
Millets	215,000	90,000	305,000

Even with additional rice and millets surpluses, the overall rice and millets position this year as compared with the preceding year is not satisfactory. In order to partially offset the rice and millets deficits, compensatory additional wheat allotments from Overseas Imports have been made to the deficit areas.

Thanks to the bumper rice harvest of 1943-44 and the measures for procurement and distribution undertaken by the Provincial and the Central Governments, the emergency conditions which called for a special measure of assistance for Bengal during 1944, have been brought under control.

4. *Basic Plan for Pulses*.—Pulses have also been brought under controlled distribution, and a Basic Plan for pulses was formulated for the first time in May 1944. At the time of the formulation of the Plan, the supplying areas had offered about 292,000 tons of pulses as against a declared deficit of about 470,000 tons. Since the issue of the Plan about 40,000 tons additional pulses have been offered by the surplus areas. The Kharif Pulses Plan for 1944-45 is now under formulation.

C.—Price Control

After careful consideration of the recommendations of the Price Advisory Committee which met on the 17th August and again on the 9th October 1944 to consider Kharif Prices the Government of India came to the following decisions :—

(i) that the existing statutory maxima for rice, bajra and jowar in different Provinces (except the Eastern Region, viz., Assam, Bengal, Bihar, Orissa and the Eastern States) should continue unchanged for the next Kharif Year;

(ii) that no all-India maximum for maize should be announced;

(iii) that the fixation of maximum prices for the rabi crops be postponed to the harvest time when fuller data about the size of the crop would be available;

(iv) in view of the numerous varieties and differences in quality in different producing areas, it was considered impracticable to fix the prices of pulses on an all-India basis. Provinces and States have therefore, been approached through the Regional Food Commissioners to see that prices are maintained at reasonable levels having regard to the prevailing prices of cereals in the areas concerned.

The next meeting of the Price Advisory Committee will be held on the 23rd and 24th March 1945, to consider the levels at which prices of rabi grains should be fixed.

2. Prices in the Eastern Region were considered, at a Conference convened by the Regional Food Commissioner, Eastern Region at Calcutta on the 9th November 1944, attended by representatives of the various units of the Region. The following conclusions were arrived at :

(i) that the statutory maximum price of rice in Bihar, Orissa and Eastern States be reduced as under :

	From	To
	Rs. A P.	Rs. A. P.
<i>Bihar</i>		
Rice (medium)	12 0 0	11 0 0
(coarse)	11 0 0	10 0 0
<i>Orissa</i>		
Rice (common)	9 0 0	7 12 0
(fine)	10 0 0	
to		9 12 0
11 0 0		
<i>Eastern States</i>		
Rice (hand pounded coarse)	10 8 0	10 0 0
(milled coarse)	11 8 0	11 0 0
(milled medium)	12 0 0	11 8 0

(ii) that statutory maximum prices in Bengal should continue unchanged till fuller information about the new crop was available.

The Government of India approved the recommendations of the Conference.

In Bihar the statutory maximum price of rice was further reduced with effect from the 15th January 1945 as below :

Rice (medium)—Rs. 10-0-0.

Rice (coarse)—Rs. 9-0-0.

(iii) Small reduction in rice and paddy prices proposed by the Assam Government were also approved.

3. From the trend in prices at the close of 1944, it was felt that it might, before long, be necessary for the Government of India to implement their undertaking to buy all wheat, jowar and bajra offered in the assembling markets in the main producing areas at Rs. 7-8-0, Rs. 6-0-0 and Rs. 5-8-0 per maund respectively. Instructions were, therefore, issued to the Provincial Governments concerned regarding the procedure to be followed in implementing this guarantee. Similar instructions were issued to the States also to implement the undertaking to buy jowar and bajra at Rs. 5-0-0 and Rs. 5-8-0 per maund respectively.

4. In the course of the Food Debate in the Assembly at its last session, the question of subsidy was raised by several members and the representatives of the Food Department stated in reply that this question was under the active examination of the Department and that it may have to be referred to an Inter-Departmental Committee for report. The Food Department has, therefore, decided to set up an Inter-Departmental Committee as below :

Chairman.—Sir Theodore Gregory, Economic Adviser to the Government of India.

Members.—

(1) Sir Pheroze Kharegat, E. H. & L. Department.

(2) Mr. Narahari Rao, Finance Department.

(3) Mr. D. S. Joshi, Labour Department.

(4) Dr. V. K. R. V. Rao, Food Department.

The terms of reference are as below :

"To examine in all its bearings, financial, administrative and social, the principle of subsidy in the matter of both distribution and production of foodgrains and other foodstuffs, whether with a view to bringing down the cost of living or raising the standard of living or aiding in the solution of the price problem in agriculture, and to make recommendations."

D.—Rationing

(A) Progress of Rationing.

1. There are now 516 towns and municipal areas wholly or partly rationed or to be shortly rationed for food in India, representing a total population of approximately 50 million people. Thus rationing has been extended to nearly 56 towns since the last report was presented in November 1944.

2. Some of the important developments during this period are :—

(i) Madras has introduced district-wide rationing in Malabar in all the Taluks except Wynad, for the rationing of which steps have already been taken.

(ii) Rationing was introduced in Peshawar on 22nd October 1944, and is reported to be working smoothly. Some local papers have suggested its extension to other towns.

(iii) In the Punjab it has been decided to introduce rationing in Simla.

(B) Nutrition and use of substitute Grains for Rice

Governments in the southern parts of the country are doing their best to popularise the so-called 'coarse grains' in the peoples' diet in order to make it more balanced and not one which almost entirely consists of carbohydrates in rice.

The Cochin State have started a scheme under which free meals consisting chiefly of bajra preparations are served to school children suffering from mal-nutrition. The Cochin State have also organised the development of subsidised civic restaurants where meals made out of unfamiliar grains like wheat and millets are served at cheap rates. The Travancore State is subsidising the sale of wheat to the extent of Rs. 16 lacs per annum. The Madras Government have declared wheat as a rationed article in almost all the rationed areas and have arranged free cooking demonstrations at different child welfare centres in Madras City. In C. & M. Station Bangalore, the prices of foodgrains are subsidised to bring them in level with the prices in Bangalore City. In Bombay the prices of Sort II rice and millets are subsidised.

In order to secure expert advice on nutrition, some of the Provincial and State Governments have enlisted Nutrition specialists while others are making use of experts already available in those areas.

In view of the growing importance of Nutrition it has been decided to present in simple language the application of scientific research in all matters connected with protective foods by bringing out a monthly bulletin entitled "NUTRITION". The first issue is already out and has been widely distributed. A 'Note on Food and Nutrition Policy in India' by Dr. Aykroyd has been published and circulated. The brochure entitled 'Feeding the Worker-Canteens in Industry' contains a lot of information on nutrition, diet sheets, menus of Indian dishes, etc.

E.—Storage

There is and always has been in India, considerable waste of food owing to inefficient storage. It is now more than ever necessary to prevent this waste; and because governments have had to intervene and take over from the trade the responsibility for the procurement and distribution of food on a vast scale, their attention has been directed, on the initiative of the Central Government, to improving methods of storage and inspection. In the Food Department the nucleus of a Storage Directorate has been set up, whose officers have toured in most parts of India, and have been able to give technical advice on various aspects of the problem. The Directorate is being expanded: a programme has been drawn up for the construction of new storage godowns or the improvement of existing godowns, both to contain grain imported from overseas and grain procured in surplus areas and waiting transport to deficit areas. In the latter case the Government of India propose to share the cost of new construction with local governments.

F.—Sugar and Salt

Sugar.—The total production of sugar in the last season, ending on the 30th November, 1944, amounted to 12,24,106 tons, out of which 93.5 per cent. has moved upto the 15th January, 1945, and the balance is with the factories which is also being moved during the current year. The production during the first six weeks of current season upto 15th

January 1945, amounted to 2,75,641 tons out of which 43,380 tons, i.e., 15.7 per cent. has moved.

The final position regarding production will not be known until the end of March. In the meantime, a provisional allotment of sugar (including Khandasari) amounting to 9,58,100 tons to various Provinces and States for the year 1944-45, has been made on the basis of a production of one million tons.

Out of the proceeds of the Temporary Excise Duty on sugar levied under the Ordinances issued in 1943 and 1944—about Rs. 60 lakhs realised in 1943-44, and 1 crore and 35 lakhs estimated for the year 1944-45—a sum of Rs. 50 lakhs has been kept in reserve to compensate the sugar factories in case sugar prices are lowered. The balance of the fund has been placed at the disposal of the Indian Central Sugarcane Committee who are being asked to draw up a five-year plan of development of Sugar Industry and submit it to the Government of India for approval before putting it into operation.

With a view to secure maximum sugar production during the current season and to encourage maintenance of adequate area under cane cultivation for the next season, the Central Government have agreed with the proposal of the United Provinces and Bihar Governments to drop the compulsory deduction for deferred payment from cane price and to pay full cane price in cash to the producers.

Gur.—It has been decided to allow exports through Indian traders of 5,000 and 3,500 tons of gur to Iran and Ceylon respectively during the year 1944-45.

G.—Procurement

The Report of the Special Officer deputed to survey the various Government monopoly schemes already operating was considered at the Fifth All-India Food Conference held on the 29th January to 2nd February. The resolution passed by the Conference on the subject is attached.

H.—Exports and Imports

The Government of India, after consultation with His Majesty's Government and with the approval of the Standing Advisory Committee of the Central Legislature decided to permit the export of 500 tons of foodgrains to the Hedjaz as a free gift from Indian Muslims for relief of distress.

Out of 11,00,000 tons of foodgrains promised by His Majesty's Government for the period October 1943, to December 1944, 904,724 tons have already been received and the balance is on the way. Allocations for the first quarter of 1945 and the Rabi year 1945-46 are under consideration.

I.—Foodgrains Control Order

In view of the decisions already reported to the Legislature that the Provincial Governments should frame their own Foodgrains Control Orders in the light of their own requirements and to suit local conditions but based on the existing Order, the Foodgrains Control Order, 1942, has with the concurrence of the Government of India, ceased to be in force in N.W. F. P., Baluchistan, the Punjab, Assam, Madras and Coorg, where local orders have come into force simultaneously.

J.—Dehydrated Potatoes & Onions

19 factories have been selected from the existing factories in India to be remodelled for the production of dehydrated potatoes and onions for supply to the Defence Services during 1945. Two of the factories selected are Government factories operated by the U. P. Government. The remaining 17 factories are operated by contractors, with whom contracts have been negotiated in quantities appropriate to keep them working for seven months in the year, on the produce of Government growing schemes and surplus areas. Care was taken that these factories do not draw on supplies, essential for civilian consumption.

The remodelling has already been completed in three of the nineteen factories and the majority of them will come into production during this month.

K.—Dehydrated Meat

At present the following six meat dehydration factories with a total capacity of 5 tons per day are working :—

1. Nowshera	1 ton per day.
2. Poona	1 ton per day.
3. Patna	1 ton per day.
4. Madras	1 ton per day.
5. Agra	$\frac{1}{2}$ ton per day.
6. Delhi	$\frac{1}{2}$ ton per day.

About four tons of dehydrated meat is being produced daily at these factories. Another factory at Anantapur is under construction.

Construction of two factories (one at Ranipet and the other at Amritsar) with one ton per day capacity, each for the manufacture of pre-cooked dehydrated minced mutton and meat, respectively has been taken in hand. Plant and machinery for these factories ordered from the United Kingdom is expected to arrive in this country shortly.

L.—Fruit Canning Factory, Nasarpur

The canning plant has been in production during this fruit season. In spite of the fact, that the factory was newly opened and the adverse weather condition reduced the quantity and quality of fruit, the factory was able to produce about 40 tons of canned pears and 46 tons of plums.

We are now arranging to produce 1350 tons of canned fruit and 600 tons of canned tomatoes, from this plant during 1945.

Experiments are also being made, to establish whether canned potatoes can also be produced, and if the results are satisfactory, further progress in this line will be made.

M.—Deputation of Dr. B. C. Guha and Mr. M. L. Khanna

The question of current improvement and future development in industries processing foodstuffs has received constant attention.

Dr. B. C. Guha, D.Sc., Ph.D., Chief Technical Adviser and Mr. M. L. Khanna, B.Sc. (Engr.), Technical Adviser have been sent on deputation to the United Kingdom for a period of three months to investigate modern methods of food technology with special reference to dehydration of foodstuffs required for the Defence Services, including modern methods of packing.

Dr. Guha at the conclusion of his deputation in the United Kingdom will proceed to the United States of America along with Mr. Khanna to study fruit dehydration and quick freeze-process, as it is considered that their experience in this line would be of considerable value to India on their return.

N.—Establishment of Headquarters Laboratory of the Department of Food

It has been recognised for sometime past that it is essential to have a headquarters Laboratory of the Department of Food, where particular samples could be kept and reconstruction and storage tests could be performed under the direct supervision of the Technical staff. A Laboratory has consequently been set up and is working under the direct supervision of the Chief Technical Adviser who is assisted in his work by a Technical Adviser (Research), and two Chemists.

O.—Establishment of a Technical Panel in the Department of Food

It has been felt that in the various industries engaged on the production of processed foodstuffs for the Defence Services, a stage has now been reached when technical advice on the highest level should be readily and constantly available for current improvement and future development of the undertakings. This advice should comprehend not merely scientific but also nutritional, hygienic and agricultural aspects. It is accordingly considered necessary to establish a group of scientists as a technical panel to whom problems of improvement and development can be referred by the Chief Technical Adviser as and when he thinks collaborated opinion necessary. Action regarding the establishment of the Technical panel with Sir S. S. Bhatnagar as Chairman, eleven scientists as members and the Chief Technical Adviser as Secretary, is in train.

Throughout, the aim has been to improve the quality of processed foodstuffs, so that they satisfy more completely the requirements of Defence at present and the possible requirements of the civilian market when the Defence demand should be reduced in the future.

The possibility of establishing a factory manufacturing 3,000 tons of food yeast is being examined. An Engineer with technical qualifications has been placed on special duty to report within three months on the prospects of the proposed factory.

P.—Vanaspāti Industry

An Inter-departmental Conference was held in September to discuss the future of the Industry and the possibilities of expansion. It was provisionally agreed that in order to meet the increasing demand the Industry should be rendered all the necessary assistance to increase its capacity by about 100,000 tons. 85 applications for assistance to import the required machinery from the existing as well as new parties have been received.

It has been decided to control the Vanaspāti Industry on the same lines as Sugar, and an Advisory Committee consisting of the representatives of the industry has been elected. The Government of India have also decided to assist in the expansion and maintenance of the Oil Crushing Industry and to assist in the import of oil Expellers.

Q.—Command Co-ordination Committees for Foodstuffs

As the result of representations from certain Provincial Governments, the Government of India in the War Department requested all Provincial Governments and Administrations on 15th February 1944, to set up Purchase Co-ordination Committees for each Army Command for purposes of eliminating uncontrolled and unco-ordinated purchases of such items as fresh meat, fish, vegetables, fowls, eggs, etc., for civilian as well as military consumption.

These Co-ordination Committees were required to consider the quality, quantity, price and sources of supplies with the main objects of—

- (a) checking price inflation and competitive buying,
- (b) determining the sources of supply which should be tapped,
- (c) regulating consumption of supplies in such a manner as : (i) to protect animal breeding stocks, cows in milk and working bullocks used for agricultural and transport purposes, and (ii) to avoid depletion of seed requirements; and
- (d) taking suitable action to make good the deficit in supply.

Co-ordination Committees have been set up in all Commands with ancillary Sub-Committees in certain areas.

A Central Committee has also been constituted at New Delhi to co-ordinate the activities of the several Committees in the Commands of which the Secretary of the War Department is the Chairman.

The following indicates briefly the work and achievements of these bodies to date with particular reference to the four objects mentioned above.

On the military side, Deputy Assistant Directors of Local Purchase in all Commands, are now required to work in close contact with the civil authorities in regard to securing accurate information about the economic availabilities in their Districts. Each D. A. D. L. P. is also the sole authority for placing contracts for the military. The Food Department's contracts for goats, sheep and vegetables for dehydration factories will be concluded in consultation with the Chairman of the Co-ordination Committee acting on information from D. A. Ds. L. P.

The Committees have been emphasizing the need for surveys of resources. The U. P. and Madras Governments have taken measures to achieve this and it is expected that good progress in this direction has already been made in other Provinces as well; but the collection of complete statistics is expected to take time. In the meanwhile in the Central Command particularly the D. A. Ds. L. P. are collecting data to allow of the allocation and distribution of resources equitably.

The formation of these Committees has given an impetus to the execution of production plans undertaken by the Military as well as the Provincial Governments. The Central Command Plan includes the setting-up of 15 mass production poultry farms estimated to produce $3\frac{1}{2}$ lakhs of table birds a year. Two egg production farms have been planned which will produce one lakh eggs a year; in addition, there are about 50 military units likely to produce another five lakhs eggs a year. It is proposed to set up 17 pork production farms estimated to produce eight lakh lbs. of pork a year. Fresh vegetables weighing 16,000 maunds were handed over by military units to the R.I.A.S.C. during the 3 months March to May 1944. A vegetable farm of 500 acres is being established near Delhi. Similar production schemes have been put into operation in other units.

The deliberations of these Committees have also led to the Army doing its best to supplement local supplies by imports, e.g., frozen meat, tinned fish and dehydrated meat and vegetables. These measures are calculated to release more meat and vegetables for civilian consumption.

R.—Fifth All-India Food Conference

The fifth All-India Food Conference was held in New Delhi on the 29th January to 2nd February. It was attended by official representatives of the Provincial and State Governments. Problems relating to monopoly procurement, rationing, nutrition, production and distribution of fresh foods, movement and the Grow More Food Campaign were discussed. Copies of the resolutions passed by the Conference on these subjects are attached.

DEPARTMENT OF FOOD.

Resolutions passed at the Fifth All-India Food Conference on subjects relating to Food Department.

I. (Procurement)

It is recommended that :

The results so far obtained in the working of monopoly procurement systems justify their further study, and their development so far as the circumstances of each Province and State permit.

Where monopoly procurement is in operation in respect of any particular grain, Government should, in the interest of producers, accept all such grain as is offered, subject to considerations of quality. Acceptance should be at notified centres, at the appropriate stages of the marketing process, and at prices fixed in accordance with the all-India policy after consultation, wherever necessary, with the Central Government.

The development of monopoly procurement should be in the direction of the acquisition by Government of grain offered for sale voluntarily. Nevertheless, in those areas where it is deemed advisable, monopoly procurement may be extended by :

- (1) a compulsory levy and the acquisition, in addition, of any balance that any producer may desire to sell,
- or (2) assessment of the surpluses of individual producers and the compulsory acquisition of such surpluses.

The Conference in making this recommendation recognises that the financial consequences of implementing the policy may necessitate assistance to the Provinces by the Central Government.

II. (Rationing)

It is resolved that :

The present burden of an over-all deficiency of foodgrains should be shared evenly by all parts of the country. With that object in view all Governments accept the following principles :—

(i) Full urban rationing should be introduced and extended in accordance with Recommendation 46 of the Foodgrains Policy Committee.

(ii) Until all deficit areas can be ensured sufficient supplies to enable them to sustain a basic ration of 1 lb. of cereals per adult per day, the size of the basic ration in any area should not exceed that quantity.

(iii) Extra provision should be made for heavy manual workers by means of a supplementary ration and in the form of cooked foods through industrial canteens.

(iv) In all rationing schemes the definition of a child should be from the date of birth to the age of 8.

III. (Nutrition)

It is resolved that :

(1) It is essential to improve the diet of the people, and to this end all Governments will undertake an examination of diets in their area, to determine in what respects they are defective and how the defects can best be made good. They will examine especially measures required to provide sufficient milk and other protective foods to the vulnerable section of the community.

(2) The introduction and popularisation of foodstuffs which should be added to the diet, or must be substituted for those in short supply, require persistent publicity and active encouragement, including arrangements for practical demonstrations of the preparation of unaccustomed foods.

(3) Use should be made of expert nutritional advice in guiding the policy of Central and Provincial food administrations.

(4) Large employers of labour should be given every encouragement by governments to provide canteens for the supply of wholesome cooked food to their labour.

IV. (Fresh foods and other necessary Commodities)

It is resolved that :

1. All Governments should furnish by the 1st of May, 1945, to the Government of India, and to the appropriate Command Co-ordination Committees, in respect of eggs, poultry, fish, milch cattle, milk and milk products, goats, sheep, livestock, potatoes, seed potatoes, fresh vegetables, fresh fruit, cooking oil and oil seeds, oil cake, fuel (wood and charcoal), the best possible estimate of :—

- (i) Local production,
- (ii) Target for increased local production attainable in 12 months,
- (iii) Local requirements (a) Civil; (b) Military (including dehydrating factories).
- (iv) Import requirements,
- (v) Normal sources of supply,
- (vi) Export surpluses,
- (vii) Normal export markets,
- (viii) Prices at main consuming and producing centres.

2. All Governments should also specify requirements, the present lack of which affects (a) production, (b) distribution of commodities referred to in (i), including minimum desirable provision of such requirements, (a) in the next 12 months, (b) in the next 3 years.

3. All Governments will examine the possibility of forming organised bodies of (a) producers, (b) traders, in respect of the commodities in (1), with a view to employing them as agents for planned and controlled procurement and distribution.

4. The Government of India, on receipt of the information to be supplied under (1) above, will examine how best they can afford all possible assistance to governments to increase production, ensure supplies and control distribution of any of these commodities.

V. (Movement)

It is resolved that :

(1) The movement of foodgrains ought to proceed smoothly so far as possible throughout the year. To this end the Central Government undertake, in respect of grains subject to the Basic Plan, to plan a constant movement throughout the year, so that the transport authorities may programme a regular supply of wagons. Provincial and State Governments for their part undertake, to the best of their ability in the case of surplus areas, to see that procurement keeps pace with the transport available and to provide storage for the balance; and, in the case of receiving areas, to send despatch instructions and make arrangements for inspection, so that the programme can be punctually observed.

(2) In the case of other foodgrains the Central Government should undertake :—
(a) To prepare a similar movement programme, with the same priorities as for foodgrains in (1) above, to supply deficiencies declared by Governments out of surpluses declared by Governments.

(b) To co-ordinate the disposal of all other surpluses by means of authorised and assisted trade movements.

Resolutions passed at the 5th All-India Food Conference on subjects relating to E. H. & L. Department

Resolution No. I.

It is resolved that :

The campaign for growing more food should be continued with undiminished vigour in all areas, both surplus and deficit.

Resolution No. II.

Steps should be taken to ensure a market (or have an assured market) for food grains at fair prices wherever this is necessary to safeguard the interests of cultivator and ensure the success of the grow more food campaign. This may be done by the establishment of an adequate number of purchasing centres for the buying of the foodgrains offered at such centres at the prices fixed or otherwise.

Resolution No. III.

It is resolved that :

Special attention should be paid to increasing the production of protective foods such as vegetables and fruits, milk, eggs and fish and for this purpose Provinces and States should consider the desirability of :—

(1) encouraging the growing of vegetables in school gardens and villages for local consumption;

(2) appointing a Milk Development Officer in order to increase milk production in each province and, major State and taking steps to produce and provide adequate fodder and concentrates;

(3) setting up (a) large dairy farms or encouraging their establishment by private individuals or organisations in suitable areas by the grant of land and subsidies, (b) making proper arrangements for the salvage of dry city cows, and (c) regulating the inter-provincial movements of cattle from one area to another by suitable quotas to be arrived at regionally or centrally in consultation with the provinces and states concerned;

(4) Setting up poultry farms at suitable centres for the supply of cockerels to villages and providing them with incubators, and wire fencing and other facilities;

(5) encouraging (a) fish culture, (b) stocking of tanks with fingerlings, (c) supplying the requirements of fishermen in respect of fishing tackle and (d) providing trawlers, launches, ice and cold storage facilities for developing deep sea fishing.

Resolution No. IV.

It is resolved that :

(a) the production of groundnuts in lieu of non-food crops should be encouraged in areas where suitable;

(b) Inter-provincial movements of vegetable oils should be regulated by suitable quotas to be arrived at regionally or centrally in consultation with the provinces and states concerned;

(c) exports from India should as far as possible be in the form of oil rather than that of oil seeds, and for this purpose additional crushing plant should be set up for crushing the whole of the oil seeds produced.

Resolution No. V.

It is resolved that :

Each province and major state should consider the desirability of appointing a Fertiliser Controller to conserve and promote its manurial resources by encouraging composting, extending the practice of green manuring, utilisation of bones and arranging for the equitable distribution at controlled prices of fertilisers, of the town waste and oilcakes produced in the area concerned bearing in mind the needs of cattle for concentrates.

Inter-provincial movements should be regulated by suitable quotas to be arrived at regionally or centrally in consultation with the provinces and states concerned.

Resolution No. VI.

It is resolved that :

(a) Facilities should be provided by the Central Government, where necessary, for the supply of :—

- (i) building materials for seed and manure depots,
- (ii) iron and steel for agricultural implements,
- (iii) tractors, and connected machinery,
- (iv) pumps and other machinery required for minor and emergency irrigation drainage and bunding works,
- (v) diesel oil, petrol, etc., needed for working such machinery and other requirements of rice mills.

(vi) cold stores,

(vii) the transport needed for seed, manures, etc.
(b) Inter-provincial movements of seed potatoes, should be regulated by suitable quotas to be arrived at regionally or centrally in consultation with the provinces and states concerned.

Resolution No. VII.

It is resolved that :

(a) Provincial and State Governments should supply the Government of India so far as is possible with their programmes for increasing the production of foods during the next two years, stating the figures of increased production that they expect will result.

The Government of India will assess the nutritional needs of the country and consult with provinces how any gap between the needs and the programmed production can be reduced.

(b) The programme of facilities to be provided in the shape of seeds, manures, depots for seeds, manures and implements, irrigation works, drainage works, bunds, etc., to complete the programme should be worked out by the Governments concerned and schemes prepared to try and provide the same in so far as local resources as supplemented by the Centre permit.

Mr. Lalchand Navalrai: May I have answers to the specific questions that I have put? One thing that I want to know is whether procurement and distribution of foodgrains is in the hands of the Central Government or whether these powers have been delegated to the provinces?

The Honourable Sir Jwala Prasad Srivastava: I have already given the answer in part (c). I have said that there is no central machinery for procurement and distribution of foodgrains in Sind.

Mr. Lalchand Navalrai: Is it not a fact that there are inspectors and officers appointed by the Central Government to supervise the work of procurement and distribution of foodgrains in Sind?

The Honourable Sir Jwala Prasad Srivastava: No, Sir. We have no Inspectors.

Mr. Govind V. Deshmukh: Is the Sind Food Purchase Board different in character as in name from the Syndicate?

The Honourable Sir Jwala Prasad Srivastava: Yes, Sir. That is another organisation.

Mr. Govind V. Deshmukh: Non-official or official in character?

The Honourable Sir Jwala Prasad Srivastava: Non-official, I believe.

Mr. Govind V. Deshmukh: You are not sure?

The Honourable Sir Jwala Prasad Srivastava: So I believe. I cannot say definitely, but it is non-official.

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

REVISION OF THE CONTEMPT OF COURT LAW

37. ***Mr. Lalchand Navalrai:** (a) Will the Honourable the Law Member be pleased to state if he has apprised himself of the fact that, during the time of his predecessor, the Honourable Sir Nripendra Sircar, a Bill was passed amending the Contempt of the Court Act, and an assurance was given that the Law of the Contempt of Court would be reviewed and a Consolidating Act on the subject would be passed?

(b) Is the Honourable Member aware that abuses of the Law of the Contempt of Court are committed by some courts especially by the Subordinate Courts and Magistrates?

(c) Is the Honourable Member aware, having remained as an Advocate-General, that some Subordinate Courts and Magistrates use the powers of the Contempt of Court conceitedly to the prejudice of the Advocates and litigants?

(d) Is the Honourable Member aware that recently the District Magistrate of Balaghat convicted an Advocate for contempt of court for having greeted him on his entering the Court by only standing up and not saying 'Sir'?

(e) Have Government taken any action to the knowledge of the Honourable Member, against such a Magistrate? If so, what?

(f) Has the Honourable Member considered the advisability of introducing a Bill to provide improvement of the Law of the Contempt of Court in India and to remove the present abuses of it? If not, does the Honourable Member propose to do so at an earlier date?

The Honourable Sir Asoka Roy: (a) The Contempt of Courts Act has been amended only by Act XII of 1937, which was passed during the Law Membership of Sir N. N. Sircar. If the Honourable Member will refer to the debate on the Bill which became that Act, he will find that no such assurance was either sought or given.

(b) and (c). I am not concerned to maintain that abuses never occur.

(d) and (e). The order in question was passed under section 480 of the Code of Criminal Procedure by the Deputy Commissioner of Balaghat sitting as a Revenue Court. The judgment, which I have seen, indicates that press reports of the incident are not in all respects accurate. The Advocate has filed an appeal under section 486 of the Code in the Court of the Commissioner and there can obviously be no question of action by Government while the incident remains *sub judice*.

(f) The Honourable Member is referred to the speech made by my predecessor on a resolution moved in the Council of State on the 25th March, 1942. The Honourable Sir Sultan Ahmed made it perfectly clear that Government were not prepared to consider any general amendment of the law of contempt, but he undertook to consider two specific points, namely the conferment of a right

of appeal in contempt cases of a criminal nature and the barring of a scandalized Judge from participating in the adjudication of contempt proceedings based on scandalization. Provincial Governments and High Courts were duly consulted on these points, and on a careful consideration of the replies received it was decided to drop the proposals for the time being partly because much difference of opinion was revealed and partly in the hope that the Privy Council judgment in what is commonly known as the *Hindustan Times* case would produce a beneficial effect.

Mr. Lalchand Navalrai: I want a specific reply to part (d) of my question. I did not follow the Honourable Member—did he say that the Advocate who appeared before the Magistrate (1st class) only stood up and did not say 'Sir' to him and was punished for the contempt of court?

The Honourable Sir Asoka Roy: My Honourable friend must have seen a press cutting of the incident and I can only refer again to the answer I have given in regard to parts (d) and (e) of his question. I said that the order in question was passed under section 480 of the Code of Criminal Procedure by the Deputy Commissioner of Balaghat sitting as a revenue court. The Advocate has filed an appeal under section 486 of the Code in the court of the Commissioner. That is not yet decided.

Mr. T. S. Avinashilingam Chettiar: The Honourable Member suggested that the press report was not correct, if I heard him correctly. May I know the correct version?

The Honourable Sir Asoka Roy: I have told you that the Deputy Commissioner was sitting as a revenue court. The advocate went in to the court room and greeted the Court with a "Good Morning". As the Deputy Commissioner was sitting as a court he pointed out to the advocate that when addressing the court he should say 'Sir'. The advocate replied it was not his habit to say 'Sir' to any court. The Deputy Commissioner considered that the reply was an intentional insult to the court.

(Some Honourable Members rose to ask further supplementary questions.)

Mr. President (The Honourable Sir Abdur Rahim): Order, order. I cannot have a matter like this discussed here.

PRESERVATION OF KHEDALA FORT ANCIENT MONUMENTS

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

(a) if the fort Khedala situated at a distance of four miles from Behil (C. P.) town is preserved under the Preservation of Ancient Monuments Act; if so, since when;

(b) if this fort, said to be built by Gond Rajput Kings, is in a very much dilapidated condition now; if so, what steps Government propose to take to preserve this ancient relic of those kings; and

(c) if Government are aware that there is an old *samadhi* of a well known poet, who lived in the 13th or 14th century, by name Mukundraj in the compound of this fort; that the *samadhi* is in a bad condition; and whether Government propose to take proper care to keep it in good condition?

Mr. J. D. Tyson: (a) Yes; the date from which the monument was protected is being ascertained and will be furnished to the House when known.

(b) The fort is in a dilapidated condition and it is proposed to carry out special repairs such as underpinning and grouting, etc., as soon as funds become available.

(c) The old *samadhi* said to be that of Mukundraj is situated in the compound of the fort but is not at present protected by the Archaeological Survey. It will be inspected by an officer of the Survey at an early opportunity.

Mr. Govind V. Deshmukh: May I know about this? I have been promised that everything would be done as early as possible. When does the government expect to do it—before the whole thing comes down and then start building it up?

Mr. J. D. Tyson: I have nothing to add.

Mr. Govind V. Deshmukh: May I have a definite information on this point? What does the Honourable Member mean by saying 'as soon as possible'? Would anything be done before the whole of the superstructure is razed to the ground and any trace of it is lost?

Mr. J. D. Tyson: I said "as soon as funds become available".

Mr. Govind V. Deshmukh: Has any attempt been made to secure material for this purpose?

Mr. J. D. Tyson: No, Sir; I did not mention "material" I said "as soon as funds become available"—not "materials".

Mr. Govind V. Deshmukh: When did this fact come to the notice of the Honourable Member?

Mr. J. D. Tyson: It came to my notice when the Honourable Member put his question.

Mr. Govind V. Deshmukh: Is it or is it not the duty of any person who is entrusted with the archæology in this province to bring such matters to the notice of the Honourable Member?

Mr. J. D. Tyson: I do not wish to be misunderstood. I am very grateful to the Honourable Member for bringing it to notice.

REPORT OF THE ROYAL COMMISSION ON MAURITIUS POLICE FIRING ENQUIRY

39. *Mr. Govind V. Deshmukh: Will the Honourable Member for Commonwealth Relations please state:

(a) if it is a fact that the Report of the Royal Commission of Enquiry into the disturbances in Mauritius and police firing on that occasion (September 27, 1943) has now been received; if so,

(b) the causes which led to the disturbances and firing;

(c) the measures suggested to prevent such disturbances and to improve the conditions of labour in the Island; and

(d) the steps taken by His Majesty's Government and the Government of India to implement the recommendations made by this Royal Commission?

The Honourable Dr. N. B. Khare: (a) The report was received by the Government of India on the 28th November 1944.

(b) and (c). Unsatisfactory economic conditions and low wages were the main causes of the disturbances. The firing was necessitated by the violent attitude of the crowd. Many far-reaching recommendations for the improvement of labour conditions and of the general administrative machinery have been made. For details I would refer the Honourable Member to the report, copies of which have been placed in the Library of the House.

(d) The Government of India are awaiting information about action taken by His Majesty's Government and are also examining the recommendations. What action should be taken by the Government of India is under consideration.

Mr. Govind V. Deshmukh: In view of the fact that these riots were caused on account of low and uneconomic wages, may I know if something should not be done promptly in order that similar riots may not break out again?

The Honourable Dr. N. B. Khare: The matter is under consideration.

Mr. Govind V. Deshmukh: Has anything been done during these two months which will indicate to this House that the Government of India is seriously taking steps? And if any steps have been taken, what are they? Or is it being merely considered?

The Honourable Dr. N. B. Khare: I have already answered in regard to part (d) that we are awaiting information from His Majesty's Government.

Mr. Govind V. Deshmukh: Can the Government of India not do anything in this matter independently?

The Honourable Dr. N. B. Khare: We must know how the land lies there first.

Mr. Lalchand Navalrai: When was it that the Honourable Member asked the British Government to furnish information?

The Honourable Dr. N. B. Khare: I want notice of that question.

DEVELOPMENT OF CROWN COLONIES AND SAFEGUARDING THE INTERESTS OF INDIANS THEREIN

40. *Mr. Govind V. Deshmukh: Will the Honourable Member for Commonwealth Relations please state:

(a) if he is aware that His Majesty's Government decided a couple of years ago to spend money on the Crown colonies to develop them and improve the condition of the inhabitants of these colonies and that an Act has been passed, for this purpose; and

(b) if so, what steps the Government of India have taken or propose to take to see that the Indians in these colonies get their legitimate share out of the amounts spent to improve their social and economic conditions?

The Honourable Dr. N. B. Khare: (a) Yes. An Act entitled "Colonial Development and Welfare Act" was passed by His Majesty's Government in 1940 for improvement of the British colonies including protectorates and mandated territories under the British Government.

(b) The Government of India are keeping a watch on this matter and there has been no occasion for taking any special action so far.

Mr. Govind V. Deshmukh: In view of the fact that the money may be allotted to each of the colonies and may be distributed by the Governor or the Government, will the Government of India take early steps in order that they may not be late and they may not be told that the money allotted has been disposed of in a particular manner which may be prejudicial to the interests of the Indians?

The Honourable Dr. N. B. Khare: I will bear that in mind.

DAILY ALLOWANCE FOR LEGISLATIVE ASSEMBLY MEMBER ARRIVING BY TRAIN RUNNING LATE

41. *Mr. Govind V. Deshmukh: Will the Honourable the Leader of the House please state:

(a) if he is aware that a Member of the Assembly is not entitled to daily allowance if he arrives in Delhi in the afternoon of the day for which he would have been entitled if he would have arrived before noon; and

(b) if so, whether he will modify the rule in case a Member starts by a train for Delhi which ordinarily would arrive before noon but does not so arrive because it is late, having regard to the fact that the Member has to incur the same expenses as he would have done if he had arrived before noon?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) I doubt the validity of the argument advanced by the Honourable Member and in any case I see no occasion to promote an amendment which would be applicable only to the case of a Member arriving afternoon who would have arrived before noon if his train had been punctual.

Mr. Govind V. Deshmukh: There is the validity of it, in the latter part of (b), may I know if he now sees the validity of it?

The Honourable Sir Sultan Ahmed: Not at all.

Mr. Lalchand Navalrai: Will the Honourable Member take any steps if other trains also come late and bring us in the afternoon?

(No answer was given.)

AMERICAN GOVERNMENT'S BAN ON EXPORT OF SCIENTIFIC PUBLICATIONS TO INDIA

42. *Mr. Manu Subedar: (a) Will the Honourable the Commerce Member please state if it is a fact that the Government of the United States of America have put an absolute ban on the export of certain scientific and technical publications to India?

(b) Are Government aware that the export of other scientific and technical books is restricted to lbs. 4 and oz. 6 per parcel?

(c) Will Government make an enquiry into the matter and represent to the Agent General of the Government of India in the United States of America to take this matter up at Washington and to cause a release of technical and scientific publications for use in India?

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The Honourable Sir M. Azizul Huque: (a) So far as Government are aware, there is no such ban. Only a licence is required. Periodicals, catalogues or pamphlets containing any technical data are permitted to be despatched by mail under a general licence, subject to compliance with the requirements of the Office of Censorship.

(b) Government understand that wartime postal regulations in the U. S. A. restrict the weight of a parcel despatched to other countries.

(c) Does not arise.

Mr. Manu Subedar: May I know whether the Honourable Member has made any special inquiry in view of the fact that scientific and technical matter is specifically picked out for restriction from being sent out to India by the United States Government, and was such a prohibition or restriction at the instance of His Majesty's ambassador there?

The Honourable Sir M. Azizul Huque: So far as the latter part of the question is concerned, I can immediately say it was not. I am not aware of the circumstances if it is a fact. But I am prepared to make an inquiry into the matter. My friend will admit that a few days' notice of the question is not enough to get a reply to it.

ORDINANCES BROUGHT BEFORE CENTRAL LEGISLATURE FOR APPROVAL OR LEGISLATION

43. *Mr. Lalchand Navalrai: Will the Honourable the Law Member be pleased to state whether any of the ordinances issued by the Viceroy and Governor General during the years 1943-44, have been brought before any of the Houses of the Central Legislature for approval or for legislation on the same subjects? If so, which and with what results?

The Honourable Sir Asoka Roy: The answer to the first part is in the negative. The second part does not arise.

Mr. Lalchand Navalrai: May I know if there is any prohibition for the Government of India to bring Ordinances that are passed by His Excellency the Viceroy to this House either for approval or at least for information?

The Honourable Sir Asoka Roy: I think my Honourable friend can find the answer to that question for himself.

Mr. Lalchand Navalrai: I am asking the Honourable Member who is a better authority.

GENERAL ELECTIONS TO CENTRAL AND PROVINCIAL LEGISLATURES

44. *Sardar Mangal Singh: Will the Honourable the Leader of the House please state:

(a) whether elections to the Central Legislature will be held this year;

(b) whether this question has been considered by the Executive Council of the Viceroy;

(c) whether any correspondence has taken place between the Government of India and His Majesty's Government regarding this matter; and

(d) whether the general elections to the Central and Provincial Legislatures will take place simultaneously?

The Honourable Sir Sultan Ahmed: (a) The Honourable Member is referred to my reply to his starred question No. 27 asked on the 9th November, 1943, from which he will observe that the question depends entirely on whether His Excellency the Governor General effects a further extension of the life of either or both Chambers, and I am not in a position to anticipate the decision at which His Excellency will arrive in this matter.

(b) and (c). No.

(d) If the Honourable Member will refer to section 61 of the Government of India Act, 1935, and to the India and Burma (Postponement of Elections) Act, 1941, he will realise that it is impossible for me to forecast whether the next general election to the Central Legislature will be held simultaneously with general elections to all or any Provincial Legislatures.

Mr. Manu Subedar: Can the Honourable Member give this House any reasons why the life of the Assembly is being extended from year to year in spite of protests from so many quarters in the country?

The Honourable Sir Sultan Ahmed: That is a matter for His Excellency the Governor General. I can add nothing.

Mr. Lalchand Navalrai: May I know if it is a fact that the British Government have decided that the Provincial Governments will remain in power for one year after the war and no election will take place earlier?

The Honourable Sir Sultan Ahmed: I am very glad to hear this information.

Prof. N. G. Ranga: Will the Honourable Member quote any representative Indian organisation or association which has asked for the continual increase of the tenure of office of these Legislatures?

The Honourable Sir Sultan Ahmed: I do not know.

BAN ON BOMBAY SIKHS FOR RUNNING FREE KITCHEN ON GURU GOBIND SINGH'S BIRTHDAY ANNIVERSARY

45. *Sardar Mangal Singh: Will the Honourable the Food Member please state:

(a) whether the Government have received a copy of the resolution passed at the religious general gathering of Bombay Sikhs on Sunday, the 17th December under the auspices of Sri Guru Singh Sabha, Bandra, Bombay;

(b) whether it is a fact that a ban was imposed on running Guru's free kitchen even by contributing and pooling together individual ration quotas by Sikhs out of their domestic weekly rations;

(c) whether it is also a fact that as a protest against this ban the Sikhs abandoned all preparations for celebrating Guru Gobind Singh's birthday anniversary; and

(d) whether the Government will reconsider this question and instruct the Government of Bombay to permit the Sikhs in future on similar occasions to run Guru's free kitchen by contributing their individual rations?

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

(b) Yes.

(c) Government of India have no information.

(d) The general policy to be pursued is now under consideration.

Sardar Sant Singh: May I ask the Honourable Member to state whether he will take into confidence the Members of this House belonging to the Sikh community who will throw greater light on this question than his office?

The Honourable Sir Jwala Prasad Srivastava: I have no objection but this matter applies not only to the Sikhs but to all communities.

Sardar Sant Singh: Will you take into consideration other communities also when you decide about them?

The Honourable Sir Jwala Prasad Srivastava: The matter will go before the Central Advisory Committee.

Prof. N. G. Ranga: Was this ban imposed in the interests of the general public?

The Honourable Sir Jwala Prasad Srivastava: The position has not been correctly understood. I might explain that the permission to distribute eatables to 50 or more persons would have involved the relaxation of the existing order banning distribution of eatables to more than 50 people at one party, whether it is religious or otherwise.

Sardar Sant Singh: May I ask the Honourable Member if it is a fact that during last November, when the same question was raised before him about supplying food to the congregations here at Delhi he consulted the Sikh members and he learnt a great deal which he did not know about the Sikh religion at that time and then he sanctioned the quota.

POSITION OF INDIANS IN SOUTH AFRICA

46. *Sardar Mangal Singh: (a) Will the Honourable Member for Commonwealth Relations please make a comprehensive statement on the latest position regarding Indians in South Africa?

(b) Do Government contemplate to recall the High Commissioner from South Africa?

(c) What other steps Government contemplate to take in the matter to vindicate the position of Indians in South Africa?

The Honourable Dr. N. B. Khare: (a), (b) and (c). A statement will be made in connection with the adjournment motions on the subject and I would request the Honourable Member to await that.

Mr. T. S. Avinashilingam Chettiar: It is not certain whether the adjournment motion will be admitted. The Honourable Member must answer the question now.

Sardar Sant Singh: If he makes the statement now, the adjournment motion may not be brought up.

Mr. President (The Honourable Sir Abdur Rahim): Notice has been given of an adjournment motion.

Mr. T. S. Avinashilingam Chettiar: Will the adjournment motion be admitted?

The Honourable Dr. N. B. Khare: That is not for me to answer. If it is not admitted then you can put the questions again.

Mr. T. S. Avinashilingam Chettiar: That means waiting for another 15 days.

Mr. President (The Honourable Sir Abdur Rahim): Let this question stand over.

PAUCITY OF MUSLIMS IN FOOD DEPARTMENT

†47. ***Seth Yusuf Abdoola Haroon:** (a) Will the Honourable the Food Member be pleased to state whether it is a fact that Food Department mostly consists of non-Muslims?

(b) If the answer to (a) above is in the affirmative, will Government bring Muslims in the Department to maintain the ratio of services?

(c) Is it a fact that there is only one Muslim Officer in this Department and that there are three or even more than three non-Muslim Officers in the Department?

(d) If the answer to (c) above is in the affirmative, are Government prepared to vacate some more posts for Muslim Officers?

(e) Is it a fact that some Muslims are driven out of the job due to no faults of theirs and that they are denied promotions and that these jobs have gone to non-Muslims?

(f) If the above are true facts, are Government prepared to enquire into the matter, and to place the Establishment Portfolio under some reliable Muslim Officer?

The Honourable Sir Jwala Prasad Srivastava: (a) 22.6 per cent. of the staff are Muslims.

(b) Every endeavour will be made to do so in the future as in the past.

(c) No.

(d) Does not arise.

(e) No.

(f) Does not arise.

RE-IMPOSITION OF BAN ON WOMEN WORKING UNDER GROUND IN MINES

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

(a) whether the matter of continuing to allow women inside the mines has been reviewed;

(b) how many women are now working under mines; and

(c) in view of the fact that women working underneath cannot even decently clothe themselves, whether he will consider the advisability of abolishing the practice altogether?

The Honourable Dr. B. R. Ambedkar: (a) The question of re-imposing the ban on the underground employment of women in coal mines, to which the Honourable Member presumably refers, has been reviewed.

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

(b) The figure varies but at present about 15,000 to 16,000 women are employed underground in coal mines.

(c) The ban has been lifted only as a temporary measure, and will be re-imposed as soon as conditions permit.

I may also add that all female workers, both surface and underground, are supplied with two saris per year at the concessional rates as arranged for by the various Mining Associations; at some mines the saris are given free and at others at half price.

Mr. T. S. Avinashilingam Chettiar: The question was not whether they get saris to wear. It is impossible for them to wear the saris in the mines and so the question of presentation of saris or giving them at concessional rates is absolutely irrelevant. I understand that they cannot wear saris above the waist line while working in the mines, because it is too hot?

The Honourable Dr. B. R. Ambedkar: It is quite wrong.

Mr. T. S. Avinashilingam Chettiar: When do you expect to reimpose the ban?

The Honourable Dr. B. R. Ambedkar: As soon as circumstances permit.

Mr. T. S. Avinashilingam Chettiar: What are the circumstances?

The Honourable Dr. B. R. Ambedkar: They are not under my control nor am I able to anticipate them.

ALL-INDIA HANDLOOM WEAVERS BOARD

49. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable Member for Industries and Civil Supplies please state:

(a) whether Government have appointed the contemplated All-India Handloom Weavers Board;

(b) the constitution of the Board; and

(c) the money set apart for the use of the Board to develop the handloom industry?

The Honourable Sir M. Azizul Huque: (a) The Resolution appointing the Board is now under issue.

(b) The constitution of the Board will be as follows: The Board will consist of thirty members who will hold office in the first place for one year:

(i) The Textile Commissioner (*Ex-Officio* Chairman),

(ii) 3 Non-Officials nominated by the Government of India

(iii) 17 Members nominated by the Provinces as follows:

Assam	1
Bengal	3 (including 2 representatives of Handloom industry)
Bihar	1
Bombay	2 (including 1 representative of Handloom industry)
C. P.	1
Madras	4 (including 3 representatives of Handloom industry)
Orissa	1
Punjab	2 (including 1 representative of Handloom industry)
U. P.	2 (including 1 representative of Handloom industry).

(iv) 4 members nominated one each by the following States:

(a) Hyderabad; (b) Mysore; (c) Travancore; and (d) Kolhapur and Deccan States.

(v) 5 members representing the millowning interests (nominated by the Textile Control Board).

The Board may appoint sub-committees to deal with specific subjects within its terms of reference, and these sub-committees may co-opt extra members to an extent not exceeding one third of their numbers.

(c) No special grant has been made to the Board but the annual Rs. 5 lakhs grant for the development of handloom industry will be spent in consultation with it.

Mr. Govind V. Deshmukh: Does the number of representatives depend upon the number of weavers in the province or the size of the province?

The Honourable Sir M. Azizul Huque: One of the main considerations is the extent of the handloom industry in the province.

Mr. Abdul Qaiyum: May I know why the Frontier Province is not represented on this body?

The Honourable Sir M. Azizul Huque: Obviously because there is very little of handloom industry in the province.

Mr. Abdul Qaiyum: I think the Honourable Member is misinformed. If these small States can find representation, there is absolutely no reason why this province should be left out from this all-India organisation. The same thing happened with regard to the rice control organisation which was recently set up.

The Honourable Sir M. Azizul Huque: I am prepared to go into the question and find out the extent of the handloom industry in the province.

Mr. Abdul Qaiyum: In view of the fact that it is the Board for handloom weavers, what is the necessity of having the representatives of textile industries on it?

The Honourable Sir M. Azizul Huque: Obviously because the handloom industry depends upon the supply of yarn and the yarn today has to be given by the textile industry. I should, therefore, like those persons to be represented there so that there may be a settlement of all questions.

Mr. T. Chapman-Mortimer: Will this Board function through its Sub-Committee?

The Honourable Sir M. Azizul Huque: That will depend entirely upon the terms of reference.

Mr. T. Chapman-Mortimer: Will those terms be approved by the Government?

The Honourable Sir M. Azizul Huque: Yes: the terms of reference of the Board would be decided by the Government, but the Board will be free to find out whether it should function independently or function through the Sub-Committees.

Mr. T. Chapman-Mortimer: In other words, the Board may delegate its powers to the Sub-Committee?

The Honourable Sir M. Azizul Huque: It may or may not.

Maulvi Muhammad Abdul Ghani: Why is it that Bihar has been given only one representative when the weavers number more than 25 lakhs.

The Honourable Sir M. Azizul Huque: It is difficult to enter into mathematical discussion during the supplementary questions.

Prof. N. G. Ranga: Will the Honourable Member consider the advisability of having a non-official Vice-President on this Board on the precedent of the Indian Central Cotton Committee which has also a non-official President?

The Honourable Sir M. Azizul Huque: The most important question for the time being before this Board will be the rational distribution of yarn throughout India. As it is a very complex matter, I feel that for the time being it will be better to allow this Board to function. It is for that reason that the term of appointment of this Board is for the time being only one year. We will examine the question raised afterwards. This question will come at a later stage.

Mr. Abdul Qaiyum: If the question today is the rational distribution of yarn throughout India, is it not desirable that all provinces should be represented on this Board?

The Honourable Sir M. Azizul Huque: I might say that there are certain provinces whom we consulted and they said that they were not interested in the Board.

Mr. Abdul Qaiyum: Was the North-West Frontier Province consulted?

The Honourable Sir M. Azizul Huque: I am not prepared to answer individually, but I know this definitely that some provinces are not at all interested in the constitution of the Board.

Dr. Sir Zia Uddin Ahmad: I would like to know whether the Government of India are contemplating to fix themselves or leave it to this Board the quota of yarn to be used by the handlooms and by the textile factories?

The Honourable Sir M. Azizul Huque: I am sorry I have not been able to understand the question.

Dr. Sir Zia Uddin Ahmad: Is the Government contemplating to fix the quota of yarn which should be used by the handloom industry and by the mills?

The Honourable Sir M. Azizul Huque: That is too large a question because the mills are producing these yarns and we have to keep the general supply of the country for the purpose of supplying the cloth to the people. What should be the decision on this matter will only be arrived at after the recommendations are made but at present I am not in a position to say anything definitely.

Dr. Sir Zia Uddin Ahmad: This is a very important question because these factories are not very generous to the handlooms and we have the apprehension that these handlooms will be killed by these factories unless the Government comes to their aid.

The Honourable Sir M. Azizul Huque: It is very difficult for me to say anything on that because, on the one hand, the position is that the mills are producing the yarn and using their own yarn except that which is supplied to other mills. Therefore, it is very difficult for us to come to a settlement on this question by an arbitrary decision. We are trying to persuade to keep both the industries together, namely, the textile and the handloom.

Dr. Sir Zia Uddin Ahmad: Will not the better solution be to separate the yarn altogether?

The Honourable Sir M. Azizul Huque: There are many ideal solutions which are mathematically feasible but socially impracticable.

Pandit Lakshmi Kanta Maitra: May I know from the Honourable Member if it is already in the contemplation of the Government that this All-India Board should also furnish free looms, if necessary, to the weavers?

The Honourable Sir M. Azizul Huque: I am quite clear in my own mind that it would not be possible just now to give free looms to the weavers. For the time being, we have got enough looms in the country and our headache is how to supply yarn to them.

Pandit Lakshmi Kanta Maitra: I also want to know from the Honourable Member if it is the policy of the Government to allow this Board to take steps for the rehabilitation of the handloom industry where it is carried on?

The Honourable Sir M. Azizul Huque: My friend should wait till the terms of reference are actually published in the papers. If he is not satisfied after reading them, he can put a question.

Pandit Lakshmi Kanta Maitra: Will the Honourable Member kindly keep his point in view when he draws up the terms of reference?

(No answer.)

Mr. H. A. Sathar H. Essak Sait: I missed my Honourable friend's statement with regard to the representation of textile interests on this Board. Will he kindly repeat it?

The Honourable Sir M. Azizul Huque: 5 out of 30.

IMPOSITION OF ECONOMIC SANCTIONS AGAINST SOUTH AFRICA

50. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable Member for Commonwealth Relations please state:

(a) whether Government have considered the resolution passed by the assembly with regard to the taking of economic sanctions against South Africa; and

(b) what steps have been taken in the matter?

The Honourable Dr. N. B. Khare: (a) and (b). The matter is still under consideration and no final decision has yet been taken.

Mr. T. S. Avinashilingam Chettiar: When does the Government expect to come to a conclusion in the matter?

The Honourable Dr. N. B. Khare: When the consideration will be complete.

Mr. Manu Subedar: Are Government considering the abrogation of the trade treaty with South Africa?

The Honourable Dr. N. B. Khare: We are considering everything.

Mr. Manu Subedar: May I have a specific answer to my question?

The Honourable Dr. N. B. Khare: We are considering that also.

Mr. K. C. Neogy: Has there been any reference to His Majesty's Government on this subject?

The Honourable Dr. N. B. Khare: That does not arise out of this.

Mr. Govind V. Deshmukh: Sir, this question has not been answered in detail because it says: "What steps have been taken in the matter"?

The Honourable Dr. N. B. Khare: The question of steps can only arise when they are under consideration.

Mr. Govind V. Deshmukh: So, no steps have been taken?

The Honourable Dr. N. B. Khare: No, Sir.

Mr. K. C. Neogy: Among the steps referred to in part (b) of the question, is a reference to His Majesty's Government included?

The Honourable Dr. N. B. Khare: Not yet.

Mr. Lalchand Navalrai: May I know from the Honourable Member why he has been concealing these things from us for such a long time and when is he likely to make their delivery to us?

The Honourable Dr. N. B. Khare: Behave yourself.

FOOD SITUATION IN BENGAL, MALABAR, ETC.

51. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Food Member please state:

(a) the latest food situation in Bengal, Malabar, Cochin, Travancore and Vizagapatani;

(b) the ration of rice rationed in Cochin now as against 5½ ounces which he mentioned in the last session; and

(c) whether rice has been imported to strengthen our resources in the last three months; if so, how much?

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

(b) 8 ozs. per adult per day; but the ration is going to be raised to 12 ozs. per adult per day very shortly.

(c) If the Honourable Member is referring to imports of rice into India, the answer is in the negative.

Statement showing the latest food situation in Bengal, Malabar, Cochin, Travancore and Vizagapatam.

Bengal.—After a record Aman crop last year Bengal had a normal crop this year. The procurement policy of the Bengal Government has been very successful and the Bengal Government have started the new year with large stocks in hand. Prices showed a steady and in some cases a very marked fall till the end of October, but have hardened to some extent during the last two months.

Malabar.—As a result of the arrival of special quotas from the Punjab and Sind, the stock position in Malabar has greatly improved. Under the scheme of district-wide rationing, 8 out of 9 taluqs have been rationed. The ration fixed is 12.4 ozs. per adult per day.

Travancore & Cochin.—The food position in the two States is fairly satisfactory. They have stocks of wheat sufficient to last until the end of April. Travancore has built up a substantial reserve of rice as well and has agreed to advance to Cochin 15,000 tons of rice from future imports. This has enabled Cochin to raise its rice ration to 8 ozs. per adult per day. The rice portion of the ration in Travancore has been raised from 9 to 9.5 ozs. per adult per day, the total cereal ration being 15.5 ozs. in Travancore and 12 ozs. in Cochin.

Vizagapatam.—The food position in Vizagapatam has considerably improved with the arrival of increased stocks from the Delta area, Orissa and the Central Provinces. A system of voluntary rationing has been introduced throughout the district. A rice ration of 8 ozs. per adult per day is issued in addition to other grains, which are not rationed.

Mr. T. S. Avinashilingam Chettiar: May I know whether the situation in Vizagapatam is really very bad and that there are famine conditions prevailing there?

The Honourable Sir Jwala Prasad Srivastava: The situation in Vizagapatam has recently improved considerably, I understand.

Prof. N. G. Ranga: Have the rations allowed for the rural areas of Vizagapatam been increased?

The Honourable Sir Jwala Prasad Srivastava: The rice ration today is 8 oz. per adult per day in addition to other grains.

Mr. T. S. Avinashilingam Chettiar: With reference to part (b), did the Honourable Member say that it would be increased to 12 oz.?

The Honourable Sir Jwala Prasad Srivastava: Yes, in Cochin.

Mr. T. S. Avinashilingam Chettiar: May I know whether in addition to this 12 oz. of rice what other grains are given and how much are they given?

The Honourable Sir Jwala Prasad Srivastava: I would like to have notice of that question. I have the information somewhere, but I cannot give it off-hand.

Prof. N. G. Ranga: With reference to the Honourable Member's admission that in addition to other grains a ration of 8 oz. is being allowed, does he mean to say that the other grains are being supplied by Government or are the rural population expected to shift for themselves in obtaining whatever they can from black markets and otherwise?

The Honourable Sir Jwala Prasad Srivastava: I understand that the system of voluntary rationing has been introduced in the district. My Honourable friend knows the details better than I do probably.

Prof. N. G. Ranga: The system of voluntary rationing only embraces the supply of 8 oz. of rice and not the supply of other grains.

The Honourable Sir Jwala Prasad Srivastava: It may be.

Prof. N. G. Ranga: In that case, will the Government consider the advisability of procuring other grains also and rationing and distributing all the other grains so that poor people may get their proper share without having to resort to the black market?

The Honourable Sir Jwala Prasad Srivastava: I will look into the matter further.

Mr. H. A. Sathar H. Essak Sait: Is the statement too long to be read out? After all this is very important and we would like to know what the statement contains.

The Honourable Sir Jwala Prasad Srivastava: It is rather long and it will take up much of the time of the House. I have no objection to read it out.

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

CASUALTIES IN COAL MINES

52. ***Mr. Abdul Qaiyum:** Will the Honourable the Labour Member please state:

(a) how many people were killed or wounded while working in coal mines in 1943 and 1944;

(b) whether the proposal of providing "Pit head baths" for women engaged in the mines and creches for their children has been given effect to; and

(c) if not, the reasons for the delay?

The Honourable Dr. B. R. Ambedkar:

	Killed	Injured
(a) 1943	290	1,320
1944	332	1,395

(b) So far pit head baths have been provided only in the Digwardih Collieries; creches have been installed in 7 collieries of Central Provinces and in one colliery of Raniganj (Bengal).

(c) The Government of India are not aware of the reasons for the delay. They have under active consideration the question of amending the Indian Mines Act to make it obligatory on the mine owners who employ women workers to maintain creches.

Mr. Abdul Qaiyum: Will the Government see that these improvements are effected in good time before the ban on employment of women takes place?

Otherwise, there will be no use for these improvements later on? Will the Honourable Member see that they are not delayed too long?

The Honourable Dr. B. R. Ambedkar: Employment of woman underground may be stopped but employment of women on the surface will continue. Creches will be necessary. That does not mean that I am going to delay matters.

Prof. N. G. Ranga: How many of those cases reported killed, due to mining accidents, were women?

The Honourable Dr. B. R. Ambedkar: I want notice.

Pandit Lakshmi Kanta Maitra: What percentage of these deaths was due to asphyxiation and what percentage was due to accidents?

The Honourable Dr. B. R. Ambedkar: I want notice.

INADEQUACY OF FOODGRAINS IN NORTH-WEST FRONTIER PROVINCE

53. ***Mr. Abdul Qaiyum:** Will the Honourable the Food Member please state:

(a) whether representations have been made by the Government of the North-West Frontier Province about the inadequacy of foodgrains in the Province;

(b) if so, the nature of those representations;

(c) whether the Government of the North-West Frontier Province have urged the removal of restrictions on the movement of foodgrains from the Punjab into the North-West Frontier Province;

(d) whether the Hazara and Dera Ismail Khan Districts of the North-West Frontier Province suffer from shortage of foodgrains;

(e) whether foodgrains are exported from the North-West Frontier Province to the tribal areas; and

(f) the action taken by the Government of India to meet this scarcity, and whether the same has met the situation?

The Honourable Sir Jwala Prasad Srivastava: (a) Yes, Sir.

(b) They referred to a shortage of wheat and maize in the N.-W. F. P. and asked for assistance.

(c) Yes.

(d) They are usually deficit in the main foodgrains.

(e) Yes.

(f) The Government of India allotted 7,000 tons of maize to the N.-W. F. P. in 1944, and the wheat quota was raised from 23,000 tons to 36,000 tons as against the normal import of 28,000 tons. Supplies of wheat to Peshawar City were guaranteed from October to May to enable rationing to be introduced. Deliveries of wheat and maize were expedited. These measures restored the situation which is now reported to be satisfactory.

Mr. Abdul Qaiyum: Is the Honourable Member aware of the very serious situation in Dera Ismail Khan where grain shops were closed and women have had to return empty handed?

The Honourable Sir Jwala Prasad Srivastava: I have no report about it.

Mr. Abdul Qaiyum: Is the Honourable Member aware that the wheat supplied contains an admixture of stones and other stuff quite unfit for human consumption? I have got a sample with me which I can show the Honourable Member, if he likes.

The Honourable Sir Jwala Prasad Srivastava: I am not aware of it. But if my Honourable friend will report any particular case to me, I will get it enquired into.

Mr. Abdul Qaiyum: May I know if it is a fact that the contractor engaged for grinding the wheat is interested in seeing that only *atta* is supplied and therefore bad wheat is being supplied intentionally? This is the report which I have received.

The Honourable Sir Jwala Prasad Srivastava: I shall make a note of the information supplied by my Honourable friend.

REPORT OF WOODHEAD COMMISSION ON BENGAL FAMINE

54. ***Mr. Abdul Qaiyum:** Will the Honourable the Food Member please state:

(a) whether any report or recommendation has been made to the Government of India by the Woodhead Commission on the Bengal famine;

(b) if so, when the above was submitted, whether the same will be published, and the nature of the recommendations made therein; and

(c) whether he can give any idea as to when the other part or parts of the Commission's Report will be made public?

The Honourable Sir Jwala Prasad Srivastava: (a) and (b). Certain recommendations have been made by the Commission on matters within their terms of reference which they considered it advisable to make in advance of their report. I regret that I am not prepared, at this stage, to disclose their nature more precisely nor to give any indication regarding publication.

(c) No, Sir, but the Commission hope to submit their Report on Bengal by the end of February and their final Report about two months later.

Mr. Abdul Qaiyum: Will an opportunity be given to this House to discuss the report of this Commission?

The Honourable Sir Jwala Prasad Srivastava: I am unable to say at the moment.

Pandit Lakshmi Kanta Maitra: Is the Honourable Member in a position to give any idea about the probable time when this report is likely to be made?

The Honourable Sir Jwala Prasad Srivastava: I have already answered that.

Pandit Lakshmi Kanta Maitra: I understood the Honourable Member to say that some portion of the report will be made in two months, when is the whole report expected?

The Honourable Sir Jwala Prasad Srivastava: I have given my reply in answer to part (c). The final report is expected two months later, that is to say, two months after February.

Pandit Lakshmi Kanta Maitra: Do I take it there has been an interim report making certain recommendations?

The Honourable Sir Jwala Prasad Srivastava: I had better read again my reply to part (c).

"No, Sir, but the Commission hope to submit their report on Bengal by the end of February and their final report about two months later."

Mr. D. K. Lahiri Chaudhury: What is the difference between the report to be submitted by the end of February and the final report to be submitted later on?

The Honourable Sir Jwala Prasad Srivastava: The first report will be on Bengal and the final report will cover the entire country.

Prof. N. G. Ranga: Will the Honourable Member give an opportunity to this House to discuss the food situation, especially in view of the discussions and the recommendations made at the recent Food conference at which only officials were present?

The Honourable Sir Jwala Prasad Srivastava: I thought the Assembly was rather tired of food debates.

Prof. N. G. Ranga: May I inform the Honourable Member that the Assembly is taking a very keen interest in the food situation and it would therefore like to have an early opportunity to discuss this subject.

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

TREATY OF NAVIGATION AND COMMERCE WITH UNITED STATES OF AMERICA

55. ***Mr. Abdul Qaiyum:** Will the Honourable the Commerce Member please state:

(a) whether any steps have been taken or are in contemplation to negotiate a treaty of commerce and navigation between India and the United States of America;

(b) if so, whether any progress has been made so far;

(c) if the answer to (a) be in the negative, the reason why such action has not been taken; and

(d) whether the Indian businessmen in the United States of America are handicapped by the absence of such a treaty, and the nature of the disabilities that they suffer from?

The Honourable Sir M. Azizul Huque: (a) and (b). Negotiations commenced a few years ago but further consideration of the matter has been postponed during the present emergency.

(c) Does not arise.

(d) It is by no means certain whether the handicaps of Indian businessmen in the United States of America would be removed by the negotiation of a Treaty of Commerce and Navigation, particularly if the provisions of the Treaty were subject to a proviso that the extension of facilities to Indians to travel for business purposes was without prejudice to the existing emigration or immigration laws of either country. As the Honourable Member is aware, separate negotiations are afoot for the grant to Indians of rights of entry into the United States which would be without relation to the negotiation of a Treaty of Commerce. The actual disabilities to which Indians in common with aliens of many other countries are liable in the United States in consequence of the Immigration and Nationality Laws of that country are summarised in the statement which was laid on the table of the House in reply to question No. 2054 asked by Sardar Mangal Singh on 12th December 1938.

Mr. Abdul Qaiyum: May I know the reason why the idea of negotiating a treaty was given up?

The Honourable Sir M. Azizul Huque: As I have made it clear the treaty of commerce and navigation stands on quite a different footing from the rights of Indians to go there or acquire citizenship and the question of commerce and navigation is on a different plane. The whole question will have to be considered in its relation to existing conditions and post war conditions. For reasons which I am not prepared to disclose at this stage, though the negotiation commenced, it was not proceeded with.

Mr. Hooseinbhoy A. Lalljee: May I know whether the Americans now resident in India suffer the same disabilities as Indians suffer in America with regard to business and other civil rights?

The Honourable Sir M. Azizul Huque: I do not know what are the disabilities of Americans which the Honourable Member is referring to?

Mr. Hooseinbhoy A. Lalljee: I am referring to the disabilities which Indians suffer in America and I want to know whether Americans in India suffer the same kind of disabilities? This is an explicit question.

The Honourable Sir M. Azizul Huque: I want notice. But my impression is that there are no disabilities under the Government of India Act.

Mr. Hooseinbhoy A. Lalljee: Why not?

The Honourable Sir M. Azizul Huque: I cannot say why not. I am simply replying to facts.

Mr. Manu Subedar: May I know whether the reasons which he cannot give this House for discontinuing the negotiations about this treaty in the beginning of 1939, whether those reasons are of such prime military importance that he could not take the House into his confidence?

The Honourable Sir M. Azizul Huque: As I have said the question of commerce and navigation treaty stands on quite a different footing. There is very little of commerce and navigation in war time, and in war time all imports and exports are controlled by Government and as the Honourable Member is aware, we are getting things from America without reference to any treaty of trade and commerce. It is only when normal conditions are restored that the question of commerce and trade treaty will arise and therefore it would be taken as part of post war consideration.

Mr. Manu Subedar: Several trade treaties between various countries in the world, particularly between the United Kingdom and Egypt have been negotiated. Various trade treaties have, as a matter of fact, been negotiated even with the United States of America. When trade treaties by other nations are negotiated during wartime, whenever they see the necessity, will the Honour-

able Member explain why the Indian Government have been compelled by His Majesty's Government not to go into it?

The Honourable Sir M. Azizul Huque: At present it is wartime understanding and agreements that regulate trade between two different countries, particularly between America and India. The question of treaties of commerce and navigation will have to be taken up when normal conditions come back.

Mr. K. C. Neogy: Do I take it that the idea of a treaty of this character was initiated by the U.S.A., and that the Government of India did not encourage the idea on the grounds stated by the Honourable Member?

The Honourable Sir M. Azizul Huque: It is not a fact.

Mr. K. C. Neogy: Who was it that initiated the idea?

The Honourable Sir M. Azizul Huque: I think it is very difficult for me to say off hand but I think both the Governments took up that question.

ENLARGEMENT OF FEDERAL COURT FUNCTIONS

56. ***Mr. Abdul Qaiyum:** Will the Honourable the Law Member please state:

(a) whether any progress has been made with the enlargement of the functions of the Federal Court both with respect to civil and criminal appeals;

(b) if so, the nature of the said proposals;

(c) whether any draft Bill has been prepared in connection with the matter referred to in (a) above;

(d) if so, the nature of the proposed legislation either here or in Great Britain, and the time it is likely to take; and

(e) the policy of the Government with reference to such enlargement of functions?

The Honourable Sir Asoka Roy: (a) to (e). The Honourable Member is referred to the Resolution of the Government of India in the Legislative Department No. F.209/41-C.&G. (Judicial) dated the 15th January, 1945, which has been published in the *Gazette of India*, and copies of which have been supplied to Honourable Members.

Mr. Abdul Qaiyum: May I know why the Government of India has agreed to giving the choice of a forum to the appellant? Would it not make a discrimination against a poor man in favour of a rich man?

The Honourable Sir Asoka Roy: I can only tell you what the proposals under contemplation are. If the Honourable Member has any suggestions to make he is at liberty to do so. He must have noticed that comments have been invited from any person or association desiring to furnish comments on the proposals and I take it that the Honourable Member would put forward such suggestions as he thinks proper.

Mr. Abdul Qaiyum: Apart from the question of comments, may I know why the question of criminal appeals has been altogether ignored?

The Honourable Sir Asoka Roy: The only answer that I can give you is that no proposal to give the Federal Court any general criminal appellate jurisdiction is or has been under contemplation. Again, I say it is open to my Honourable friend to suggest that the Federal Court should have general criminal appellate jurisdiction or such limited appellate jurisdiction as he thinks proper.

Mr. Abdul Qaiyum: May I know when this matter is likely to be debated in this House? Will the Government set apart a day for the purpose?

The Honourable Sir Asoka Roy: My Honourable friend must have noticed that comments on the proposals will be received up to the 1st of May, 1945 and I presume that the House will debate the matter sometime after that.

HAJ PILGRIMS NOT PROVIDED SHIP ACCOMMODATION AT KARACHI

57. ***Sir Abdul Halim Ghuznavi:** (a) Will the Honourable Member for Commonwealth Relations please state the total number of pilgrims in both the batches who, after being instructed by the Pilgrim Officer to reach the port of Karachi, were not provided with accommodation on board the ship and had to return home?

(b) With reference to my demi-official letter, dated the 15th November, 1944, to the Honourable Dr. N. B. Khare, regarding the maladministration of the Pilgrim Officer, Government of India, what action has the Honourable Member taken or he proposes to take to avoid a recurrence of incidents of that and allied nature?

(c) Is it a fact that production of a certificate by a competent medical authority for vaccination against small pox and cholera by the intending pilgrims was made a condition for their eligibility to proceed to pilgrimage?

(d) Is it a fact that even after undergoing vaccinations some of the pilgrims were not provided with accommodation on board the ship and thus could not proceed to Mecca?

(e) What is the total number of pilgrims who could not proceed to Mecca after reaching the port of Karachi and whose passage money was not refunded till long after the sailings took place?

(f) Are there still any such cases in which the passage money remains un-refunded till this day? If so, why?

(g) What action have Government taken or propose to take to improve the mode of pilgrimage for future years?

The Honourable Dr. N. B. Khare: (a) Instructions were issued by the Government of India. The Pilgrim or Haj Officer did not issue instructions to any pilgrim to reach Karachi.

(b) An enquiry was made and it was found that if the person concerned had stayed at Karachi up to the evening of the 1st November, 1944, when orders increasing the carrying capacity of the ships were received, he would have got a passage to Hejaz. He left at noon that day. No bad faith was proved against the Haj Officer or the Haj Booking Officer and no action is therefore, considered necessary.

(c) Pilgrims are required to produce vaccination and inoculation certificates before embarkation. This was not made a prior condition for the issue of reservation cards.

(d) There might have been cases of the kind referred to and pilgrims often got themselves inoculated privately but could not be provided with accommodation owing to their non-compliance with other conditions for sailing.

(e) 160 persons, who had applied too late to be entitled to passage, arrived at Karachi after the prescribed date. No extra shipping accommodation was also available for them. The passage money of these persons was refunded from the 2nd to 5th November 1944, i.e., to say, within a week after the sailing.

(f) There are some cases but the delay in refunding in those cases has been caused by the non-production of documents necessary to support claims for refund, for example, reservation cards, money order receipts, etc.

Maulana Zafar Ali Khan: Will the Honourable Member give the House a definite assurance that the Government would be more prompt in future in the payment of refunds?

The Honourable Dr. N. B. Khare: We have always been prompt. If there is any delay, it is not due to our fault.

Mr. H. A. Sathar H. Essak Sait: Sir, I raise a point of order on part (b) of this question. There is a reference made in that part to a demi-official letter that the Honourable the questioner had sent to the Honourable Member. No details of the letter are given. There is a reference to some charge of maladministration against somebody. Honourable Members are at a disadvantage to know what it is all about. Can such reference be allowed in questions?

Mr. President (The Honourable Sir Abdur Rahim): The question was about the action taken or to be taken by Government and that has been answered.

Nawabzada Muhammad Liaquat Ali Khan: What the Honourable Member means is this. Can a reference be made to a document which is not public property and about which the Members of the House have no information or knowledge?

Mr. H. A. Sathar H. Essak Sait: And if it is referred to, the House should know what it is, specially when there is a charge of maladministration.

Mr. President (The Honourable Sir Abdur Rahim): I think I gave a ruling before that if a reference is made to some statement appearing in a newspaper the substance of that should be given in the question. And that also applies to a case like this; that is to say, the Honourable Member who put this question ought to have mentioned the substance of the contents of the letter.

Nawabzada Muhammad Liaquat Ali Khan: Sir, in view of your ruling, may I put a question to the Honourable Member? Will the Honourable Member be good enough to supply a copy of the letter to the Members or lay it on the table?

The Honourable Dr. N. B. Khare: It is a letter addressed by an Honourable Member to me. If he has no objection I have no objection either.

Sir Muhammad Yamin Khan: When the Honourable Member has been pleased to refer to that letter, does he not think it is his duty to disclose the nature of that letter?

The Honourable Dr. N. B. Khare: That is only with reference to the questioner. If he does not object, I have no objection. Therefore he should be asked about it.

Sir Muhammad Yamin Khan: There is no such thing as asking him. The letter is now the property of the House when reference is made to it. He is no longer in possession of the letter; it is in the possession of the House.

Mr. President (The Honourable Sir Abdur Rahim): Order, order. The question hour is over.

(6) WRITTEN ANSWERS

RICE AND ATTA DETERIORATED IN GOVERNMENT GODOWNS

58. ***Sir Abdul Halim Ghuznavi:** Will the Honourable the Food Member be pleased to state:

(a) the total quantity of rice and Atta and their value which has rotten and decomposed and thus became unfit for human consumption in different Government godowns during the year 1944;

(b) whether the attention of the Honourable Member has been drawn to the following Associated Press news which appeared in the *Hindustan Standard* on the 2nd and 11th December, 1944, respectively:—

(i) about 8,000 maunds of Atta valued at Rs. 80,000 is lying in a decomposed condition in the Government Godown at Kamalaghat in Munshiganj Sub-division of the Dacca District; and

(ii) about 850 maunds of Atta so long rotting in one of the Government godowns in Noakhali town and several thousand maunds of decomposed Atta has similarly been rotting in the Government godowns at Chowmohani and other places; and

(c) how much money Government have spent since the formation of the Food Department for building godowns and stores for storing foodgrains and what is the total capacity of such stores?

The Honourable Sir Jwala Prasad Srivastava: (a) and (c). Information has been called for from the Provincial Governments and will be laid on the table of the House when received.

(b) Yes.

TRADE TREATY WITH SOUTH AFRICA

59. ***Mr. Manu Subedar:** (a) Will the Honourable the Commerce Member please state the present position with regard to the Trade Treaty with South Africa, the provisional agreement for which was made in March, 1938?

(b) Has the permanent agreement been made?

(c) If so, what is that agreement?

(d) Has any modification been made with regard to the terms on which South African goods may reach this country and be subjected to customs tariff?

(e) Are the Government of India bound to extend to South Africa the most favoured nation treatment with regard to customs tariff?

The Honourable Sir M. Azizul Huque: (a) There has been no other agreement since the one concluded in March 1938.

(b) No, Sir.

(c) Does not arise.

(d) No, Sir.

(e) Yes, in accordance with the terms of the Agreement, so long as the Agreement is in force.

ENQUIRY INTO HEALTH AND NUTRITION IN INDIA

60. *Mr. K. S. Gupta: (a) Is the Secretary for Education, Health and Lands aware of the description of the enquiry being conducted by the Indian Health Survey and Development Committee as "a farce" by Dr. Edith Summerskill in the House of Commons when Mr. Amery was answering questions regarding health and nutrition in India?

(b) Is the Medical Research Council engaged in investigating the effects of famine in Bengal in respect of malnutrition and deficiency diseases. If not, why not?

Mr. J. D. Tyson: (a) Government have seen a press report to this effect.

(b) No. The Medical Research Council finances medical research in the United Kingdom and not in India. The Indian Research Fund Association has made grants for certain scientific enquiries in connection with the famine, including investigation of methods of treatment of sick starving destitutes and of clinical conditions associated with malnutrition. The general effect of famine in Bengal and the possibility of improving the diet of the people comes within the scope of the enquiry being conducted by the Famine Inquiry Commission.

MINERAL DEPOSITS IN SOUTH INDIA

61. *Mr. K. S. Gupta: (a) Will the Honourable the Labour Member please state the different types of mineral deposits—metallic and non-metallic found in South India as a result of the occasional survey done by the Geological Department during the past thirty years?

(b) Is it a fact that deposits of magnetic iron ore are found in large quantities in easily accessible places?

(c) Was there any attempt made by the Government of India to establish an iron and steel industry or encourage others to establish one in the vicinity of these deposits? If not, why not?

(d) Was there any systematic examination and investigation of the following deposits in the Madras Province (i) copper, (ii) zinc, (iii) lead, and (iv) aluminium? If so, what are the results?

(e) Is it not a fact that ceramic articles of high quality could be manufactured in the Province of Madras if the resources are properly tapped? Are there any investigations made with regard to this industry? If not, why not?

(f) Is it not a fact that Ilmenite, an important mineral for manufacture of paint, could be found in some of the Southern districts? Was there any scheme or attempt made to develop this industry? If not, why not?

(g) Is it not a fact that large quantities of mica, an irreplaceable mineral for high tension electrical work, is found in some of the coastal districts of the Madras Province?

(h) Is it not a fact that mica is simply mined and exported to foreign countries without any attempt to start an industry for the preparation of electrical goods?

(i) Do the Government of India propose to establish in Southern India a central research organization to study these deposits? If so, when? If not, why not?

(j) Is it not a fact that almost all the scientific research institutions started and to be started under the Bureau of Scientific and Industrial Research would be located in Northern India?

The Honourable Dr. B. R. Ambedkar: (a) *Metallic:* Chromite, iron ores, ilmenite, and Columbite-Tantalite.

Non-Metallic: Ceramic materials including Kaolin, Fireclay and other types of clays, quartz, felspar, and sillimanite, Coal Lignite, and Rare Earth Minerals including Monazite, Zircon, and Samarskite.

(b) Yes.

(c) No. The ore is low grade and is not associated with suitable fuel for smelting.

(d) Yes. No deposits of economic value have however been discovered by the Geological Survey.

(e) Possibly. The Madras Government have given attention to this question and have employed Ceramic Experts.

The Geological Survey is conducting investigations on the quantity and quality of ceramic materials in Madras.

(f) *First part.* Yes. *Second part.* No, because the deposits in Travancore are much richer than those in Madras, and the demand for this mineral is limited.

(g) Yes.

(h) Yes; mica is largely exported.

(i) The Government of India have under consideration a scheme of expansion of the Geological Survey of India, both in personnel and in activities; it is hoped that in future a much more intensive study of the mineral deposits in the country would be possible than is the case at present.

(j) The question should be addressed to the appropriate Member.

NEGOTIATIONS WITH BRITISH GOVERNMENT AND BRITISH SHIP-BUILDING INDUSTRY

62. *Mr. K. S. Gupta: (a) Will the Honourable the Commerce Member please state if it is a fact that the Indian Government sent an official to London to negotiate with the British Government and the British ship-building industry?

(b) If so, what is the object of such negotiations?

(c) At what stage do the negotiations stand?

(d) When was he sent? And when is he expected to return? If he has returned, what is the result of the negotiations?

(e) Is it a fact that he purchased on behalf of the Government of India small ships useful for coastal traffic? If so, how many, and at what price?

(f) Is there any plan to build such ships in Indian docks? If so, would the plan be laid on the table? If not, why not?

The Honourable Sir M. Azizul Huque: (a) No.

(b) to (e). Do not arise.

(f) Government in the Planning and Development Department are shortly setting up a panel to advise them on shipbuilding and Marine Engineering. Government will formulate a plan on receipt of the panel report.

UNEMPLOYMENT AMONGST HANDLOOM WEAVERS OF CHITTOOR

63. *Mr. K. S. Gupta: (a) Is the Honourable Member for Industries and Civil Supplies aware of 15,000 handlooms remaining idle for months together in the district of Chittoor?

(b) Is it not a fact that winter season is the most conducive for handloom industry?

(c) Is it not a fact that handloom industry suffered a good deal for want of work?

(d) Is it not a fact that the demand for 60.5 (quality) yarn is very great and the supply is very inadequate?

(e) Is it not a fact that against the monthly quota of yarn of all varieties ordinarily consumed which came to nearly 2,000 bales including all varieties of yarn, only 500 bales per month was allotted to this district?

(f) Are Government aware that such curtailment of supply will affect the well being of handloom weavers and increase the unemployment of this class of people of the district?

The Honourable Sir M. Azizul Huque: (a) This is not a fact. There are only 9,000 looms in Chittoor and adequate allotment has been made to them.

(b) No. The winter season is most suitable only for fine counts.

(c) No.

(d) No. Demand for 60.5 counts yarn is small and it is rarely manufactured.

(e) 592 bales have been allocated. This is adequate for 9,000 looms.

(f) Does not arise in view of answer to (e).

PROPOSAL FOR INDIAN COUNTERPART OF THE U. K. C. C.

64. *Mr. Manu Subedar: (a) Will the Honourable the Commerce Member please state who made the proposal for an Indian counterpart of the U.K.C.C.?

(b) Do Government propose to set up such an organisation after the war?

(c) Is it proposed to run it, with a Government staff and Government capital?

(d) If so, what would be its constitution and functions?

(e) Are non-officials encouraged or invited for forming such a corporation, and, if so, with whom and what kind of negotiations have so far taken place?

(f) Will Government state their final policy with regard to this matter and also why do Government seek to restrict trade and canalise it into a single monopoly corporation?

(g) Have Government found any other instances in the world of such monopoly corporations functioning successfully in peace time, and, if so, what are they?

(h) Have Government any information whether the U.K.C.C. will continue its activity after the war, or whether it will be liquidated at the termination of the hostilities?

The Honourable Sir M. Azizul Huque: (a) The desirability of establishing a Government organization in India similar to the U. K. C. C. has been suggested by some Indian commercial bodies from time to time.

(b) It is not possible to say at this stage whether it will be found necessary to set up such an organization after the war.

(c) to (g). Do not arise in view of the answer to (b).

(h) The Honourable Member's attention is invited to the reply given in this House on the 5th August 1943, to Mr. Neogy's starred question No. 220.

DAMODAR CANAL AND POLAVARAM PROJECTS

65. *Prof. N. G. Ranga: Will the Honourable the Labour Member be pleased to state:

(a) whether, in view of his references to the Tennessee Valley Authority as a model after which the Damodar Canal (Bengal) and Polavaram (Madras) projects are to be developed, Government would be pleased to get a brief report published about the general aspects of that scheme and its achievements;

(b) whether, in view of the special need of Bengal for relief from floods, flood-relief will be accepted as the primary objective of the proposed Damodar project; and

(c) whether, in view of the great need of scheduled classes (Harijans) of Bengal and Bihar for lands, the Government of India will take special steps to set aside adequate funds for obtaining large areas of lands for co-operative settlement and cultivation by the Harijans of Bengal and Bihar?

The Honourable Dr. B. R. Ambedkar: (a) The Tennessee Valley Authority is a foreign Government organisation. A copy of the report on the working of the Authority will be obtained and placed in the library of the House.

(b) Yes; flood-control will receive priority over other aspects of control measures.

(c) The problem of the best way of helping landless labourers is engaging the attention of Government.

INDIA'S POSITION vis-a-vis ATLANTIC CHARTER

66. *Prof. N. G. Ranga: Will the Honourable the Law Member be pleased to state:

(a) if he has seen the press reports which stated that President Roosevelt has declared that the Atlantic Charter was never formally signed; and

(b) if so, whether the Government of India will re-examine India's position vis-a-vis the fourth clause of that charter which threatened to throw open Indian and other colonial resources for the free access and exploitation by all other countries, and see that in any future international discussions, India is not made a party to the implications of such a clause?

The Honourable Sir Sultan Ahmed: The position is made clear by the Prime Minister's reply to Mr. Rhys Davies's question in the House of Commons on the same subject which appeared in the *Hindustan Times* of the 17th January, 1945. A copy of the Press report on the subject has been placed in the Library of the House.

RECIPROCAL ARRANGEMENTS RE TRADE MARK REGISTRATION BETWEEN BRITISH INDIA AND INDIAN STATES

67. *Sir F. E. James: Will the Honourable the Commerce Member please state, with reference to starred question No. 74, dated the 10th February, 1944, and his reply thereto:

(a) if his Department, has received representations from the Associated Chambers of Commerce on the need for an early settlement of the difficulties arising out of the obligation to satisfy the requirements of more than one registration authority in India and urging the acceptance of a common policy on Trade Mark Registration as between British India and the various Indian States;

(b) if the Government of India have yet heard from the Indian States with regard to their proposals for reciprocal arrangement; and

(c) if, in view of the urgency of the matter, Government will take immediate steps to effect reciprocal arrangements between British India and those Indian States which have intimated their willingness to co-operate in the matter?

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

(b) No, Sir.

(c) Government are fully aware of the urgency of the matter but the Honourable Member will no doubt appreciate that the scheme in order to be successful must include all industrially advanced States and not only those that have expressed willingness to co-operate in the matter.

DRAINS AND ROADS ON LODI ROAD ESTATE

68. *Sir F. E. James: Will the Honourable the Labour Member please state:

(a) if he is aware—

(i) that the drainage system of the Lodi Road Estate needs drastic overhaul and that if this not done without delay this area will become extremely unhealthy;

(ii) that in spite of repeated requests by residents for repairs to be carried out, no satisfactory action has yet been taken; and

(iii) that the roads on this Estate are in bad repair; and

(b) if he will instruct the appropriate Department to take immediate steps to improve the drains and roads in this area in order to safeguard the health of the residents therein?

The Honourable Dr. B. R. Ambedkar: (a) (i) No. The waste from the houses is disposed of through soakaway pits and the sanitary conditions of the Estate are as good as they can be for a dry system;

(ii) We have not received any requests regarding repairs to the drainage system. Verbal complaints received at the Enquiry Office were attended to promptly.

(iii) Yes.

(b) The necessity of improving the roads in order to bring them up to the general standard of roads in New Delhi and of converting the present drainage system into water borne system has already been accepted by Government. In view of the amount of expenditure involved and the shortage of materials it is not possible to effect these improvements at present.

SUFFERINGS OF PASSENGERS AT VIRAMGAM RAILWAY STATION

69. *Mr. Manu Subedar: (a) Has the Honourable the Commerce Member received complaints and representations and has he seen such complaints and representations in the press with regard to the intolerable sufferings of passengers at the Viramgam station?

(b) What steps have Government taken since the last session to enquire into this matter?

(c) What reports have they received and will they circulate these reports to the Members?

(d) Have Government thought of making the examination in the carriages or, in the alternative, on the platform immediately opposite each bogey, which can be screened off on two sides by moving partitions and of increasing the number of entrances between one platform and the other so that those whose examination is finished can go over to the other side?

(e) What was the number of porters licensed to do working at Viramgam platform before the examination of outgoing passengers was adopted?

(f) What was their number before the recent method of examination in a small room was adopted?

(g) Has the number been since increased? If so, by how many?

(h) Have Government any information, apart from the insufficiency of porters, as to what charges the public have to pay to the porters, and do Government consider such charges extortionate?

(i) Have cases of incivility by Railway police and customs officials been mentioned either in the press or in representations to Government and, if so, what steps have been taken to ease the situation with regard to courtesy and helpfulness by officials who are paid by the taxpayer?

(j) Will Government make a clear statement of their policy on the subject as to whether they apprehend goods being brought in which have not paid any customs duty or whether they apprehend goods being taken out under the export control which should not be taken out or what is the principal reason why Government will not make a change?

The Honourable Sir M. Azizul Huque: This question relates to the Central Board of Revenue and will be answered by my Honourable colleague the Finance Member.

STEPS FOR INCLUSION IN CENTRAL AND PROVINCIAL ELECTORAL ROLLS OF NAMES OF PERSONS IN HIS MAJESTY'S FORCES ON ACTIVE SERVICE

70. *Sir F. E. James: With reference to his reply on the 2nd November, 1944, to my starred question No. 46 regarding the steps to be taken for inclusion in the Central and Provincial electoral rolls of the names of persons in His Majesty's Forces on active service, will the Honourable the Leader of the House please state if any action is being taken in the matter, and, if so, what?

The Honourable Sir Sultan Ahmed: I can only reply at present that the question raised by the Honourable Member is under the active consideration of the Government of India and the Secretary of State; as soon as a decision is reached I shall inform the Honourable Member.

DISTRIBUTION OF RICE IN BIHAR COALFIELDS

71. *Mr. K. C. Neogy: (a) Will the Honourable the Food Member be pleased to state what further information has been received in respect of my starred question 413(c) and question 413(e) of the last November session of the Assembly regarding the distribution of rice in Bihar coalfields?

(b) Is it a fact that although the Bihar Government has reduced the price of rice and agreed to charge the wholesale controlled rate plus four annas per

maund for other charges for rice, with effect from November, 1944, the Joint Pool Authority at Jharia is still continuing to charge members at the old rate in spite of protests?

(c) Will an official enquiry be made into this question and orders passed for the refund of any excess amount charged from the different members of the Pool?

(d) Is the Honourable Member aware of the fact that a large number of mine-owners have protested against the present method of distribution of rice in the Bihar coalfields, and this practice of charging higher rates than the controlled rates, although the Indian Mining Association Rice Administrator has extended the benefit of the reduced rate to all its members?

(e) Have the Government decided finally on the question of the method of distribution of rice and foodgrains in the Bengal and Bihar coalfields through one Central organisation under Government supervision?

The Honourable Sir Jwala Prasad Srivastava: (a) I understand that the deposits received from its members are utilised to finance the operations of the 'POOLS'. The deposit in each case is calculated on the basis of the monthly rice requirements at Rs. 15 per maund.

In one case a non-member was charged Re. 1 per md. extra for not making the required deposit.

(b) and (d). The Provincial Government has no information on this point.

(c) The Provincial Government have received no request for such an enquiry.

(e) From the administrative point of view the present method is the most convenient way of ensuring 100 per cent. supplies to Collieries and no change is considered necessary.

HIGHER PRICES CHARGED FOR RICE IN BIHAR COALFIELDS

72. *Mr. K. C. Neogy: (a) Will the Honourable the Labour Member be pleased to state whether it is a fact that, in spite of his reply to my starred question No. 611(b) on the 20th November, 1944, that the Bihar Government have decided to charge the local wholesale controlled rate plus four annas administrative charge and to bear the resulting loss, the Joint Pool at Jharia is continuing to charge the old rate from its members?

(b) Is it a fact that some mine-owners have lodged protest with the Central Government on this question? If so, what steps have been taken to redress their grievances?

(c) Is it a fact that the General Manager of a large colliery in the Province of Bihar has been committed to the Court of Session by the Magistrate. Dhanbad, to stand his trial under Section 81 of the Defence of India Rules at the instance of the Rationing Officer, Dhanbad, for supply of rice to the miners in excess of the prescribed ratio for the purpose of increasing the output of coal at his colliery?

(d) Is it a fact that the Rationing Officer, Dhanbad, himself on behalf of the Bihar Government was charging and allowing the Joint Pool to charge higher rates over the declared controlled rates during the same period, as admitted by the Honourable Member in reply to my above question?

(e) Will Government consider the desirability of taking necessary steps against the said Rationing Officer, Dhanbad, for violating the rules promulgated under the Ordinance, dated the 9th February, 1944, issued by the Deputy Commissioner, Dhanbad, by charging higher rates than the controlled rates of rice?

The Honourable Dr. B. R. Ambedkar: (a) and (b). The Bihar Government report that they have received no protest to this effect but I have received one and have asked the Bihar Government for a further report. The matter will be further considered on receipt of their report.

(c) Yes.

(d) Collieries were being charged in excess of control rates for foodgrains prior to November, 1944, under the orders of the Provincial Government.

(e) Does not arise in view of reply to part (d).

PRICE RATES OF RICE IN BENGAL DISTRICTS

73. *Mr. K. C. Neogy: (a) Will the Honourable the Food Member please refer to his statement to this House on November 8, 1944, on prices of rice in Bengal, and indicate if it is correct to assume that the rates quoted against certain districts relate to the headquarters of those districts and not necessarily to the interior?

(b) Has his attention been drawn to the Bengal Government notification regarding price of rice in the districts for the week ending November 1, 1944, published in the issue of the *Calcutta Gazette* of November 9, 1944?

(c) If so, is the Honourable Member aware (i) that in some cases the prices quoted by the Bengal Government for a corresponding period are not in conformity with those furnished by him, (ii) that in Midnapur the price of rice per maund, according to the Honourable Member's statement, is only Rs. 10-10-0 while the rate shown in the Bengal Government schedule is something between Rs. 13-0-11 and Rs. 13-14-7, (iii) that as regards Backerganj Rs. 10-8-0 per maund is the price stated whereas the Bengal Government's quotation is Rs. 12-1-2, (iv) that about Dacca, similarly, the Honourable Member's quotation is Rs. 9-8-0 or Rs. 10-0-0 per maund while the Provincial Government concerned gives it as Rs. 10-7-10 at headquarters and even Rs. 11-0-7 at two of its sub-divisions, Narayanganj and Munshiganj, (v) that for Tippera, again, the Honourable Member's rate is between Rs. 7-8-0 and Rs. 8-0-0 per maund whereas the Bengal Government's price is Rs. 9-8-10 per maund, and (vi) that the rate shown for Chittagong is from Rs. 10-0-0 to Rs. 12-0-0, but according to the Bengal Government this rate is between Rs. 5-15-8 and Rs. 8-0-0 per maund for the same period?

(d) Is it not a fact that since the Honourable Member furnished these rates, the price of rice has persistently gone up, particularly after the declaration of the Centre's decision to discontinue supply to Calcutta?

The Honourable Sir Jwala Prasad Srivastava: (a) No, Sir, they relate to interior markets except in the case of Dacca and Bakarganj, which are for headquarters markets only and in the case of Tippera which are for both headquarters and interior markets.

(b) Yes.

(c) The prices given in the *Calcutta Gazette* are all retail rates, while the statement placed on the table of the House contained quotations of wholesale prices, except in the case of Jalpaiguri and Birbhum, for which the quotations shown were for retail prices. In the latter case, the figures are in agreement with those given in the *Calcutta Gazette*, referred to by the Honourable Member.

(d) No, Sir. In November the average of rice prices in Bengal declined. In December prices dropped in some districts and remained stationary in others, but there was an increase of Re. 1/2/- in the overall wholesale price average, from Rs. 11/3/- to Rs. 12/5/- per maund for coarse rice.

PRICE RATES OF RICE IN BENGAL DISTRICTS

74. *Mr. K. C. Neogy: (a) Has the Honourable the Food Member's attention been drawn to a United Press message, dated December 21, 1944, giving (as published in the *Amrita Bazar Patrika* of December 24, 1944) a joint statement of the President, Munshiganj Bar Association, a Congress leader, and certain office bearers of the local Relief Committee, Food Committee, Krishak Samity and Muslim League, to the effect that the price of rice there had been soaring up since the India Government decided to withdraw its responsibility to supply foodgrains for greater Calcutta, and that the price which came down to Rs. 9-0-0 in November was between Rs. 16-0-0 and Rs. 21-0-0 per-maund in December and was daily rising by four annas to eight annas per day?

(b) Has the Honourable Member's attention been also drawn to an Associated Press message, dated Dacca, December 9, 1944, featured in the issue of the *Amrita Bazar Patrika* of December 17, saying that the Working Committee of the Dacca Relief Committee adopted a resolution (i) regretting that the Honourable the Food Member, Government of India, should have made a statement, as appearing in the Press, to the effect that the highest recorded price of rice

at Dacca was Rs. 12-0-0 per maund while actually the price was much higher, and (ii) that the statement of the Food Member was inaccurate and misleading?

(c) If the answer to (a) and (b) be in the affirmative, will the Honourable Member lay on the table of the House a comprehensive statement fully explaining the position in this matter?

The Honourable Sir Jwala Prasad Srivastava: (a), (b) and (c). Yes, Sir. I have placed on the table a statement of prices which brings up to date my statement of last November. As to the statement of the working committee of the Dacca Relief Committee, it is not correct to say that I had quoted Rs. 12/- per maund as the highest recorded price at Dacca; all I said was that Rs. 12/- per maund was the highest price during the month.

Dacca				Dacca			
Date	As per district authority (Coarse rice) (Wholesale) Rs. A. P.	Calcutta Gazette (Common rice) (Retail)	Date	As per district authority (Coarse rice) (Wholesale) Rs. A. P.	Calcutta Gazette (Common rice) (Retail)	Date	As per district authority (Coarse rice) (Wholesale) Rs. A. P.
1-11-44	9 8 0		16-11-44	10 8 0			
2-11-44	9 8 0		17-11-44	12 0 0			
3-11-44	9 8 0		18-11-44	12 0 0			
4-11-44	10 0 0	Week ending 8th Nov. 1944	19-11-44	12 0 0			
5-11-44	10 0 0	Rs. 11-0-7	20-11-44	11 0 0	Week ending 22nd Nov. 1944		
6-11-44	10 0 0		21-11-44	10 8 0	Rs. 13-1-0		
7-11-44	10 0 0		22-11-44	12 0 0			
8-11-44	10 0 0		23-11-44	12 0 0			
9-11-44	10 0 0		24-11-44	11 0 0			
10-11-44	10 0 0		25-11-44	12 0 0			
11-11-44	10 0 0		26-11-44	11 0 0			
12-11-44	...	Week ending 15th Nov. 1944	27-11-44	11 0 0			
13-11-44	11 0 0	Rs. 11-6-10	28-11-44	...	Week ending 25th Nov. 1944		
14-11-44	11 0 0		29-11-44	...	Rs. 12-1-2		
15-11-44	10 8 0		30-11-44	11 0 0			

CENTRAL GOVERNMENT'S DECISION TO DISCONTINUE SUPPLY OF RICE TO CALCUTTA

75. *Mr. K. C. Neogy: (a) Will the Honourable the Food Member be pleased to state whether the Central Government's decision to discontinue supply of rice to Calcutta was arrived at after consultation with the Government of Bengal?

(b) What opinion, if any, was expressed by the Government of Bengal on the matter after this decision was announced?

(c) Is it a fact that several representations on this issue have been made by the Government of Bengal to the Central Government? If so, will the Honourable Member please make a detailed statement giving the substance of these representations as also indicating the action taken on them?

(d) Is it a fact that the Government of Bengal intimated some time ago that there was a surplus stock of rice in the Province which they were in a position to export from Bengal? If so, will the Honourable Member please make a detailed statement on this proposal?

The Honourable Sir Jwala Prasad Srivastava: (a) The Honourable Member in his question does not correctly describe the decision which was announced during the last Session of the Legislature and publicly repeated by me at a Press Conference, but it is a fact that the Government of Bengal were informed of our intention before it was made.

(b) and (c). No representation has been received from the Bengal Government.

(d) No, Sir, the Government of Bengal have not declared any surplus in rice.

PURCHASING OF DELHI ELECTRIC SUPPLY AND TRACTION COMPANY

76. *Mr. K. C. Neogy: (a) Will the Honourable the Labour Member be pleased to refer to his reply to my starred question No. 419 on the 15th November, 1944, and state whether any decision has been arrived at in regard to the

question of the Government exercising their option to purchase the Delhi Electric Supply and Traction Company, Limited, on the expiry of their present licence?

(b) If it has been decided to exercise this option, has the required notice been served on the Company?

(c) In the event of the undertaking being taken over by Government, what will be the machinery for running it in future?

(d) In case it has been decided not to exercise the aforesaid option, will the Honourable Member be pleased to make a detailed statement of the reasons for such decision?

The Honourable Dr. B. R. Ambedkar: (a) and (b). It is understood that the Chief Commissioner has decided to serve a notice on the Company of the intention of Government to exercise their option to purchase, but that the notice has not yet been served.

(c) No decision has yet been taken.

(d) Does not arise.

ADMINISTRATION OF LIBERATED BURMA

77. *Sardar Mangal Singh: Will the Honourable Member for Commonwealth Relations please state:

(a) how much area of Burma has now been liberated by the Allied Forces;

(b) how it is administered, whether the Emigre Burma Government has anything to do with its administration, or the reconquered territory is under military rule; and

(c) whether the Emigre Burma Government will now take up their residence somewhere in Burma or not?

The Honourable Dr. N. B. Khare: (a) About one-third.

(b) The South East Asia Command are responsible for the administration of the re-occupied territories of Burma.

(c) As the length of the period during which the re-occupied parts of Burma will have to be under military administration will depend on operational necessities, it is not possible to say when the Government of Burma will be able to move back to their own country.

BHORE COMMITTEE INTERIM REPORT, ETC.

78. *Dr. Sir Zia Uddin Ahmad: (a) Will the Secretary for Education, Health and Lands please state whether the Bhore Committee has prepared any interim report? If so, will the Honourable Member lay the same on the floor of the House or supply a copy to the Library of the House?

(b) Is it a fact that the Government of India brought in medical experts to advise Government about the future planning of public health and medical education?

(c) Did these experts write any report? If so, will Government lay this report on the table or put it in the Library of the House?

(d) In case no report has been prepared, will Government be pleased to state the purpose of their visit and the cost to the public funds?

Mr. J. D. Tyson: (a) The answer to the first part is in the negative. The second part does not arise.

(b) to (d). At the request of the Health Survey and Development Committee the Government invited seven experts from the United Kingdom, the United States of America, Australia and Russia to visit India to assist the Committee. The visitors were not asked to write a report but to give oral evidence before the Committee. The approximate cost is Rs. 80,000.

DECOMPOSED ATTA IN DACC A GOVERNMENT GODOWN

79. *Mr. K. S. Gupta: (a) Will the Honourable the Food Member please state if it is not a fact that 42,000 maunds of decomposed *atta* lying in the Government godown in Dacca has been recommended by the District Food Committee?

(b) Why was it allowed to decompose?

(c) For how long was it kept stocked?

(d) Are the Government of India aware of the shortage of *atta* in several parts of India during the years 1943 and 1944?

(e) Is it not a fact that the same material was offered for sale by the Government?

(f) Is it not a fact that the Civil Supplies Department invited tenders for the purchase of the stock at a reduced rate?

(g) Is it not a fact that no purchaser came forward?

(h) Would the Government of India take necessary steps to stop the sale of such stuff for consumption by the civilian public?

The Honourable Sir Jwala Prasad Srivastava: An enquiry has been made from the Bengal Government, and the information will be laid on the table of the House when received.

ALLOTMENT OF FUNDS TO PROVINCES FOR LAND IMPROVEMENT AND AGRICULTURAL LOANS

80. *Mr. Kailash Bihari Lall: Will the Secretary for Education, Health and Lands be pleased to state:

(a) if the Government of India has advanced any amount of money to the provinces for land improvement and agricultural loans;

(b) if the answer to the above be in the affirmative, what is the amount allotted to each of the Provinces for the last three years;

(c) if the Government of India exercises any control and keeps supervision over the Department of the Provincial Government dealing with the land improvement and agricultural loans; and

(d) if the Government of India gets reports from the Provinces as to how the Provinces are helping the agriculturists by their liberal administration of the agricultural loans?

Mr. J. D. Tyson: (a) and (b). A statement is laid on the table.

(c) and (d). Progress reports are received from time to time from provinces officers from the Centre when they can find time for the purpose examine the work carried out with the aid of loans and grants from the Centre.

Statement showing the loans sanctioned by the Government of India during 1943-44 and 1944-45 to the Provinces for food production schemes

Name of the Province or State	1943-44	1944-45
	Rs.	Rs.
Ajmer-Merwara	...	2,34,250
Assam	9,01,867	10,86,100
Baluchistan	...	1,86,400
Bengal	62,15,000	23,15,000
Bihar	...	9,64,000
Bombay	3,00,000	8,22,500
C. P. and Berar	39,50,000	31,18,970
Madras	45,00,000	16,25,000
N. W. F. P.	...	12,74,000
Orissa	5,77,300	14,67,600
Total	1,64,44,167	1,30,73,820

UNSTARRED QUESTIONS AND ANSWERS

ASSISTANCE TO SPECTACLES GOODS FIRMS

2. Mr. Muhammad Azhar Ali: (a) Will the Honourable Member for Industries and Civil Supplies be pleased to state with reference to his answer to my Starred Question No. 572, asked on the 20th November, 1944, regarding assistance given to a number of firms, the progress those firms have been able to make? What is the approximate number of spectacles frames, lenses and cases made by each firm per month?

(b) Have electric power and iron sheets been released to Messrs. Murnick, New Delhi, or not? If not, why not?

(c) Is the firm of Messrs. Kundan Lal Ram Lal of Amritsar, dealers in celluloid or manufacturers of spectacles goods? Have they got any factory of their own?

The Honourable Sir M. Azizul Huque: (a) The information is not available with Government at present but enquiries are being made.

(b) Recommendation has been made to the appropriate authority for the supply of electric power to Messrs. Mumick. A licence for iron sheets has been issued.

(c) *First part:* Messrs. Kundanlal Ramlal are really dealers in synthetic resins and manufacturers of plastic bangles. It is regretted that the information given in respect of this firm on the 20th November, 1944, was incorrect. *Second part:* So far as Government are aware, they have got a factory for the manufacture of plastic bangles.

FOOD PARCELS EXPORTED TO ENGLAND AND OTHER COUNTRIES

3. Mr. Muhammad Azhar Ali: (a) Will the Honourable the Food Member be pleased to state the maximum weight of food parcels allowed by the Government to be exported to England and other countries as gift parcels? What is the average number of such parcels exported by post per week?

(b) What are the reasons for allowing export of food from India? Does the Honourable Member propose to take necessary steps to prohibit such export and to prevent deaths by starvations in his own country?

(c) Is it a fact that more than lbs. 1,000 food is being sent from New Delhi per day per parcel post to England?

The Honourable Sir Jwala Prasad Srivastava: (a) 5 lb. including packing. Statistics showing the total number per week are not maintained.

(b) The matter has been carefully considered and I came to the conclusion that the additional supplies of essential foods which would be made available by prohibiting the sending of parcels did not make such an order advisable.

(c) No, Sir.

IMPORT DUTY ON INDIAN GOODS IN KASHMIR

4. Mr. Muhammad Azhar Ali: Will the Honourable the Commerce Member be pleased to state whether there is any customs duty on goods manufactured in India and imported in Kashmir State? If there is import duty on Indian made goods in Kashmir, have the Government of India imposed similar duty on goods manufactured in Kashmir? If not, why not?

The Honourable Sir M. Azizul Huque: The answer to the first part is in the affirmative. The answer to the second part is in the negative.

As regards the third part, the attention of the Honourable Member is invited to the reply given by the Honourable Sir James Grigg to part (c) of starred question No. 195 on the 10th February 1938.

MOTION FOR ADJOURNMENT

FAILURE TO ENFORCE ECONOMIC SANCTIONS AGAINST SOUTH AFRICA AND TO RECALL THE HIGH COMMISSIONER

Mr. President (The Honourable Sir Abdur Rahim): I have received notice of a motion of adjournment from Mr. Lalchand Navalrai who wishes to discuss a definite matter of urgent public importance, *viz.*, neglect in not adopting stern economic and other sanctions against South Africa for segregation and degradation of Indians. I have received notices also from other Honourable Members on the same subject. Mr. Govind V. Deshmukh wishes to discuss the failure of the Government of India to impose the same disabilities as regards travel and residence on the nationals of non-Indian origin of South Africa as are imposed on Indians there. He also wishes to discuss by another motion the abstention of the Government of India from enforcing economic sanctions against South Africa at the behest of His Majesty's Government. Also, Mr. Raza Ali wishes to raise the question of censuring the Government of India for their failure to recall the High Commissioner for India from South Africa.

and to enforce the economic sanctions against that country under the Reciprocity Act; also for the Government of India's insistence on sending a successor to Sir Shafaat Ahmed Khan in spite of the pronounced opinion expressed by the Natal Indian Congress to the contrary.

Does Mr. Lalchand Navalrai wish to move his motion?

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): Yes, Sir.

Mr. President (The Honourable Sir Abdur Rahim): Is there any objection to the motion being moved?

The Honourable Dr. N. B. Khare (Member for Commonwealth Relations): None whatever, Sir.

Mr. President (The Honourable Sir Abdur Rahim): On all these motions the questions raised are substantially the same, *viz.*, the measures that the Government of India have taken or should have taken to meet the situation that has arisen in Natal in respect of Indians settled there. So I will allow all the questions raised in these different motions to be discussed on this motion of Mr. Lalchand Navalrai.

Mr. M. Ghiasuddin (Punjab: Landholders): Sir, I submit that the time will be too short today and Government should allot a separate day.

Mr. President (The Honourable Sir Abdur Rahim): These motions all refer to the same subject-matter and there cannot be different adjournment motions. The motion will be taken up at 4 o'clock today.

NOMINATION OF THE PANEL OF CHAIRMEN

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

COMMITTEE ON PETITIONS.

Mr. President (The Honourable Sir Abdur Rahim): I have also to announce that under sub-order (1) of Standing Order 80 of the Legislative Assembly Standing Orders the following Honourable Members will form the Committee on Petitions, namely: (1) Syed Ghulam Bhik Nairang, (2) Mr. Govind V. Deshmukh, (3) Mr. N. M. Joshi, (4) Sardar Sant Singh.

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

RESOLUTION RE NATIONAL WAR FRONT—*contd.*

Mr. President (The Honourable Sir Abdur Rahim): The House will now resume discussion of the Resolution moved by Sir Muhammad Yamin Khan on the subject of the National War Front.

The Honourable Sir Sultan Ahmed (Member for Information and Broadcasting): Sir, perhaps it may be useful if I intervene in this discussion at this early stage. Since the Resolution was tabled I felt that a question was involved which required much more detailed consideration than could be given in a debate of this nature. I have already taken up this question with very anxious consideration and its examination will take a little time; but I am anxious to reach a final decision as early as possible, and I propose to announce the decision certainly in the first week of March, so that the House may be in a position to know what that decision is. I hope in the circumstances the Honourable Mover will perhaps accept my assurance and withdraw the Resolution.

Sardar Sant Singh (West Punjab: Sikh): May I know if an official day will be given to discuss his announcement?

The Honourable Sir Sultan Ahmed: It may be taken up on another non-official day instead of today.

Several Honourable Members: No, no.

The Honourable Sir Sultan Ahmed: Then I am afraid it will be a little later. I am not sure, but the decision may satisfy Honourable Members and the question may not arise. But if it does not, perhaps a full opportunity will be given during the discussion on the Finance Bill.

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): Before the Honourable Member comes to any decision I think the House should have a chance of expressing its views. At present he does not know what we have got to say about this.

The Honourable Sir Sultan Ahmed: Perhaps my Honourable friend has not understood the position. I said that the matter is very important and must be considered by me and the Government. The Government is looking into it anxiously and we propose to place our decision before the House. The responsibility is ours and we would be happy to have the opinion of the House after the decision has been arrived at.

Sardar Sant Singh: In view of the assurance given by the Honourable Member, the House will be too glad to find his announcement acceptable to the House and the country at large. What we generally find is that Government announcements are not acceptable to that extent to which the Honourable Member thinks that they are acceptable. Therefore it is absolutely necessary that he should give us the assurance that in case the announcement is not acceptable, or requires some modification or amendment, he will appoint an official day for the House to discuss the matter in detail.

Mr. Abdul Qaiyum (North-West Frontier Province: General): The best way out is to let the matter stand over because the Government of India wants time to come to a decision. The House will then know what the Government's decision is, and this matter can be taken up again if the Government decision is not favourable.

Nawabzada Muhammad Liaquat Ali Khan (Rohilkund and Kumaon Divisions: Muhammadan Rural): What I understood from the statement of the Honourable the Leader of the House is this: that the Government

Mr. President (The Honourable Sir Abdur Rahim): There are other Resolutions the order of which has been determined by ballot. That is another difficulty. So some other means will have to be found.

Dr. P. N. Banerjee (Calcutta Suburbs: Non-Muhammadan Urban): This will have to be taken up on an official day.

Nawabzada Muhammad Liaquat Ali Khan: I was going to submit that it appears from the statement of the Honourable Member in charge of this particular Department that the Government have been examining the position very carefully, and I understand actively, but they are not yet in a position to tell the House as to what the decision of the Government is with regard to this matter, i.e., with regard to the Department of National War Front and its activities. The Honourable Member has given an assurance to the House that the Government decision will be made known at the latest by the first week in March, and I suppose he has fixed this date so that the House may not be deprived of having a discussion on that decision. The House could take it up either during the budget discussion by means of a cut motion or in the discussion on the Finance Bill. I think that is the reason why the Honourable Member says by the first week of March he will be able to tell us of the Government decision. I do not think we can adjourn the discussion because there are so many other non-official Resolutions and they will have to be taken up. The only thing is this, that after all this is being discussed on a non-official day. We still have another day for non-official Resolutions. If we do not have it during the budget discussion all of us could ballot the Reso-

lution again. So that means the time we are saving today will be used up later on, unless out of the goodness of their heart, which is very seldom round

The Honourable Sir Sultan Ahmed: Always found!

Nawabzada Muhammad Liaquat Ali Khan: . . . they will give us an official day for the discussion of this matter. It is quite possible, as it has happened in the past, that on some particular day when the Government has no business, the House has to adjourn before time. In that case the Government should be able to allot that time for the discussion of this matter. So I do not think there will be any difficulty, provided the Honourable Member was really willing to accommodate the House, and the House I am sure will be willing to accommodate the Government on this question.

The Honourable Sir Sultan Ahmed: So far as I am concerned there will be no difficulty at all. I am very anxious to come to a definite decision before the first week of March and place the decision before the House. It will be open to the House to examine the decision arrived at by the Government and take such steps as the House considers necessary.

Mr. President (The Honourable Sir Abdur Rahim): The point is, will Government allow a day?

The Honourable Sir Sultan Ahmed: I do not think we can say that at present because there are so many actions that may be taken by the opposite side—one is by moving a cut motion; the other on the Finance Bill. They will either be satisfied or not. If they are satisfied the matter ends. If they are not satisfied, there are plenty of opportunities of condemning the Government, or censuring the Government or advising the Government.

Nawabzada Muhammad Liaquat Ali Khan: The Honourable Member has suggested that this matter may be discussed when the House is considering the Finance Bill. Well, if this matter is discussed during that period, the House will take longer to discuss the Finance Bill. So it means the Government's time will have to be utilised for that purpose, but if we are allowed another two or three hours for this purpose, the time will be saved.

Sir Cowasjee Jehangir (Bombay City: Non-Muhammadan Urban): Where the time is being wasted is in discussing how to do it!

Mr. President (The Honourable Sir Abdur Rahim): The House may give leave to the Honourable Member. But I do not know whether the Honourable Member wants to withdraw it.

Mr. Bhulabhai J. Desai (Bombay Northern Divisions: Non-Muhammadan Rural): In terms of money this is a colossal waste and the House must know by detailed discussion whether the farce of these meetings, organized day to day and where nobody attends but a few hired clerks, is to end. That is the issue before the House. This War Front is not going to be dissolved by a mere scheme. Unless the Honourable Member says that what has happened is wrong and that therefore it is a matter of reorganizing it on a very small scale so that the taxpayers may not suffer, I think the discussion had better proceed.

The Honourable Sir Sultan Ahmed: My Honourable friend wants me to surrender to the Resolution and say that all that has happened is wrong and that a new scheme is going to be worked out. I am doing nothing of the kind. The stage may come for the House to express views as strongly as it likes, or there may be no such stage.

Mr. President (The Honourable Sir Abdur Rahim): Then the debate will go on. Is the Honourable Member not going to press it?

Prof. N. G. Ranga (Guntur cum Nellore: Non-Muhammadan Rural): He has moved it.

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): To me the proposal of the Honourable the Leader of the House seems to be quite feasible and I think I should have accepted this statement and withdrawn my Resolution.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member cannot do it except with the leave of the House.

Sir Muhammad Yamin Khan: Yes, I want the leave of the House.

Mr. President (The Honourable Sir Abdur Rahim): Sardar Mangal Singh. **Sardar Mangal Singh** (East Punjab: Sikh): I get up to support the Resolution moved by my Honourable friend, Sir Yamin Khan. Of all the hoaxes that have been played by this Government during the war this hoax of a National War Front is probably the greatest. So far as its national aspect is concerned

Kunwer Hajee Ismaiel Alikhan (Nominated Non-Official): I rise to a point of order. Sir, when the Honourable the Mover of the motion is ready to withdraw his motion, I do not understand why the question has not been put.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member was not perhaps quite definite that he wanted to withdraw the motion.

Sir Muhammad Yamin Khan: I said that, but I know that unless the House allows unanimously.

Mr. President (The Honourable Sir Abdur Rahim): If there has been any misunderstanding let him say now what he wants. I will allow him.

Sir Muhammad Yamin Khan: Yes, Sir. I beg leave of the House to withdraw the motion.

Mr. President (The Honourable Sir Abdur Rahim): Has the Honourable Member leave of the House to withdraw the motion?

Some Honourable Members: No, no.

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

Sardar Mangal Singh: Sir, this National War Front is neither national, nor has it got anything to do with any war front. It is sought to create the impression abroad that India is fully participating in this war. This National Front is a collection of 'jo hukums'. Some jobs have been found for Government friends, and the money has been spent in advertisements mostly to pay handsomely to the friendly newspapers in this country. This National War Front has not created any impression in the country. Meetings have been held under its name by District Magistrates and other Magistrates and efforts have been made to show that the public is co-operating with this Government, but this National War Front stunt has fallen flat on the country. It has not done anything useful. As a matter of fact, the Government themselves feel that this National War Front is useless. So far as I am aware, the Railway Department has already taken some steps to liquidate the 'Travel Less' campaign carried on by the National War Front; it has already been suspended or stopped altogether. The Government has already begun to feel that this National War Front should be voluntarily liquidated and the process has already started. But I wish to warn the House that the Government wants to do the same thing under a different name. They are probably thinking of organising a huge propaganda machine to reach the masses under a different section of the department of my Honourable friend, the Member for Information and Broadcasting. I wish to warn the House that if the name is changed from National War Front to 'Rural Publicity Bureau' or something like that, the House should not accept that. It is only to benefit their friends—to give jobs to those who have already been employed in this department—and to mislead the masses that the Government is doing this and that for them, and also to convey an impression abroad that Government is carrying on a huge programme of post-war reconstruction for the benefit of the masses. The idea is to side-track attention of the country from the central political issue to other less important economic issues, and, therefore, I would ask the House to pass this Resolution and persuade the Government to discontinue this National War Front from next year.

The Honourable the Leader of the House has announced that he will give his decision in the 1st week of March, but the point is whether Government is going to make any provision in their budget proposals. If that is so, the Government will have to take a decision earlier than that. The Budget will

be introduced in this House on the 28th of February and the Finance Member must make up his mind by the middle of February on the question of whether he is going to run the show or shut it up. And therefore the proposal of the Leader of the House that the Government will come to a decision in March does not appeal to me. I therefore ask the Honourable Members in this House to pass this Resolution and tell the Government definitely that the country does not want this National War Front, and that the country thinks that the money spent on this National War Front is a waste of the tax-payers' money and it could be spent usefully in some other direction.

Sir, I support the Resolution.

Mr. M. Ghiasuddin (Punjab: Landholders): Mr. President. In view of the assurance given by the Honourable the Leader of the House I have to ask him a few questions if he will kindly give his attention to what I am saying. First of all, I believe that the Government of India are as anxious to prosecute the present war as they ever were and if they intend doing so, I suppose they will have to mobilize the public opinion in this country for the prosecution of the war. From his announcement today it appears that they are thinking of liquidating this National War Front movement.

The Honourable Sir Sultan Ahmed: Sir, I have said nothing of the kind.

An Honourable Member: That was an implication.

The Honourable Sir Sultan Ahmed: All that I have said is that the matter is under active and anxious consideration of the department and I will be able to announce my decision some time in the first week of March, and the House will have ample opportunity of considering that scheme and condemning us or accepting it as it pleases.

Sir Muhammad Yamin Khan: I understand.

Mr. President (The Honourable Sir Abdur Rahim): Order, order.

The Honourable Sir Sultan Ahmed: I might add that Government would be prepared to give two or three hours any day they want.

Sir Muhammad Yamin Khan: May I have leave.

Mr. President (The Honourable Sir Abdur Rahim): Order, order. The Honourable Member cannot go on like that.

Mr. M. Ghiasuddin: I could not catch what the Honourable Member said definitely, but anyhow if this movement is to be liquidated I hope the Government will consider the points which I am going to lay before the House. First of all, I would say that the Government have to mobilize the public opinion in this country for the successful prosecution of the war and if so they will have to devise a machinery for doing so. For instance first we come to the question of recruitment.

As I understand, one of the functions of this National War Front movement is to procure recruits for the various defence services. As we know, there is no conscription in this country, and somehow or other the people have to be induced or asked to join the defence services. Of course, Government will have to keep that machinery, under whatever name it may be. Of course some of the people say that the only reason why people join the army is the mercenary reason. If that had been so, naturally in the areas where poverty is greater, like Bengal and so on, the people would have joined the army; but that is not so. People have joined because they believe in the cause and because they have been induced by organisations like the National War Front movement to do so.

Another purpose of this movement has been, asking the people to invest their money in the various war loans or to contribute to war funds. I suppose the Government will still have to have a machinery for doing so.

Thirdly, the National War Front movement has been rendering services for contradicting the rumours spread by enemy agents, and contradicting the propaganda carried on by the enemy radio. May I ask if the Government are going to leave the field clear for these enemy agents? Again this movement has proved very useful as a connecting link between the various Leaders, for

[Mr. M. Ghiasuddin]

instance, in putting down black market activities and things like that. As we know, the literacy in our country is very low, and some sort of connecting link is required. In other countries you just put some advertisements in the papers and they reach everybody; but here in this country the people do not read papers because they are not literate, and so some sort of organisation is required to carry the message as regards putting down the activities of black markets and the like, and this function has been fulfilled by the national war front organisation. Furthermore, I would say that in most countries where literacy is greater and where there is conscription and all that, organisations like the national war front do exist. I do not know what decision the Government is going to take, but if they are going to liquidate this movement, I think they will have to provide for all these points I have raised, in some form or other. Therefore, I do hope that all these considerations will be taken note of, if it is decided to liquidate the movement.

Mr. Badri Dutt Pande (Rohilkund and Kumaon Divisions: Non-Muhammadan Rural): Sir, when Sir Muhammad Yamin Khan...

Sir Muhammad Yamin Khan: I want to withdraw the Resolution if the House will allow it.

Mr. President (The Honourable Sir Abdur Rahim): Order, order: the Honourable Member cannot go on like that: he has already spoken.

Mr. Badri Dutt Pande: I am on my legs. When Sir Muhammad Yamin Khan, who has been a supporter of the Government for a long time, comes forward with a Resolution to abolish this department, it is clear that there is something rotten in the state of Denmark. I say it is a national fraud. Only a national government can establish a national war front. Let us examine the background of this national war front. Mr. Griffiths was first appointed as the head of this national war front—he is not here and so I cannot attack him much. If he had tried this sort of thing in Ireland, he would not have been allowed inside Ireland by the De Valera Government to preach these ideas of his there: for he is not only anti-national but anti-Congress and anti-Indian. After drinking a lot of tea at Rs. 4,000 a month in the tea gardens, he was imported into this front.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member must not go on making personal reflections.

Mr. Badri Dutt Pande: He was brought here and one of his activities was being director of this national war front.

Mr. Abdul Qaiyum: The Honourable Member is dealing with the assistant.

Mr. Badri Dutt Pande: His assistant was one Mr. Bierman—I do not know who this Bierman was—no one knows who this man is; then there was one Mrs. Robinson who was perhaps originally an Indian missionary. Who these gentlemen of the national war front, drawing three or four thousand rupees a month, are we do not know. Then there was another economist there—Dr. Thomas, who in sheer disgust resigned from this organisation, finding that it is a liars' organisation: he resigned from it as it was telling lies, lies and lies all the time. That does not suit a national organisation or any organisation; the truth will come out at last, however much you may suppress it or oppress it or depress it. Only patriots like Jawaharlal Nehru can call the people to arms.

Now something about the meetings of the Front. I attended one meeting from a distance and there was a song sung there. (An Honourable Member: "Did you attend it?") I was just there—I happened to be passing that side—it was in Delhi—and a meeting of the national war front was going on and a song was being sung there. It has been said that the army is not mercenary. I will reproduce the song in Hindustani as it was sung there:

Aja aja re rangroot.

Ghar men tere dāl na daliyā, yahan mile biskoot.

Ghar men tere joota na chappal, yahan mile phul boot.

Ghar men tere lata na kapra, yahan mile phul soot.

Who can deny that it is not a mercenary appeal, to say "You have not enough food at home and Government will give you biscuits: you have no shoe or chappals at home and here you will get a full boot; you have no dress at your home and here you will get a full dress". Is this not a mercenary appeal? If Jawahar Lal Nehru were to appeal to the people, he would appeal to their honour, their liberty and their hearts.

An Honourable Member: How many people attended the meeting?

Mr. Badri Dutt Pande: There were some 10 or 12 persons there, some half naked persons and a *dholak* was being tomtommed in a corner of the Jumna bank—I had gone for a walk and I saw this thing going on and I just stopped for a few minutes and heard these songs. Under nationalism, you call people to arms by saying their honour and their liberty is at stake and their country is at stake and therefore they must come. There was also a European standing there—I do not know whether it was Mr. Phillips, who said the Indian army was mercenary, or somebody else. But the songs sung at the national war front meeting show that it is absolutely mercenary and that this is purely a *dalals'* association, as I will prove. They fix a quota—give this much to this newspaper and that much to that—and take so much from the kisans and the zemindars. This national war front fixes the quota and then the police and the revenue officials go and loot the peasants. I am a personal victim of this national war front. I happen to be a zemindar in Budaun district; I was imprisoned and my *karinda* took the revenue to the Tehsil; the national war front fixed a quota of 12½ per cent. of the revenue to be paid into the Treasury. My *karinda* took the revenue to the treasury. Then the Tahsildar and other treasury officials squeezed money and they deducted money for the National War Front. He was told 'You must pay so much or no receipt will be given'. I was in prison. So my *karinda* was frightened and he laid to pay that amount after borrowing it. He took the receipt. When I came out of the prison I protested to the Collector. I said: You can take hold of my village. Government can confiscate my property but I cannot pay anything. Now, of course, I am relieved from the payment. Now they deduct two annas for every rupee from the kisans because that is the quota fixed by the *dalals'* association—this National War Front. This amount is forcibly taken from every kisan. I was in my zamindari the other day. The kisans said 'why don't you take from Maharaj ji'. That is what they call me. The *patwari* said: 'Either go to jail like him or give 2 annas. That was the reply given to the kisans. This National War Front is playing havoc all over the country. All the people now know that this a small *tamasha* created by *jo hukms* and *ji huzurs*. All these anti-nationalists gather under this flag and their propaganda is intended to deceive America, China, Russia and other countries and show them that Indians are united together under the National War Front. Their propaganda is. Eat less, spend less, travel less, talk less but give more money to the War Front—everything less, but more money to the War Front. This is the propaganda going on everywhere. The Leader of the House said that he does not know how much money is being given to the newspapers. Of course, the greatest fraud and bribery in the political history of India,—the case of M. N. Roy—has been exposed in this House. There are some papers in my division which are being given money. The *Pataka* is being given about Rs. 4,000 a year. It is a small paper with a tiny circulation or no circulation at all. Then there are some papers in Naini Tal and Kashipur which are being given Rs. 6,000. Then there is a paper called *Naya Zamana* which is being given Rs. 10,000. Then the *Vanguard* was paid Rs. 36,000. So the money is being squandered like anything on newspapers which have no circulation, no clientele and no subscribers. Only we read the other day that 9 lakhs was sanctioned for economical planning which is going to be started. Nowadays planning is in the air. There are plans for the economic development of the country, plans for improving public health, introducing universal education and more and more plans are being discussed all over the country. Nine lakhs have recently been sanctioned for this propaganda work for this Planning

[Mr. Badri Dutt Pande] Reconstruction Committee. Sir A. Dalal is not telling us anything here but outside this House he says that a national Government is coming. For his department nine lakhs have been sanctioned the other day under the head of National War Front. This is a huge fraud and waste of money. Sir Yamin Khan has done a public service and he should not withdraw his Resolution. Only yesterday we discussed the Public Accounts Committee report and we know what sort of things are going on, how one crore or 90 lakhs of the taxpayers' money is being spent on nothing at all. There are so many newspapers which can take up the job. It is high time that this great hoax is liquidated and liquidated in time and relief is given to the taxpayer. I say that this sort of fraud should not occur in this country in any shape or form.

Mr. Kailash Bihari Lall (Bhagalpur, Purnea and the Sonthal Parganas: Non-Muhammadan): At the very outset I should say that I am opposing this Resolution. Of course it sounds surprising. I am opposing the Resolution but I am opposing the Honourable the Leader of the House's intention also. He is also in a way supporting the Resolution.

The Honourable Sir Sultan Ahmed: I have never supported the Resolution in a way or two ways or three ways.

Mr. Kailash Bihari Lall: When the Leader of the House said that he is considering it, it seemed that he may be able to meet the wishes of the Honourable Member the mover of the resolution and so keep the Resolution in abeyance and the necessity of moving it may be avoided. So I thought in a way he was supporting it. Some sort of support came from Mr. Ghiasuddin. So, both from the point of view of the supporter and the opposer, it has been made amply clear that this War Front exists only in name. From the facts that came out from the lips of Mr. Pande, it is not so much harmful. It also seems that it could not have had much effect as was feared, because there were only 10 or 12 persons at the meeting. If nobody attends the meeting, then it does not carry any impression with the people. As my friend Sardar Mangal Singh said, it exists only in order to create the impression that India is fully participating in the war. It has been proved all over the world how India is participating in the war. It does not help us to say that it is not at all participating in the war. Neither is it right to say that it is fully participating in the war. The situation is more clear to people outside India than it is for us. Some of us think that the Americans are in the dark about the position in India. Some think that the English people are in the dark—at least the general masses of England—as to the situation in India. But perhaps they know much more of our condition than we know ourselves what we are. And it is quite clear how India is participating in the war. Of course, those who are in authority either in India or in England know that there is really one India which is not participating in the war and with which they want to come to terms somehow and they also know that there is another India which is fully participating in the war and the members of which are fighting amongst themselves and vying with each other to go to the war front. My Honourable friend Sardar Mangal Singh and perhaps my Honourable friend Sardar Sant Singh, who is laughing in his seat, are very cautious about this. My Honourable friend Mr. Ghiasuddin is also cautious about this. If the question is raised that all people from all provinces should be allowed to go to the army, then they will come up and say that people from non-martial provinces should not be enlisted in the army. It is the birth-right of the Punjabees only to be enlisted in the army.

Mr. M. Ghiasuddin: We have never said that.

Mr. Kailash Bihari Lall: They always say that they are the martial people and it is their privilege to be in the army and it should be a matter of pride to them only to help the war. But when he has to speak in this House he would say that we should not go to the war, surely then it is convenient for him to conclude that India is not participating in the war. You know in your heart of hearts how you are making India participate in this war. Thus, the actual state of affairs is more clear to the people outside than it is to us because each

one of us is trying to put a curtain on the eyes of others. But the hiding of facts will not help us. So far as this national war front is concerned, you are quite clear in your hearts that it is an innocent thing. If I were to advance my arguments, the Leader of the House will be more inclined to shut up this show. In the Railway Central Advisory Committee the question of publicity was under discussion and some of the Members there said that as it was serving no useful purpose, it should be stopped. I advanced the argument that at least some thousands of rupees go into the pockets of our countrymen who are engaged in the newspaper business and therefore it should be continued. Of all the arguments that were advanced there, I think this was the one which appealed the most, and we understand that perhaps there may be no expenditure under this head in the coming Budget. I think I will be justified in advancing the same argument here. When you are quite clear in your mind that no harm can be done by this national war front, why are you so busy about it and ask the Government to stop it especially when at least a crore of rupees goes to the pockets of needy persons. You can see in the districts what class of persons are enrolled in this department.

I have got another argument in support of this war front and I am sure it will go home to the Leader of the House and he will come sooner rather than later to the decision. My argument may even be accepted by him. I quite appreciate that there are some persons who in ordinary times would have engaged themselves in communal warfare and in fighting on fronts where we would not like them to be. They may have even been doing the work of pickpockets. At least these elements are utilised in speaking to the people that it is our war and that we should go to the war front; we should give subscriptions for the prosecution of the war and so on. It has been said that only 10 persons attend the meetings of the national war front. But if the pockets of needy persons are filled even to the tune of one crore of rupees, what does it matter to the Government of India or to you? After all, it is the rate-payer's money and the men who are paid are our men. So, in no way the money is wasted. I am afraid the very force of my argument will fall through if you take it in that light and perhaps the Government may come to the decision to stop it sooner than later. That is my fear. For that reason I oppose this Resolution and I would ask my friend to withdraw it and leave the things as they are and even wait for the decision of the Government to abolish this war front. If my friend Mr. Hosmani is so much eager to speak something in this House, I will ask him to speak outside this House against this war front, which he and his Party know is practically nothing. By this means, they help in some way the needy persons of the country, who tell the people to go to the war and help the prosecution of the war. You are helping the war all the same. My Honourable friend Sardar Mangal Singh has condemned it, but would he ask the members of his constituency not to go to the war and stay at home? He will not say that. People must go to the war and they are going to the war. So, what does it matter if some people are engaged to do this propaganda work. These people would have been harmful if they were not engaged in this harmless task. So, let them remain where they are. You have yourselves admitted that it produces no effect because no serious-minded people attend these meetings. The serious people know the conditions of the war and they do not mind at all this propaganda. These people are going about with some loud speakers and sing some beautiful songs to the people and ask the people to help the war. So, what does it matter to you if they do this singing business and ask people to join the war. At least, they save the society from some mischief which they would have otherwise done. I know that there are some persons who were in ordinary times always busy in communal warfares and engaging themselves in scrambles of religious nature. These people have been engaged in this national war front.

My last point is that in these Government bodies we find people really on one front. From that point of view, if you ask the Muslim League to take up a task they would say that they must have Pakistan first even for doing this propa-

[Mr. Kailash Bihari Lall.]

ganda work. If you ask the Congress to do this work, they will say that they must have their Hindustan first. If we are at all to do anything, we must have some alliance. So, there should be an allied national government even to do this propaganda work. At least so far as the present Government is concerned, there is no alliance and there is no treaty of any kind, but they are doing things at least as one front. If they are engaging your own men without any label of Pakistan or Hindustan or Sikhistan, who are telling people to go to the war, at least there is one front. I think that one front should not be disturbed. In

spite of disagreement of so many kinds among themselves, if people could join together and engage themselves at least in one front, that is, even in asking the people to go and help the British in fighting the war successfully, then that would be of immense help to this country. Let people come together even in the name of helping war effort and thereby become one nation at least on this front. The difficulty is people refuse to come together, some want Pakistan, some others want independence, while yet others want Sikhistan and so on. I say let the Pakistanis, the Hindustanis, the Independence wallahs, let all these come together, let there be no different labels, let there be one united party in the name of at least war effort. When Government are doing some service in bringing irreconcilables together, namely, bringing all parties together in the National War Front, it is a service which should be appreciated. Sir, I oppose the Resolution.

Sir Cowasjee Jehangir: Sir, I should like Honourable Members to take their minds back to the year when the War Front was founded. It was sometimes in 1942. Then, in this country, as now, there were two main schools of thought; there were other schools of thought also but there were only two main schools of thought. There was the one school that honestly and sincerely believed that to help war efforts in India would lead us faster on the path to self-government in this country than anything else we could do to attain the goal of our ambition. There was another school of thought, very vocal, very powerful who, perhaps sincerely, believed that the quickest way to Swaraj was to oppose the war efforts in every possible way, to oppose everything that could be done in this country to fight the war. It may be that at the back of their minds they felt that any help given to the War Front, any action on their part which would show that they were in favour of the war might be an exhibition of complacency in the political situation.

Those were the two schools of thought; the one, I admit was very powerful, it had a machine from which it could voice its opinions. The other was scattered all over the country, belonged to all parties, sometimes to no Party at all, but their efforts could not be co-ordinated so as to make them felt in the country. It was these people who were determined to help the War efforts, let me tell my Honourable friends with just as patriotic motives as others; believing, I will repeat, that the best method of attaining the goal of the ambition of this country was to help the war efforts. It was these people who felt that some machinery should be brought into existence.

I am giving away no secret when I say that it was mooted in the National Defence Council and this National War Front was set up. The Government were asked to give their assistance. The idea was that the National War Front in several provinces should be run by non-officials, that machinery should be set up whereby all over India the efforts of these people could be co-ordinated and some results could be achieved. Surely, there was nothing very wrong in trying to do one's best, to place one's own opinion before the public. These people felt that great harm was being done to this country, inside this country and outside this country by this continual exhibition of active and passive opposition to war efforts. If they asked that machinery should be set up whereby they could carry on their efforts, was there anything very wrong in that?

I heard this morning from my Honourable friend Sardar Mangal Singh that it was a waste of money. Perhaps an honest opinion. I quite agree that it was a waste of money, because it was machinery set up to fight the opinion

which my Honourable friend held. He was against war effort, he was against doing every thing that would help the Government to fight the war. Naturally from his point of view, it was a waste of money. Then, another Honourable Member said that it was a machine created to utter lies throughout the country. I quite understand his point of view. According to him, everything said by those who were supporting war efforts were lies. Naturally these were lies in his eyes. But let us admit that there has been a substantial support for war efforts, which has done the greatest good to this country and which is likely to yield better results than any other political move by any party in India.

Mr. Abdul Quaiyum: Question.

Sir Cowasjee Jehangir: I have not the slightest doubt that you will question it. All your past actions have shown that you question it. But what are the results? What is the political position in this country today? I do not want to go into all these details. Since the Honourable Member interrupted me, I will put a simple issue before him. There can be only one test. If the Honourable Member's efforts and the efforts of his Party have been the right efforts and in the right direction, then the political position in this country ought to have been satisfactory and you ought to say that you are satisfied with the political position. But if you say that the political position in this country today is most unsatisfactory, then the logical conclusion is that the efforts of your great party have been unsuccessful and have set back the hands of the clock. That is the only conclusion you can come to. I did not want to say all this. But the Honourable Member's interruption provoked me. Mr. President, I am firmly of the belief that the one road that will lead India to Self-government is wholehearted support in the war efforts of our country. Every action taken which distracts the minds of our people from the war efforts is leading us away from the goal of our ambition, your ambition and the ambition of every Indian on this side of this House. And if we feel, and feel strongly, that the one method of attaining that goal is the method we advocate and if we feel that the methods adopted by some have been wrong and have set back the hands of the clock and have done this country great harm and injury, we have a right to say so; and if this is the psychological moment let us say so boldly. Let prestige be set aside; let unpopularity or the threat of unpopularity be relegated to the waste paper basket. Popularity is not everything; the applause of the masses is not everything; there is only one thing that we must aim at and that is the final good of this country, the prosperity, happiness and contentment of the millions of its people. That is the only goal that we should try to achieve, and if prestige or popularity will come in the way of our admitting our own mistakes, then God help us. Do not let us run down the efforts, however fruitless they may have been, of these who conscientiously believed that their methods would lead us to the goal of our ambition. I do not speak for the whole of India, I have no experience of the National War Front outside my own province. There may have been mistakes made. Indeed the Honourable Mover of the Resolution said very clearly that when the National War Front was brought into existence it was necessary. I have carefully read the whole of his speech since it is now in print; it was in support of the War Front. But he complained, and perhaps rightly—who am I to judge whether he was right or wrong—that in one province in India the funds supplied to that War Front were misused. He said they were used for a political purpose, to further the aims and objects of one party. If that is correct, I condemn it as strongly as he can. I condemn this putting the National War Front to a use which it was never intended to. If I could understand his speech correctly his Resolution might have been worded differently. It might have been that the funds for the War Front should be used for purposes for which they were originally intended and that Government should take steps to see that those funds were not used by any political party for any political objects or for any political aim. And if he could give us evidence that that was so, he ought to receive the whole-hearted support of this House in condemning any provincial Government who puts this money to such uses.

Nawabzada Muhammad Liaquat Ali Khan: Not only money but also the machinery.

Sir Cowasjee Jehangir: Yes, monies and machinery. If they have been so used I would be quite prepared to whole-heartedly condemn it. It is going against the whole purpose of the War Front. It leads not to helping the war effort, it may lead the other way. Therefore I quite sympathise with any such complaint. I also sympathise with any complaint, if it can be proved, that the War Front monies or the machinery have been used wrongly and in order to harm or injure anybody, if used to bring direct or indirect compulsion on anybody. I am quite prepared to condemn all that; but I am not prepared to admit that the National War Front throughout India has been a machinery for lying, nor am I prepared to admit that it has been a waste of money. I am prepared to admit that from the point of view of the speakers they are right; they are against war efforts, they have been against war efforts, they will ever remain against war efforts for their own reasons. They are against India fighting this war. I have my own point of view, as they have theirs. Who is right and who is wrong history alone will judge. The present political situation in India is only one pointer towards what the historian a hundred years hence will say. That I am not prepared to argue, I leave it to the historian to judge.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

Sir Cowasjee Jehangir: What I say is that you should not condemn whole-heartedly, as you want to do, the efforts of non-officials who have tried their best to help their country, which is yours and mine, to the best of their ability, so as to have in the future a Government in this country which we all hope will come in good time.

Mr. Jamnadas M. Mehta (Bombay Central Division: Non-Muhammadan Rural). Sir, I am very glad that the House did not give permission for the withdrawal of this Resolution. It has therefore become possible for me to submit my own views on the point at issue. Every one knows that from the very first day the war started—the 3rd September, 1939, I have whole-heartedly supported it. I have supported it throughout, I support it today and I will support it until the last of Fascism is destroyed. I have not supported it because, as my Honourable friend Sir Cowasjee Jehangir thought, that will bring Swaraj. It may or it may not; if it does I shall be grateful and if it does not I shall not be surprised. But that will not make any change in my attitude towards the war; I believe this is a war in which Fascism and anti-Fascism are the parties. It is not a war between one country against another; it is a war of ideas, a war of democracy against autocracy, a war of racial arrogance against the right of human beings to live their own life. That is the issue in this war; all over the world the working classes have backed this war. They have all backed this war as a war against Fascism. Therefore, while I have regretted the attitude of the political parties in this country towards the war for reasons into which I do not want to go today, as a working class representative it has been my duty to support the war throughout. And because I have supported the war I have also participated in the National War Front. The National War Front is not exactly the Front which Lord Linlithgow intended it to be when he started it. It has been my view all these years that the National War Front has not been exactly the War Front which was suggested by His Excellency Lord Linlithgow and which he accepted. His Excellency's idea then was that the Front should silence the babblers, destroy the fifth columnist and to support the war effort which was to be run under non-official auspices. There was not to be any Government officer controlling or regulating it. That was the original object, which anybody who reads the statement issued in 1942 by H. E. Lord Linlithgow will find. Unhappily in some Provinces no attempt was ever made to run it through non-officials. Happily in my province of Bombay from the very beginning the National War Front has been run under non-official auspices. I do not say that it has been very successful. It could have been better off than it is. But at least we have the satisfaction that in the Province of Bombay the National War

Front has been organised through non-official support. Sir Cowasjee Jehangir, my friend Dr. Ambedkar and myself were associated with it from the beginning and after Dr. Ambedkar's translation to the Executive Council, Mr. Hoosainbhai Lalljee has been kindly assisting us and in Bombay we have found no difficulty in carrying on the National War Front propaganda. It is not true, I may assure my friend Mr. Pande, that the meetings which we have addressed were attended by 12. The figure was not even 1,200 but several thousands. My friend, Sir Cowasjee, will bear testimony that it was an open air meeting in the Gowalia Tank site in Bombay. It was advertised days before. Everybody was free to come. The meeting was attended by not less than 6 to 7 thousand people and it was a very successful meeting. I agree that there have been other meetings which were not so successful.

Sir Cowasjee Jehangir: Other parties too have their own hirelings at their meetings.

Mr. Jamnadas M. Mehta: I admit that the National War Front does not contain all angels but you are not all angels either, you will agree. We all are Indians. Do not think that because you swear by one party therefore you immediately become superior to the others. Nothing of the kind. We are all on the whole of the same moral stature, the same political and intellectual stature whether we swear by one party or not. We are all Indians.

Mr. T. T. Krishnamachari (Tanjore *cum* Trichinopoly: Non-Muhammadan Rural): At least you will concede that we are equal to you.

Mr. Jamnadas M. Mehta: You may be superior but in what you are superior I will not say today. Therefore do not interrupt. As a workers' representative I want to say that all over the world the workers have stood by this war in the interest of democracy. If this Government is not democratic, it is not my fault. If the other countries are ruled by undemocratic governments, it is not our fault. But there is one test which I shall apply. My friends of the Congress Party—let them remember that even with all their numbers they do not represent more than 1½ crores of voters. That is all they represent. Out of a population of 40 crores they represent 1½ crores of voters. My friends of the Muslim League represent even less but their attitude has been one of neutrality in this war, a malevolent neutrality but not an opposition. And the opposition of the Congress Party has been unequivocal. I ask what about the remaining 33 crores whom the National War Front wanted to approach? (Interruptions.) This question is not going to be decided by anger but by results. You have opposed the war effort for all you are worth, if you are worth anything. But you find that 20 lakhs of soldiers have enlisted themselves and it is a deliberate lie to malign the Indian soldiers as mercenaries. His feet are rooted in the soil of this land. He is more patriotic than many here and to say that these 20 lakhs of Indians are mercenaries is the rankest ingratitude. If you are sitting safely here it is because the Indian soldier is fighting at the fronts. If you are enjoying this opportunity of talking through your caps here, it is because he is shedding his blood elsewhere. Therefore it is utter rot for you to say that the Indian soldier is a mercenary. He is no more mercenary than any of your supporters. I maintain that the Indian soldiers have enabled this House to function today. You would not have been functioning with all your "Quit India" business but for the Indian soldier. (Interruptions.) Don't interrupt. I am giving you the result. 20 lakhs of Indian soldiers have been recruited in spite of you. In spite of you, 500 crores of rupees have been lent to Government and the Germans and the Japs are on the run in spite of you. That is the result of the National War Front and the war effort. (Interruptions.) You may talk any rot you like. You are safe today, because of the Indian soldier and because of his great sacrifice. But for him your talk would not have been heard except in a Japanese prison. That would have been your fate, if the Indian soldier had not been there. Therefore while I say that there are many faults in the National War Front it has on the whole not done badly. The biggest beneficiaries of the National War Front are you and your so-called Congress journals. They receive the advertisements of the National War Front not with

[Mr. Jamnadas M. Mehta.]

both hands, but with four hands. Examine their accounts and you will see how much money has gone into their coffers.

An Honourable Member: Including yourself?

Mr. Jamnadas M. Mehta: I am willing to go into any examination. All your ancestors would not be as clean as myself. Do not talk about my accepting money. I stand against one and all to give the lie to the charge that anything in this world can corrupt me. I stand by this war effort as I have ever stood, not because there is any gain. There are only accusations from people like you. You run away from the fight, leave it to others to fight, because you are sure that in the end the British people will win. In opposing the war you claim the credit of becoming patriots and you will also have the advantage of being safe while others fight. Such is the dishonest attitude of people who try to thwart and condemn the war effort. The National War Front may be faulty. Dinners are sometimes given before meetings are held. That I agree. Some Government contractors are its biggest supporters. That I agree.

An Honourable Member: Also dancing girls.

Mr. Jamnadas M. Mehta: I do not know of dancing girls but if the dancing girls support the war effort, the people opposite will all flock there; don't you worry about that. I do not think one of them will be absent. There will be a veritable scramble and a stampede to get into the place. I judge the war effort of the National War Front by the results. Twenty lakhs of Indian soldiers have enlisted but you cannot get two lakhs of people for your so-called "Quit India" sabotage. It miserably failed, as it deserved to fail, against this anti-Fascist war. Your fascism could not succeed. After all is said and done, both of you are fascist bodies. Don't talk as if you were democratic bodies. It is good that the Fascists have been beaten; whoever helps in beating the Fascists, no matter who he is, is our friend; whoever opposes the war effort, no matter even if it be under the guise of patriotism, is guilty of cowardice in the first instance, selfishness and failure to realise that this war is a question of the safety of the world, the future of world peace and the future of peaceful men and women to live their lives according to their own lights and not be trodden down by racial arrogance as the Germans under Hitler tried to do.

Therefore I heartily support—I mean oppose this Resolution.

Several Honourable Members: Support! Support!

Mr. Jamnadas M. Mehta: I heartily support the war effort. I have always supported it and will always support it. I would ask my friend Sir Sultan Ahmed not to apologise for working in National War Front.

Mr. Manu Subedar (Indian Merchants' Chamber and Bureau: Indian Commerce): His Master's Voice!

Mr. Jamnadas M. Mehta: You are a creature of your Master!

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member must not use such language.

Mr. Jamnadas M. Mehta: He started by interrupting me. I support the National War Front.

An Honourable Member: You have already said that.

Mr. Jamnadas M. Mehta: I will say it again and again until you are converted.

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

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

Sardar Sant Singh: Sir during the course of this debate, two forceful speeches have been made, one by Sir Cowasjee Jehangir and the other by Mr. Jamnadas Mehta. Before I deal with the points raised by them in their speeches, I want to say that the Leader of the House has thrown a cold douche over the debate,

high promised to be a very brilliant one in the early stages when the Resolution was introduced last Session. The result of that cold douche has been that the Muslim League Party seems to have lost their enthusiasm which they exhibited during the last Session regarding the Punjab politics and the National War Front. However, if it was the military strategy employed by the Leader of the House, I congratulate him that he has succeeded to some extent in cooling down the enthusiasm of the Muslim League Party.

The Honourable Sir Sultan Ahmed: Neither military nor civil strategy.

Sardar Sant Singh: It is a political strategy then. I want to make an effort to persuade the Muslim League Party not to be taken in so easily by these parliamentary tactics which are employed for debate purposes alone.

Now, I come to the speech made by Sir Cowasjee Jehangir. I quite agree with him when he said that the original object for which the national war front was founded or the machinery devised, was to coordinate the efforts of those who were in favour of the war effort and who wanted to work under some organisation. There can be no quarrel with the object. If I claim liberty to hold one opinion I must concede the same liberty to others who hold a contrary view on public questions. There can be no two opinions about that. Democracy can advance only when both schools of thought are given full freedom to express their points of view. But the question is—did the Resolution as such involve any question of war effort at all?

Sir Cowasjee Jehangir: Definitely.

Sardar Sant Singh: I do not agree on that point with you. The Resolution is not like that. The Resolution does not contemplate the war effort. If it comes in at all, it comes only as an incidental argument.

Sir Cowasjee Jehangir: What is the National War Front for?

Sardar Sant Singh: To coordinate war efforts. Now, as pointed out by my friend Sir Cowasjee Jehangir, it is a machinery for the coordination of those who believe in the war effort. May I ask him—he is the owner of many a factory and he is well versed in machinery—will he continue to use machinery which does not serve the object for which it was put up?

Sir Cowasjee Jehangir: That is a debatable point.

Sardar Sant Singh: I am coming to that. The question is whether he will keep on using that machine which does not fulfil the object for which it was set up. As I understand the main point of the Resolution and the purpose of the Muslim League Party in moving it, was that this machinery is not used for the purpose for which it was set up. That is what I understood the Mover of the Resolution to mean: he cited many instances, particularly in the Punjab, where this machine has been used for party propaganda, for political purposes, and for other objects which are not in any way connected with the real object of the movement but are rather alien to it. My friend gave away his whole case when he said that the machinery may be faulty, that the work done by this national war front organisation in some parts of the country may be condemnable. If that is so, is it not his duty to set up a new machine for the purpose for which he wants it to work? Both Mr. Jamnadas Mehta and Sir Cowasjee Jehangir gave away their case when they agreed with the criticism that was levelled by the Mover of the Resolution against the use of this machinery in that way.

Sir Cowasjee Jehangir: May I rise on a point of explanation? So far as I am concerned, I said that if the facts related are correct, then the action taken by those people is to be condemned. I said 'if they are correct', and I maintain that.

Nawabzada Muhammad Liaquat Ali Khan: They are correct.

Sir Cowasjee Jehangir: May I also point out to the Honourable Member that in the whole speech of Sir Muhammad Yamin Khan the word 'Punjab' does not appear?

Sir Muhammad Yamin Khan: That refers to that. I said so.

Sardar Sant Singh: I am glad that my friend has further tried to explain his attitude towards this machinery, and by explaining that he has strengthened my argument rather than his own case. The position he has taken up is that "if the facts are correct": what about the opinions of those who hold those facts to be correct, who witnessed these facts to be correct, who from day to day saw that the machinery is being abused in the Punjab? Bombay may be different—an educated province in the hands of more responsible people like Sir Cowasjee Jehangir. They may be non-official; but what about this Punjab? When the subscriptions are collected for communal organisations under the very nose of the District Magistrates, who actively participate in it my friend cannot call the machinery a non-official one. It may be so in Bombay—I have no quarrel with him as to what he does in Bombay. But I have a grave quarrel about his knowledge of how the machinery is working in other parts of the country.

An Honourable Member: Are you talking of the Zamindara League?

Sardar Sant Singh: I am talking of that too. The Premier would not have succeeded in getting 17 lakhs of rupees but for the help of the national war front—17 lakhs of rupees. I am not one of those who believe that the people have suddenly become charitable and have contributed these 17 lakhs to the Punjab Ministers because the people believe in Zamindara League. How did they collect that huge amount? Because the Government machinery was used for collections. The whole of the Government is used for the purpose of collecting that money. Can you imagine

Sir Cowasjee Jehangir: May I point out that the war front is intended to collect money for the purpose for which it is set up, and for no other?

Sardar Sant Singh: That is exactly what I am saying, the machinery is used for purposes other than those for which Sir Cowasjee Jehangir stands. That is exactly the point I am trying to make. There are so many instances and the most glaring instance which my friend must have given in his speech—I do not remember if he did—and which I shall repeat now is that one Khan Bahadur Chowdhury Nazir Ahmed, a barrister-at-law, was head of the national war front at Montgomery; but as soon as he joined the Muslim League and parted company with the Unionist Party, he was deposed from that position.

An Honourable Member: Chowdhury Nazir Ahmed.

Sardar Sant Singh: He was at once removed. No one can say that the machinery has been used for the purpose for which it was set up. Why cloud the issue? My friend, Mr. Jamnadas Mehta, has proclaimed, as he has always been proclaiming, that he stands cent per cent for the war effort. Let him please himself. None can quarrel with him on that point. But when he proceeds to say that he is purer than the seven ancestors of my friend over there I join issue with him absolutely. Anybody who is living in this age, who has accepted Government service as he has done for political purposes and retains his seat in this House as he does and whom the Government favours by maintaining him in his seat in this House for the purpose of abusing the Opposition, cannot be purer than even one ancestor of my friend over there. He too has tried to cloud the issue. The issue is a simple one viz., that the National War Front machinery has been abused and has been abused grossly for party purposes, for political purposes, for purposes of favouritism, nepotism and for every evil that can be attributed to it. Should we distrust what we see every day, what we hear every day, what we observe every day or should we distrust him who sits at a distance of 200 miles and tells us that the National War Front is not used for this purpose? My friend is really going too far. I want to tell him that things happen to which we take strong exception and for the removal of which we are trying our utmost. Our difficulty has always been two-fold—firstly to succeed in getting a particular principle conceded by this Government and secondly when we do succeed we are immediately faced with another difficulty when the Government manipulates that principle in such a manner that it defeats the very end for which that

concession was made. Look at the matter of foreign propaganda. Look at the various things that this Government have done; what sort of people were being sent out for purposes of foreign propaganda. This House passed a resolution and condemned the Government and on that very day these men chosen for foreign propaganda sail from our shores to do propaganda in other countries. Is it not shameful? If we cry that this Government cannot rouse the enthusiasm even for a right war in this country so long as the Government is not what it ought to be, we are saying what is true and what is an axiom. It does not require much argument but unfortunately it is not regarded as a self-evident truth. We have to contend against strong adverse forces. We have to contend against our own men. We have to contend against those who for some temporary gain give away the cause for which the country stands. I would have agreed with the humorous speech of Mr. Kailash Bihari Lall, when he said that the National War Front is intended to distribute bread and butter to some few Indians who are with them. I think that would be a true picture, provided the National War Front is declared to be a charitable institution placed in the hands of the Bureaucracy to please some of their friends. If this object is openly published we would have no quarrel with the National War Front. If we quarrel with it at all, it is because crores of rupees are wasted for making a propaganda, which in the real sense of the term is no propaganda at all. Even the Auditor General, as it was brought out in yesterday's debate, had to say "Why don't you call it a secret service, so that the Auditor General may not audit it?" The Honourable the Finance Member admitted during the course of his reply that Provincial Governments had not been able to render their accounts for some of these moneys. Nothing could be a bigger fraud upon the taxpayer than what is revealed by these disclosures. With these words I support the Resolution.

Mr. Hooseinbhooy A. Lalljee (Bombay Central Division: Muhammadan Rural): I am sure many of my friends will probably be surprised with my standing up at present to speak on this subject and probably also with what I am going to say on the Resolution before us, that we should immediately abolish this department. It cannot be denied, as has been pointed out, that this department does require a lot of improvement in many respects. It also would be admitted and it has been admitted, I am glad, at times even by the Treasury Benches, that a lot of reforms could be made. Probably, it may be that a large number of its activities should be curtailed now that we are seeing the end of the war. It is also a fact that a large number of people feel that when we are so much short of money and taxing ourselves to the maximum limit, the amounts that we spend for this department are exorbitant and probably carelessly spent.

After having said that, I must say that I have been taking some part in the activities of this department from the very beginning of the war. In fact the manner in which I have been taking part, I may frankly say so far as I have been able to find out,—even many of my friends on the Treasury Benches did not know probably up to now until my friend Mr. Jamnadas Mehta brought to light this morning that I did ever take part in this organisation. I have reason also to believe that even the Leader of the House, who is in charge of this department, knew precious little whether I ever took part in the activities of the National War Front in our Province. When I have said this, my whole object is to tell my friends on the other side that I am not one of those who have stood up here today to tell you that they are not in favour of the immediate abolition of this department. I have done something which I honestly believed was necessary and still is necessary but at the same time I do desire as strongly as my friends do that a lot of improvement should be made and a lot of care should be taken and that the activities of the National War Front ought also to be now curtailed a good deal. A great check is necessary and a lot of supervision in the right direction is necessary. Who can deny the fact that in the last four years there was a time when we all felt that on account of this Great War that was going on in the manner in which it was

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being waged by our opponents, not a single country in this world was safe from being ruined? If, God forbid, the Germans or the Japs had succeeded as they did in the first two or three years of the war, I am sure, we would have seen a great harm done to this country. When I say great harm, I mean great devastation. I do not for a moment deny that this great war has caused a good deal of starvation and difficulties for the people but there are calamities for which we are not prepared and which our enemies have not refrained from causing. It is in the endeavours made to rouse the people to this consciousness, in the sense that we should be ready to defend our own country and to go to the rescue of some of the people who have been butchered by their enemies that this department has done a great deal.

My friend Mr. Jamnadas has rightly pointed out, and I am mostly interested in that question only, that we have more than 20 lakhs of our people now fighting and they have fought well. The efforts made by our men in the army and the navy have not been fully appreciated up to now and there is not the least justification for calling them mercenary. All people from the highest to the lowest, including myself, do service of one kind or another for the sake of money. You cannot point out any people who are doing things not for the sake of money. Now, Sir, see the condition of our soldiers. They have been paid only sufficient to keep up the family and there is hardly any clothing. The culture and the up-bringing in this country has been such that people have always taken it as their duty to support the action of the Government, whoever they may be. I say that definitely. The whole history of India shows that. Whoever has been the ruler of this country, the people have made it their duty, after serving their religion, to follow the ruler. If our people have come forward in that spirit, I do not think it is fair to call them mercenary. I think it was Mr. Jamnadas who again pointed out that the sacrifices of our soldiers have enabled us to remain in this country safe. It may be so but it is a fact that their sacrifices have established the fact all over the world that we are not behind anybody in the matter of the good of humanity and anybody who tries to belittle our position in this respect will be sorry for it.

Now, apart from the 20 lakhs of soldiers, the work we have done both in the Government and private factories has resulted in enormous supplies to the war effort and the real success of this war is due to that work. Until America came in and for six months after, it was India and the Indian people who supplied not only foodstuffs but also ammunition and most of the things required. We must admit that this was due to propaganda done by the National War Front which did tell the people what the circumstances demanded of them and if the War Front was not there, the people would be thinking as to what is the right course for them to adopt. I am definite about one thing and that is that the National War Front have been able to tell the people how cruel have been our enemies. Let me tell you that so far as the intelligentsia is concerned, nobody in this country, in the Congress or the Muslim League, wanted Germany or Japan to come to this country. If anybody has been making propaganda to the contrary, I say it is a black lie. We do not want any other foreigners to come in and I do not think there is any Indian, even after this great war, who wants any foreigner to come into our country. If credit is taken on that score to the National War Front, I say that it is not the right way to put it. A good deal has been said by Sardar Sant Singh about foreign propaganda and what the gentlemen who went from here said in foreign countries about our politics. I remember very well that the Leader of the House did assure us, when the three gentlemen, one of whom at that time belonged to my party went that they were not sent for political purposes and I have carefully watched that they have spoken only their personal opinion and not the opinion of the Government or the people. Believe me, foreign people are not going to be misled by the speeches made by these gentlemen on the political position as between the British people and the Indian. If it is said that this propaganda has injured us, I do not believe it.

Sardar Sant Singh: On a point of personal explanation. My friend has entirely misunderstood me. I said that this Government has sent Members of the Assembly for foreign propaganda in spite of the verdict of this Assembly against them. That is the point.

Sir Muhammad Yamin Khan: May I ask the Honourable Member if he does not know the question which I put to the Honourable the Leader of the House? He admitted that one of those Members who had gone to England had deliberately misrepresented this country by saying that the two major parties were opposed to the War Front. This was reported. The Leader of the House accepted that he had seen this statement and he said that he would advise them not to speak any more. This was a deliberate lie on their part.

Mr. Hooseinbhoy A. Lalljee: I am thankful to my friend for the interruption. I have already said that so far as this country is concerned and so far as this Government was concerned we were given an assurance that politics, so far as the constitutional position of India was concerned, was outside the arena of the gentlemen who went there. I do know that some of the members were speaking in their personal capacity.

Sir Muhammad Yamin Khan: There was no personal capacity there. They were sent by the Government.

Mr. Hooseinbhoy A. Lalljee: They all went in their personal capacity, financed by Government. There is a lot in that. They were not sent down as representatives of this Government. They were sent down as persons who will give their views on India and our only concern is, what they said in placing before those people the sacrifices that the Indian nation has made for the benefit of the war.

Sardar Sant Singh: Why don't the Government finance me to do it?

Mr. Hooseinbhoy A. Lalljee: You apply for it. My whole object is this: We have to prove to the world, although the world knows it, what sacrifices we have made and we are entitled to say all that we have done for the war. And if any occasions are provided by Government with the object of explaining what sacrifices people have done in the cause of humanity and in the cause of helping the British Empire, then what we have sacrificed has to be broadcast as often as possible. For these reasons I am not in favour of abolishing immediately the National War Front for what it is worth, but I do believe that this huge expansion should be curtailed and there should be a curtailment of expenditure because we have really overcome the difficulties throughout.

Dewan Abdul Basith Choudhury (Assam: Muhammadan): Sir, I rise to support the Resolution of my Honourable friend Sir Muhammad Yamin Khan to abolish the National War Front organisation. I take this opportunity of telling the Honourable Members what is actually happening in my province of Assam, which is considered to be one of the well-organised National War fronts of India. I was closely associated with the National War Front organisation in Assam for over one and a half years till the 2nd of February 1944. I will tell you what is going on in that Department and why some of the non-official members have left and are leaving that organisation in my province of Assam. When the National War Front organisation was first started in Assam, a message about it was brought to us by the then National War Front Organiser, Lieut. Lais. He told us that it is a non-official, non-communal and non-political organisation. We, the non-official members, associated ourselves with it in order to be of some use to our country and we took upon ourselves the responsibility of organising the war front organisation in our province. I took up the responsibility along with others to organise our province district by district. In our province we call a sub-division, a war front district. I took up the responsibility of a district leader and for a year, I worked all the details in that district.

The first point that I wish to take up, is the non-official character of this organisation, because it is called a non-official organisation. I will tell you how

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this non-official organisation was organised in my province. When this organisation was started, my province was under Section 93 administration and His Excellency the Governor was the provincial leader of it. One Lieut. Lais, an Inspector of Schools, took up the responsibility of organising the national war front as its joint organiser. He took with him two Assistant Organisers, who were lecturers from our colleges. In the national war front organisation the most important branch is the Publicity Department. This Publicity Department is being managed by the officers of the Education Department who are put on deputation as publicity officers. The War Front Department had to go to the sub-divisional officers in the majority of districts to organise the national war front branch in those sub-divisions. Along with me when I was a district leader, there were 13 other district leaders of whom there were about 8 sub-divisional officers working as honorary district leaders. It was under their guidance, supervision and influence as sub-divisional officers, that the national war front branches had to be organised in their sub-divisions. Some district leaders were persuaded to take up these responsibilities with the assurance that the Deputy Inspectors of Schools and in some places the Superintendent of Normal Schools will work as honorary deputy leaders. Naturally, they had to work in that capacity and they are still working in some districts.

Next comes the district organiser. In each sub-division there was a district organiser. At first, some leaders of public opinion joined us and worked as honorary district organisers but I can say without fear of contradiction that there is not a single non-official district organiser in my province of Assam at this moment. Then, come the circle organisers, who are most important. In order to organise the war front department among the masses we used to get circle organisers. I will tell you who they are. They are lower primary school teachers. The choice fell on them because the organiser in my province was an Inspector of Schools and also because there was the financial consideration. There was no question of ideas or ideals. These poor people are getting only Rs. 12 a month as their pay which is quite insufficient for them and they were trying for a long time for an increment in their pay. So, they came here as circle organisers with the prospect of getting Rs. 30 a month and they organised the national war front department in the villages and circles because they were in close touch with the villagers as lower primary teachers. They took up the work with all enthusiasm.

These circle organisers, organised defence parties in the villages. I will tell you what these are. The circle organiser went round, collected names, got their thumb impressions or signatures and filled in forms for them. Whenever we went for an inspection or a demonstration was arranged, they would come up with their parties. But then, they also came up with bills for their wages for the day, when they had attended such demonstrations. I worked as an assistant organiser for six months and had to disallow many bills for such wages.

The most expensive part of the national war front department was the rallies. At the end of the financial year we used to sit and find out what was the amount left with us and how it should be spent. As we were not willing to allow this amount to lapse, we organised grand rallies. The grandest rally was attended by one Commander James of the Naval Department and he remarked that it was one of the grandest River rallies he had ever attended. We arranged that rally at a place which was only about 10 miles from the village called Banyachang where, we have lost up to this time over 14,000 persons. The moment we were having this rally a proposal came before us, the non-official members, that the rally may be done on a small scale and we should spend some money for the relief of the people of this village, especially the 300 orphans who had nobody to look after them. But when the suggestion went up to the Secretary of the National War Front Department, he sent a note that this money was meant for propaganda and publicity and not for any other purpose. We had to arrange that rally. We spent over Rs. 12,000 on that rally. We had another rally in another place and the estimate for the same was Rs. 7,000. But when

a rally was over, bills came over Rs. 20,000. The provincial organiser with his staff, including some of us went there to square up the accounts and we did up to the extent of Rs. 7,000 only. Then we found that claims for over Rs. 12,000 were still pending. Then we decided to pay up to a total of Rs. 12,000 but still we had some more claims outstanding. Cases were instituted in courts for recovery of amounts due under bills. The Honorary District Leader of the district who was also the Sub-Divisional Officer, had to be dragged in court to and trial?

An Honourable Member: With what result?

Dewan Abdul Basith Choudhury: Somehow the accounts were squared up. When you put the question, 'what is the National War Front' to any circle organiser, I am afraid none in my Province will be able to give you a satisfactory reply. When we were there trying to do some useful work, our friends gave us the symbolic name of N. W. F., meaning 'national waste front'. I now think that all the money spent on National War Front is being wasted. There is no practical use whatsoever. I find in this House there is a confusion. When we say that National War Front organisation should go, some Honourable Members seem to think that we are against war efforts, that we are out to hamper war efforts. It is far from truth. What we say is that there is no utility of doing this sort of propaganda which the National War Front is doing at present. Do propaganda by all means, but do it in a practical manner, do not waste public money. What you are doing now is actual waste of money. Spend the money, say, on recreation clubs in villages. The poor villagers would welcome such recreation clubs. Give grants to existing recreation clubs, or have a scheme to organise recreation clubs in every village and give grants to them. If you want to have publicity and propaganda in villages, then you better do it through the Publicity Department of the Provincial Governments, give the Provincial Governments a subsidy and make them do propaganda work in an effective manner, in a better manner than what is being done through the National War Front organisation.

Some of my Honourable friends pointed out that the National War Front is doing good to some national organisations by giving subsidy to papers. I say, it is doing the greatest disservice to our cause and to us. In my Province, there are two papers—the *Surma Upatyaka* in Bengali and the *Bhabishyat Assam* in Assamese—these two papers are managed and conducted by National War Front. I had occasion to visit hundreds of defence committees as Assistant Organiser and I found these newspapers lying on the floor as waste paper. I pointed out to the authorities, that these newspapers were being wasted. We used to give to one L.P. teacher for each Defence Committee a sum of Rs. 3 to Rs. 5 a month to read out these papers to the defence committee members in the villages. We asked our circle organisers to go and see how the work is being carried on. The report came that there was no audience to whom the teachers could read the newspapers. We paid for furniture, we paid for light, we paid for a room, to be hired so that the audience could sit there. Still no members turned up. So I submit, the money spent on conducting these newspapers is a waste. Another direction in which the money is wasted is by the issue of calendars and posters.

Mr. Deputy President (Mr. Akhil Chandra Datta): The Honourable Member's time is up.

Dewan Abdul Basith Choudhury: With these words, I support the Resolution.

Mr. Sami Vencatachalam Chetty (Madras: Indian Commerce): Sir, after the unvarnished account given by the Honourable new Member who preceded me, I wonder if there would be any Member of this House who would not bend down his head in shame if one should think in terms of support to this National War Front organisation. Unfortunately and quite unexpectedly, my Honourable friend, Sir Cowasjee Jehangir, had sidetracked the whole issue and imported matters which were at the least very controversial indeed; though I do not

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question his sincerity,—he is always found to be very sincere in the exposition of his views,—but they are marred very often by confused thinking. My Honourable friend, Sir Cowasjee Jehangir, was more particular to criticise the Congress than to support the continuance of the National War Front. It was this obsession of his mind that weaned him away from the right lines of debate and made him criticise the Congress Party in certainly more polite terms than I could credit Mr. Jammadas Mehta with. Sir, my Honourable friend Sir Cowasjee Jehangir first started that there could possibly be several schools of thought in regard to the prosecution of this war, and that he would not mind the existence of such differences, but that he would certainly oppose any party which tried to hamper the progress of this war. He also came to the conclusion that the Congress had hampered war efforts. Sir, this is not a new charge that has been levelled against the Congress. The charge started with the Government and I therefore cannot credit Sir Cowasjee Jehangir with originality for making that charge. He is only repeating the hackneyed charge, most irresponsibly and most lightheartedly made by the Government to suit their own purposes. I know it is possible for those who are by nature and by temperament opposed to the Congress and to the freedom of the country to draw uncharitable inferences from the resolution of the Congress.....

Sir Cowasjee Jehangir: Does my Honourable friend contend that the Congress supported war effort?

Mr. Sami Vencatachalam Chetty: Please wait and see what I am going to say.....to draw uncharitable inferences from the resolution of the Congress which protested against participation in this war without India being consulted as such. Those friends conveniently forget the fact that the leaders of the Congress had, even more emphatically and more strongly than some members of the British Cabinet, supported the war against Fascism and Nazism; and what they desired was that in the matter of the declaration of war against either Germany or Japan, India as a country deserving of some esteem and respect, deserving of the declared status of being a member of the British Commonwealth of Nations should have been consulted before being drawn into the war. In fact, nothing could have given greater pleasure to us Indians, one and all alike, if Government had thrown the responsibility to us of fighting this war. We would have done it much more cleverly and expeditiously than these Britishers who are now muddling things. Sir, my Honourable friend, Sir Cowasjee Jehangir, has evidently pinned his opposition on this misinterpretation of a resolution which declared the self-respect of India. Would not Sir Cowasjee Jehangir himself feel insulted if he had been a member of the Cabinet and had not been consulted with regard to participation in the war declared by the British Government against their enemies? Even so, if the declaration of India being a member of the Commonwealth of Nations constituting the British Empire were real and effective, it was up to them to have consulted us, even as they consulted Australia, even as they consulted New Zealand, even as they consulted Canada. Therefore it was that the Congress as a self-respecting body demanded that it should be consulted. You might throw this charge against the Congress with impunity, but what about the Muslim League, against whom you cannot possibly lay the same charges as you are laying against the Congress, having declared that they would not participate in this war? There I know critics would draw a distinction between neutrality,—benevolent or malevolent—and actively opposing the war effort. Tell me one single instance where the Congress as such has impeded the war effort. I challenge any one to say that.

Mr. M. Ghiasuddin: Was it not under Mr. Gandhi's instructions that people went out in the streets and shouted that the war efforts should not be helped?

Mr. Sami Vencatachalam Chetty: It suited the purpose of a propagandist Government to spread lies and broadcast all kinds of charges against the Congress and put the leaders of that party into jail, and it might have suited the critics and opponents of the Congress to approve that Government have taken drastic action against the Congress, little knowing what they themselves will be

reduced to when the time comes. Apart from that, I am extremely sorry that the respectable and decent atmosphere of this House should have been fouled by invectives, unsuitable and inappropriate to any polite and decent body, by my Honourable friend Mr. Jammadas Mehta. Perhaps if I argue against him he might turn round against me and say, "That was due to my earlier association with the Congress". He was in the Congress. He himself was a labour leader for a long time; I daresay he might have promoted strikes and disturbances, certainly not for benefiting himself but because he must have thought that that kind of action was necessary against this Government. Whatever that may be, it is possible for us to speak vehemently about those ideas and ideals which we have in mind; but that does not warrant such criticism and such indecent language to be used against us as a body.

Sir, I am glad that my Honourable friend Sardar Sant Singh has brought back the debate to proper lines. The whole question is, is it worth continuing the National War Front as it is now carried on? Is it not high time when you must put an end to these evils by completely liquidating that organisation when we definitely know that evils have arisen which we did not expect at the time of the formation of this War Front? My Honourable friend Sir Cowasjee Jehangir has repeated more than once the statement that if the charges made by the Honourable Members of this House are correct, he is also one for the liquidation of this National War Front.

Sir Cowasjee Jehangir: I did not say 'liquidation'. I said 'condemnation' of these particular actions.

Mr. Sami Vencatachalam Chetty: I thought 'liquidation' was a less harsh word than 'condemnation'. If it is to be condemned should it be condemned while continuing it? I think it should be condemned out of life.

He also stressed his view that he would not *ipso facto* give support to it, that he would wait for an inquiry and see if some justification were made out. If Sir Cowasjee Jehangir today can refute any of the allegations made by any of the Honourable Members of this House against this National War Front organisation, we would be prepared to withdraw the Resolution; otherwise I would expect him to stand by his word and to take the statements made by Honourable Members here as correct and vote for the motion.

Sir Cowasjee Jehangir: Sir, may I point out to the Honourable Member that I have already said that my knowledge of other provinces is very limited? I speak for Bombay; and no charge has been made against the organisation in Bombay.

Mr. Sami Vencatachalam Chetty: Exactly. My charge against my Honourable friend is that his intentions are good but his conclusions are wrong.

Sir, so far as Bombay is concerned, I can conceive of that organisation being worked on proper lines. Moreover, I suppose he has experience of Bombay city alone and not of the provinces. But Bombay is a very big and a very prosperous city and the collection of a few lakhs of rupees there would not matter at all. But an infliction of Rs. 10 on a poor villager certainly means much more than 10 crores means to him. Therefore he must sympathise with the experience of those who have suffered under this and give us his influential support.

Sir, the National War Front organisation has now been taken charge of and become the special portfolio of the heads of the provinces. There is no other work which these heads of provinces are doing except this, presiding over their meetings, going about from place to place with a begging bowl, collecting monies, and sending officers to go into the villages and collect money. From the peon of an office right up to the head of the department, every one is obliged to collect money; and it very often happens that one and the same person is being taxed by the Collector, the sub-divisional officer, the tahsildar, the revenue inspector, the district munsif, the police sub-inspector and assistant inspector, the circle inspector, and so on. You must imagine—it is beyond description—the hardship and tyranny and oppression to which the poor people are subjected. I daresay Government might not have authorised this. It is

[Mr. Sami Vencatachelam Chetty.]

possible that the Honourable Member for Information and Broadcasting is quite innocent. But when he is informed about these impositions he must take us into his confidence and see that these evils are put an end to. After all, what is it that is achieved by this National War Front organisation? So far as its propaganda is concerned, I can tell you that those people who can understand its propaganda understand it too well; they do not believe a single word of what you say. In fact whatever you may say, they draw the reverse conclusion. If you say today that Russia is within 45 miles of Berlin, the immediate reaction to that unfortunately is that that is not a fact but that Germany must have gone 45 miles into Russia, and these people are really distorting the news and publishing it in the papers. That is the credit which this Government have got. Even if you speak the truth no one believes you. Apart from that, with regard to the actual collections, what is the amount collected from each province?

Mr. Deputy President (Mr. Akhil Chandra Datta) : As it is now 4 o'clock, the House will take up the adjournment motion.

MOTION FOR ADJOURNMENT

FAILURE TO ENFORCE ECONOMIC SANCTIONS AGAINST SOUTH AFRICA AND TO RECALL THE HIGH COMMISSIONER

Mr. Lalchand Navalrai (Sind Non-Muhammadan Rural) : Sir, I move:
"That the Assembly do now adjourn."

The object of this motion is clearly given in the notice that I submitted to the President.

An Honourable Member: Please read it.

Mr. Lalchand Navalrai: I will do that. My motion is a censure motion against the Government of India, and I will come to the particular Member in charge later. The purpose of my motion is to condemn the Government of India for their neglect in not adopting stern economic and other sanctions against South Africa for the segregation and degradation of our nationals.

Sir, the point is a very important one: If we Indians are true to ourselves here, we should be true to our Indians outside as well.....

Mr. T. T. Krishnamachari (Tanjore cum Trichinopoly: Non-Muhammadan Rural) : We are not true to ourselves here..

Mr. Lalchand Navalrai: If you are doing something for yourself here, you should also do something for your Indian brethren who are outside India. You must not forget them. They have gone there, they have passed through many difficulties and troubles, they are toiling there, and if we do not stand up to help them and do not condemn the Government for not doing their duty towards them, I think we will be considered by the whole world as the race which is not fit to live.

Let us go into the history of the South African nationals. What do we find? We find that long, long time ago they were seduced to that country for work because at that time there were nothing there but barbarians who did not know how to till the land and to make their country prosperous. They wanted help. People migrated from this country. If we could have seen at that time, if it had been within our power to foresee that they would be treated in the manner in which they are being treated now, we would have stopped the people from going to that country; we would not have allowed our people to go and help them. But now, after they have become prosperous, they are treating our Indians like coolies; all sorts of difficulties and hardships are placed in their way. There is no end to these hardships. After all, there rose a man, a great man, an Indian, to support them and take their side and he was Mahatma Gandhi, who directed all his efforts towards uplifting these people. He was put in jail and he had to go through many difficulties and hardships, but he stood up undaunted. Unfortunately, he was not a Governor of that place, nor had he any portfolio, as my Honourable friend holds here. He did what lay in his power.

The next stage was when we prayed and requested in this House to the Members of the Government of India to come to the help of our nationals in

South Africa. At that time, Sir, these portfolios were in the hands of European Members here and whenever these questions came up, before them they said that they were helpless. They may have sympathy for them, but they became mere channels of conveying the grievances of the Indian people to the British Government. The British Government would not touch their brethren in South Africa although they were seeing with their own eyes how our brethren were being treated there. Time passed on, and the stage came when our Indian Member held this portfolio—Mr. Aney. We thought that the atmosphere had changed, we entertained hopes that he will do all that is possible for his brethren—justly, of course, because even at this moment the difficulties and hardships of our nationals are being acknowledged. Mr. Aney held the portfolio for a short time and he showed good indications because he had come from the public side; he recognized the difficulties. He did something; he at least allowed Mr. Deshmukh's Reciprocity Bill to go to the Select Committee. Then he left the Government of India and subsequently he went to Ceylon as a representative of the Government of India.

Then came the Honourable Dr. Khare as Member in charge of this department. We were not at all disappointed at his taking over the portfolio. We had the same hopes. I knew him when he used to sit on the right side..... (Interruption).....now he is on the wrong side—he admits it himself. I do not want to say anything against him or be in any way disrespectful to him; I have got regard for him since those days, but then it is the work that will decide his worth, not my compliments to him. So when he took over charge of this portfolio, we found that he had more sympathy for them, he was feeling more disappointed than we were, he made so many assertions, he said 'I will do this, and I will do that'. We became optimistic and full of hope, and we thought that he will do what he possibly can. In one of his utterances he said that he would use his knife when the time came, but that time has not yet come for him and I do not know whether it will come while he occupies this chair. Any way, Sir, at the very outset he said that he was in correspondence with the Union Government and that the Union Government had been told what his own feelings were. So far as those feelings were concerned, I would like to quote a few words from his own speech delivered in this House during the last Session. It is on page 267 of the Assembly debates. Sir, he began by saying: "I come to the position in South Africa which is exercising our minds for the last 16 months or more since I have taken up the office". He then showed that he is doing something. At any rate he is feeling for them. Thus he was realising the difficulties in which those people are. Then there was the question of the Pegging Act. There were cries from the nationals and from here also against it. He said: "In March the Union Government appointed a judicial commission which had been foreshadowed in the speech of Mr. Lawrence, Minister of the Union, introducing the Pegging Bill". He expected that this Bill would not be passed. Well, I think he was hoping against hope. But the right remedy was not used against the 'Pegging Act' at all.

The Honourable Dr. N. B. Khare: You are wrong on facts. The Pegging Act was passed before I came to office.

Mr. Lalchand Navalrai: Here you have said that it will be withdrawn. Wait and see to what I am coming. It may be before you assumed office, but in that it is no less a discredit to your predecessors and the European members.

Sir Syed Raza Ali (Cities of the United Provinces: Muhammadan Urban) : The Pegging Act was not one hundredth part as objectionable as the Natal Ordinance is.

Mr. Lalchand Navalrai: He hoped that there would be a compromise. Apart from that he hoped that all the other restrictions on occupation and acquisition of land contained in the Pegging Bill were to be withdrawn. I put him a question whether they were withdrawn, but they were not. Then he said that there was some sort of agreement upon which he was hoping for the best. He said: "On the last occasion I gave the House the history of the efforts we have been able to make to secure the withdrawal of the Pegging legislation".

[Mr. Lalchand Navarai.]

Then he said: "I have maintained incessant vigilance over the interests of our ill-fated nationals". Of course I do not doubt his sympathies with those people. But the point is: show your cards, place them on the table and show that you have done more than other people. Then only shall we be satisfied. Otherwise, I will only leave it to the House to say whether the Honourable Member should occupy that seat. Further on he said: "The House will no doubt ask me what should we do? I would like to put the same question to the House. I know the persistent demand there is that we should retaliate". Has he done it? This was again a wish only. Let me tell the House that not only he but the whole Government of India wish that something should be done. He went on saying. "We are asked to take counter-measures". Yet he has not taken any such measures. He says: "The Government of India have been considering most actively the enforcement of economic sanctions". I have asked him, 'do you apply them?' I would submit that so far what the Honourable Member has done amounts to nothing. Now I am told and I read it in the papers that the Honourable Member was amongst the people, his own Indian friends in Bombay or in some place, they put him questions with regard to what he had done and what he would do. In reply he said: "I have done something". I think the Honourable Member is hearing:

Mr. Deputy President (Mr. Akhil Chandra Datta): Your time is up.

Mr. Lalchand Navarai: My time is half a minute still. I have kept the watch here. If the Honourable Member has come here only to get his bread and keep his job, then he does not deserve that chair.

The Honourable Dr. N. B. Khare: Then, come here!

Mr. Deputy President (Mr. Akhil Chandra Datta): Motion moved:

"That the Assembly do now adjourn."

Mr. Govind V. Deshmukh (Nagpur Division: Non-Muhammadan): To start with I may put before the House what the situation is. On one side we have in South Africa the South Africans.

Sir Cowasjee Jehangir (Bombay City: Non-Muhammadan Urban): May I rise to a point of order? The President has ruled that all these adjournment motions shall be discussed together. Would it not be advisable to know what are the adjournment motions before the House?

Mr. Govind V. Deshmukh: I am referring to that.

Mr. Deputy President (Mr. Akhil Chandra Datta): The real position is this. Only one adjournment motion was admitted. The President ruled that the Members having similar motions might speak and might have one joint motion. That was the ruling.

Mr. Govind V. Deshmukh: I will come to it if you will kindly wait.

The situation at present is this. The Union Government and the South Africans are up against us. They have passed the Ex-Appropriation Ordinance, the Natal Occupation Residence Draft Ordinance, which latter has made the position of the Indians there uncomfortable. It segregates them. It drives them out of trade. It prevents them from acquiring land or alienating land or residing in particular quarters. That is the situation. Now, it has been admitted by the Government of India that we have been reduced to that position and that we must take some sort of measures and it has been therefore not only they who thought but this House was also of the opinion that some measures were absolutely necessary. When there was a debate on the 30th July, 1943, and when the Honourable Member in charge of this portfolio moved, "That the situation in South Africa be taken into consideration", I moved an amendment 'with a view to enforce the Reciprocity Act and other measures to redress grievances.' Now, the Government was party to that resolution as it was passed by this House. Then there was another debate on the 6th November 1944, and the motion debated was that the Reciprocity Act be forthwith enforced and the High Commissioner be recalled. That also was passed unanimously, Government not dissenting. The situation is this: that the Government of India is committed to this position. Now there is on one side the Union Government which has adopted a particular attitude. The Government of India is committed to a particular attitude. The fight, so to say, has begun

but the Government of India does not wish to strike hard. It does not wish to go in that fashion as to make the other Government believe that it is in a fighting spirit. It is in a supplicating mood. Has the supplicating mood ever availed during the whole history of our dealings with the South African Government? If you were to read the history from 1914 you will find that we have never made any progress by carrying on these negotiations.

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

You will yourself refer to what you said regarding the work of the High Commissioner. You will find that your representations were ignored and the High Commissioner does no other business except acting as a Post Office. My friend in answer to a question had said what the High Commissioner was doing. All throughout the month of March and April 1943 and 1944 all that was being done was merely carrying on negotiations. You yourself have said that representations were made but they were ignored. You made representations to His Majesty's Government twice. His Majesty's Government did not care a rap for what you said. You lie sleeping in the Hollow. Why don't you wake up? There are three things that we suggest. My friend has suggested 'Enforce the Reciprocity Act'. You published a communique that you had framed certain regulations regarding the acquisition and alienation of property. What earthly good is it? Has any South African any property here? Is he going to alienate any property here? The real thing that will affect is the imposition of disqualifications similar to what have been imposed upon Indians here as regards travel and residence. That is one of the adjournment motions that I have tabled. Is there any reason why you should not do it? Why have you not done it? The thing that will affect them you don't want to do. You are shirking fight and in regard to the thing that is not likely to affect them, you say that you have framed rules. What you say is an eyewash. When people go so far as to shut you out, when a South African liftman will not take you in his lift, and when an Indian will not be accommodated in any of their hotels, what have you to say to this in reply? This does not interfere with your war effort. I should like you to do this that every South African must carry a badge, a badge of his slavery here and of his dominance in his own country, on his person, so that Indians will remember that he is a South African and he will get the sort of treatment that he deserves.

The second adjournment motion which I had tabled was as regards abstention from enforcing the economic sanctions. We had pressed for them and the Leader of the House that day was specific in his speech in the last debate, when Sir Frederick James said that if we employ the sanctions, they will interfere with the war effort. At that time he had a very nice retort. He said:

"It is His Majesty's Government's concern. I do not know what the Government will do. It is not our concern. Are we the only persons on whom the responsibility of conducting the war lies? Does not the responsibility lie as much on the other self-governing Dominions of the Commonwealth."

Having yourself expressed that other members of the Commonwealth are to share this responsibility for carrying on the war, that we are not the only persons who should always consider that this would interfere with the war effort, it is their business to consider that they should adopt such measures and policy as shall not alienate the sympathy of any member of the Commonwealth. I want you therefore to enforce the trade sanctions and I had given notice of this adjournment motion to the Honourable the Commerce Member. I want to know why so far as trade agreements are concerned or for that matter other things also, you are not going to employ the sanctions. I therefore very much desire that you should show fight and give effect to these sanctions to which the House committed itself in the last session. When we wished you to put into effect the trade sanctions, the economic sanctions, against that country, you came out with a communique after the last Session as if to show that you were ready but His Majesty's Government interfered. If you are deterred by His Majesty's Government from enforcing trade sanctions, I ask

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what right have they to interfere now and why should you listen to them? When they will not listen to your request, when you did not get any response from them, when your High Commissioner was making representations in the year 1943 in the month of April, when you did not receive the smallest response, why should you allow this matter to count with you? Why should you not go ahead? Why don't you say to His Majesty's Government "Look here, if our stand is all right, if our grievances are all right, please don't interfere".

Mr. President (The Honourable Sir Abdur Rahim) The Honourable Member must address the Chair.

Mr. Govind V. Deshmukh: Let us not forget that we have entered the arena and both sides are prepared for the fight. Let us then fight. If you believe that you can achieve anything by negotiations you are horribly mistaken. The Right Honourable-Sastry has told us long long ago: "There is one lesson which is burnt in my heart and that is it is not the truth or justice of your cause which weighs with His Majesty's Government but the trouble that you create." Are we not capable of creating any trouble, not even in these days and after so many years? Let me tell you that if you have got the power and if you are not going to wield that power, you will prove yourself unfit. What is the good of giving power to a weakling? What is the use of arming a fellow who will not wield the sword? I therefore ask the Government to stand on its legs, put on the gloves, enter the arena and give a knockout blow. This is my advice to you. If the Government of India have any guts, then give a fight. The whole House and the whole country is behind you.

As regards the High Commissioner, why have you not recalled him? Sir F. E. James himself has said that you are justified by way of remonstrance to recall the High Commissioner. The *Statesman* has also said that the High Commissioner should be recalled. Why don't you do it?

The Honourable Dr. N. B. Khare: I don't take my cue from Europeans.

Mr. Govind V. Deshmukh: If you do not take your cue from the Government or from the Europeans who support the Government, is there any third master? Are you going to take the cue from His Majesty's Government? Remember that you have committed yourself to use your knife. The situation demands a major operation. If you have ever done a major operation, then the time is now to do it. The situation cannot be treated by administering quinine or some other tablets. If you are no good for a major operation like this you have to vacate your seat and put somebody else who will do a major operation.

The Honourable Dr. N. B. Khare: You come here.

Mr. Govind V. Deshmukh: I will. Give a fight and give a big fight. I do not see what reason there is for you not to recall the High Commissioner.

Sir Syed Raza Ali: Sir, perhaps the more convenient procedure would have been for any one of the Government spokesmen to get up and make a reply at this stage to the various criticisms that have been offered. I know, Sir, you have no power to enforce any particular procedure. . . .

Mr. President (The Honourable Sir Abdur Rahim): I have pointed out on several occasions that on a motion like this the Government Member should take an early opportunity to state his own attitude in the matter.

The Honourable Dr. N. B. Khare: There are four or five attackers: let them attack first and I shall reply then.

Sardar Sant Singh (West Punjab: Sikh): May I submit that early in the day the Honourable Member promised us an important statement? A debate may not be necessary if the statement is really important, as he said it will be. Why not make it as early as possible?

Sir Cowasjee Jehangir: Mr. President, I rise to a point of order. This is an important matter in all debates. Does the Government Member have two rights of speech, one in reply and one in intervention? If so, then we

could hear what the Government Member has to say now and then he can reply to the criticisms.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member knows that the Chair has discretion to allow a second speech to the Government Member if necessary, and if such a request is made to me, I shall certainly give it my careful consideration.

Sir Cowasjee Jehangir: If he will agree to speak twice, let us hear him. I understand there is a provision for such a thing—the Honourable Member has only got to ask for it.

Mr. President (The Honourable Sir Abdur Rahim): Yes. But Sir Raza Ali has been called and he is speaking.

Sir Syed Raza Ali: I hope you will kindly note the time taken up by this interruption. The situation in South Africa is really far graver than most of us suppose. I do not want to attack any Member of Government or the Government in general; but I consider it my duty to bring some unpleasant truths before the House. The time at my disposal will not allow me to deal with the background affecting this important question. However, there are a few facts to which I would invite the attention of this House, so that the House may decide for itself as to which is the best course for it to adopt, whether to rely on these supposed assurances given by Field-Marshal Smuts' Government from time to time, or go ahead with the economic and other sanctions with which this House has armed itself under the Reciprocity Act.

There was a Bill known as the Segregation Bill—the technical name being Class Areas Bill—before the Union Parliament in 1925. The two Governments, viz., the South African Government and the Government of India, negotiated on that delicate issue, with the result that a conference was held at Cape Town, and an agreement known as the Cape Town Agreement was arrived at early in 1927. Now, I will just read one short passage from that Agreement:

"It is the duty of every civilised government to devise ways and means and to take all possible steps for the uplifting of every section of their permanent population to the full extent of their capacity and opportunity."

The Cape Town Agreement being a very important document, it was considered necessary that a representative of the Government of India should go to South Africa to see that the terms of that Agreement were complied with, and that Indians in South Africa were treated justly and fairly. The Cape Town Agreement has, however, been given a go-by. The question therefore arises, is there any point in your keeping your diplomatic representative, namely, the High Commissioner in South Africa? I ask the Government to decide for themselves. The Cape Town Agreement is practically no longer in operation. The death-knell has been given to the Cape Town Agreement by General Smuts. What is the justification for keeping your diplomatic representative in South Africa? That is only by the way.

Then the Pegging Act was passed very quietly and secretly in April, 1943; after this Central Legislative Assembly had adjourned. It is true that Dr. Khare was not one of those occupying the Treasury Benches then and yet something much more serious has been done after April 1943, to which I shall come presently. The Pegging Act roused a storm of opposition: it was in fact a flagrant violation of the Cape Town Agreement. Let me repeat—the Pegging Act of 1943 was a flagrant violation of the Cape Town Agreement, and it obliterated the Cape Town Agreement with a stroke of the pen.

I need hardly go into subsequent events, but those who have yet hopes from the sense of justice and fair play of the white South African population should fix their minds' eye on the harrowing tale of a lady with six children being dragged out of their house in the absence of the lady's husband, who was serving a term of two months' imprisonment. This is what the South African Government are capable of doing when they find it suits their purpose. Let this House not forget that

Sardar Sant Singh: Yet, you have confidence in their fairplay and justice!

Sir Syed Raza Ali: Now, the Pegging Act formed the subject of an agreement between Field-Marshal Smuts and the Natal Indian Congress in April 1944. This agreement is known as the Pretoria Agreement, on which Field-Marshal Smuts issued the following statement:

"It was agreed that the situation would best be met by the introduction of an ordinance into the Natal Provincial Council. This ordinance will provide for the creation of a board consisting of two European and two Indian members, under the chairmanship of a third European who will be a man with legal experience. The object of the legislation will be to create machinery for the board to control occupation by the licensing of dwelling in certain areas. The application of the Pegging Act in Durban will be withdrawn by proclamation on the passing of the ordinance."

This was followed by a telegram sent by Field-Marshal Smuts to the Governor General of India, Lord Wavell, from which I will quote: it is very important. Let the Government Benches take note:

"At a meeting on April 18th between the Prime Minister and the Minister of the Interior and representatives of the Natal Indian Congress, it was unanimously agreed that legislation be immediately introduced into the Natal Provincial Council to provide for a joint board of five, consisting of two Europeans and two Indians with a European chairman whose function will be to license the occupation of dwellings"—(this is very very important)—"to license the occupation of dwellings."

There is nothing about the acquisition of property either in the statement issued by Field-Marshal Smuts or in the telegram sent by the distinguished General to Lord Wavell:

"whose function will be to license the occupation of dwellings in areas within the boroughs and towns in Natal. On the passing of the Ordinance, the application of the Pegging Act in Durban will be withdrawn by proclamation."

Then occurs this passage:

"This agreement provides a fair solution of the trouble which has arisen in connection with the Pegging Act, and will, I trust, be welcome to Your Excellency as it has been to me."

That was the solution proposed. The meaning of it is this—that the Natal Council will pass an ordinance regulating the licensing of dwellings. It will have nothing to do with the acquisition of property and as soon as that is done the Pegging Act will be withdrawn. Now, has any of these things been done either by the Union Government or Field-Marshal Smuts or the Natal Provincial Administration? About the Natal Residential Property Ordinance, I may only say that the first draft was made in 1944. It was rejected by the Natal Indian Congress. The second draft was prepared, to which all the three parties agreed, namely, the Union Government, the Natal Provincial Administration and the Natal Indian Congress and thereupon it was referred to a Select Committee. The Select Committee—Long live these Select Committees of South Africa—revolutionised the whole measure to an extent that no self-respecting country could possibly take it lying down. The question of segregation in South Africa has been a live question for the past 50 years and more and various Governments of South Africa have from time to time tried to impose segregation and the Government and people of India have fought against it very hard. Yet, this very fact was accomplished by the Natal Provincial Administration in a very short time. Matters are very very serious indeed.

Now, I come to the part played by the Government of India. The reciprocity Bill was passed, we all know. May I know from the Government of India what action they have taken to enforce the economic sanctions with which they have been armed under the Act? Now, some people might say, some people do say in their ignorance—what can the Government of India do. They are powerless, they cannot do anything. May I suggest something to them? We can take action in two fields. The first is the field of exports and the second is the field of imports. Now, so far as exports are concerned, South Africa gets raw jute and jute products from our country to the extent of 99 per cent. of its requirements. The Press report is that the Union Government have purchased this year jute products worth 5 million pounds, which is equivalent to their four years pre-war requirements. Why don't the Government of India stop it? Why do you allow these goods to go to South

Africa? (An Honourable Member: "They have gone already?") Whose fault is it? Is it the fault of the Government of India. I have very little time left and I shall hurriedly go through.

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

Sir Syed Raza Ali: There are things like textiles, cured leather, oil seeds, etc. These are exports. Let us come to imports. There is the wattle bark, canned fruit, brandy, liquors.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member must now conclude.

Sir Syed Raza Ali: I will just touch upon one thing. I will not argue it. Why are you so anxious to send a man as High Commissioner to South Africa? Where is the point in it? This diplomatic action you can take without bothering His Majesty's Government.

Mr. President (The Honourable Sir Abdur Rahim): The time limit in these cases is imperative.

Sir Syed Raza Ali: These are the practical suggestions. I have one thing more to say, if you will allow me.

Mr. President (The Honourable Sir Abdur Rahim): No, no.

Sir Syed Raza Ali: Then I will conclude by saying that if the Government's reply is not satisfactory, this side of the House is sure to raise the subject more than once in the course of the present Budget Session. Let me tell my friend that.

The Honourable Dr. N. B. Khare: I will always welcome the raising of this debate on this question every time in this House. I am never afraid of it and I will never shirk it. We have been charged with not taking any stern measures and also not showing any fight at all and also always being in a supplicating mood, even though our representations have always been ignored. I repudiate all these allegations.

Mr. Govind V. Deshmukh: The facts are against you.

The Honourable Dr. N. B. Khare: I repudiate all these allegations. We are not in a supplicating mood. We have shown sufficient fight, with which I also am not satisfied, and definitely this is the first time in the history of the Government of India that they have retaliated against a fellow-member of the Commonwealth. This is the first time in history.

Sir Syed Raza Ali: What have you done?

Mr. Govind V. Deshmukh: What is the substantial thing that has been done?

Maulana Zafar Ali Khan (East Central Punjab: Muhammadan): Cannot you bring South Africa to its knees by invading it? We have got 20 lakhs of patriotic soldiers.

The Honourable Dr. N. B. Khare: For the first time we have applied the Reciprocity Act. I was charged with not doing anything by the Mover but the fact of the matter is that the Reciprocity Act, as it was then, before I came to office, was not in a condition to be applied. I took charge in May 1943 and I lost no time. In July 1943 that Act was suitably amended, to be of any use at all. You cannot forget this fact. It was amended in a satisfactory manner. When the third reading of the Ordinance was passed on the 2nd November 1944, within almost 48 hours we applied the Reciprocity Act by issuing a special Gazette Extraordinary. Have you ever heard of anything as prompt as that? We acted with lightning speed. You must admit that.

Mr. Govind V. Deshmukh: The results are apparent—no effect.

The Honourable Dr. N. B. Khare: When we had a debate on the Reciprocity Act, I made a speech. On that occasion, I have myself said that it is a pacifier without milk. I have not shirked that fact. It is not necessary at all to do so.

Sir, when this matter was debated in the House in November last I did note that the mandate of the House was that the High Commissioner should be recalled and economic sanctions should be enforced forthwith. I must confess,

[Dr. N. B. Khare.]

however, that I did not think that the time-limit must be taken too literally. The House will recall that I stated on the last occasion that the repercussions of the enforcement of economic sanctions required the most careful consideration. In making that statement I had in mind the possibility that it might be desirable from our own point of view to await the reactions to the measures that we had already taken. I had also entertained the hope that our object being identical the House would leave to the Government of India some discretion as to the timing of further measures. Since so many statements were made in the course of this debate which are rather contrary to the facts, I think it is better for me, and I think the House will like it, that I should give an account of the developments after the last debate.

The third reading of the main Residential Property Ordinance, the Natal Housing and the Natal Expropriation Ordinance was passed by the Natal Provincial Council on the 2nd November, 1944. The next step was to be the grant of the Governor General's assent to these Ordinances. The Union Government informed us that if in due course the Ordinance should come before His Excellency the Governor General in Council there, it would be considered with that care which the far-reaching importance of the subject-matter deserved. After the end of the last Session of the House, Field-Marshal Smuts received a deputation representative of the Indian community in Natal on the 28th November, 1944. The Indian representatives not only presented written Memoranda on the Ordinances but also had oral discussions in which they explained more fully how the main Ordinance contravened the terms of the Pretoria Agreement. The representatives of the Natal Provincial Government were also present at these discussions. Field-Marshal Smuts told the Indian representatives that in his 40 years of dealing with this problem the question of the acquisition and ownership of land and property by Indians was never raised. He also admitted that the introduction of the control on acquisition is a serious departure from the Pretoria Agreement. He has also admitted that the Residential Property Regulation Ordinance is not itself strictly in accordance with the Pretoria Agreement and cannot fairly be considered to be an implementation of it. The Union Government have, therefore, reserved assent to the main Residential Property Regulation Ordinance and it is also understood that this Ordinance is probably *ultra vires*.

As regards the other two Ordinances to which reference has been made in this debate, Field-Marshal Smuts has no doubt stated that there is strong reasons why assent should be given to them at an early date. He has, however, given an assurance to the Indian representatives that the Union Government would give their attention to any further Memoranda that the Indian community may wish to send regarding them. Assent to these Ordinances has also been withheld, perhaps temporarily and perhaps for technical reasons. Field-Marshal Smuts has also no doubt said that the Pegging Act which was to be repealed on the passing of the main Ordinance remains temporarily unrepealed and in force, but he has, however, added further that this position is to continue "while the other ways of settlement are being explored". The Union Government have also requested the Indian community to set up a representative body for maintaining close and friendly contact with the Union and Provincial Governments for amicable discussions on matters affecting Indian interests. I also note that in reply to a question in the Union Parliament Field-Marshal Smuts recently said:

"The Indian question in Natal is still the subject of correspondence between the Union Government and the Government of India and no good purpose will be served by any further statement at this stage."

Mr. Manu Subedar (Indian Merchants' Chamber and Bureau: Indian Commerce): Is that all you have to say?

Sir Syed Raza Ali: All that is camouflage!

The Honourable Dr. N. B. Khare: You are entitled to your opinion. At a meeting held on the 10th December the Natal Indian Congress passed a resolution recording their disappointment at these decisions of the Union Government

and reaffirming their rights. On the whole, however, I get the impression that the Union Government appears to have stayed further action in the matter and are endeavouring to encourage further negotiations. There has thus been no serious immediate deterioration in the position.

I do not say that these developments have met our demands or justify any relaxation of our vigilance and pressure, or any re-orientation of our policy regarding the withdrawal of the Pegging Act. It is not perhaps too much to expect, however, that the action that we took when the House met last has brought home to the Union Government in a much greater degree than ever before the depth and intensity of Indian resentment at the Union Government's attitude and the earnestness of our determination to obtain a solution of the Indian problem. As I told the House on the last occasion, the chronicle of the sufferings of our countrymen in South Africa is long and tragic. I have, therefore, felt throughout that—while we should not relax our vigilance and pressure—all possible resources of negotiation and compromise should continue to be exhausted.

Mr. Manu Subedar: Have they already been exhausted?

The Honourable Dr. N. B. Khare: No. Before the House discussed this matter last; the Union Government took the stand that the Ordinance was not contrary to the spirit of the Pretoria Agreement. They have now admitted that it is not an implementation of the Agreement and that it is contrary to it. They have no doubt said that the Pretoria Agreement must be treated as still-born and dead, but they seem to be willing to explore alternative settlement. I, therefore, feel that the action that we have already taken has borne some fruit. Honourable Members of the House must have read the speech recently made by Mr. Hofmeyr before the South African Institute of Race Relations. After fully explaining the equity and justice of the claims of the South African Indian community Mr. Hofmeyr concluded with the statement:

"There is no future for this land as a Christian nation save on the basis of generous respect for the dignity of all men, unwearied activity towards the removal of inequalities of opportunity and open-hearted readiness to concede to others what we regard as basic and essential for ourselves."

This address was presumably delivered in his personal capacity. . . .

Mr. Abdul Qaiyum (North-West Frontier Province: General): On a point of order, Sir. The Honourable Member's time is up.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member should leave this to the Chair.

The Honourable Dr. N. B. Khare: Honourable Members are aware that

5 P.M. Mr. Hofmeyr, whose broad sympathies we all appreciated during his visit to this country, is the Finance Minister in Field-Marshal Smuts' Cabinet.

I will quote another South African European who has written in a local paper there:

"The countervailing sanctions,—

Some Honourable Members in the House said we had not taken any countervailing measures, but what we have done, is already being felt in South Africa—

"The countervailing sanctions which India has already decided to take against South Africa may be only a pin prick,"—

true,—

"but the pin prick may rapidly grow."

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is over.

The Honourable Dr. N. B. Khare: I shall finish soon, but will I have a second chance to speak?

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member may have a second chance.

The Honourable Dr. N. B. Khare: To continue what that South African European wrote:

"Are South Africans aware that India has 400 million inhabitants, a fifth of mankind, that the country is rapidly becoming industrialised, and that it has today a voluntary army of over two millions, a Navy and an Air Force, and that according to the Cripps proposals

[Dr. N. B. Khare.]

by which the British Government is still bound, these forces are to be handed into the sole control of an independent Indian Government after the war. South Africans may imagine that this will never happen. But they should apply their eye to the right end of the telescope, and not the wrong end? when India, instead of looking tiny and far away, would immediately fill the entire landscape. . . . India is likely to forge ahead and become one of the most powerful nations in the world—certainly the most powerful in the Indian ocean, whose waters also lap the shores of South Africa."

Sir Syed Raza Ali: What about economic sanctions? What about recall of the High Commissioner? Not a word.

Mr. Abdul Qaiyum: Mr. President, we listened carefully and we expected some kind of announcement of impending action from the lips of the Honourable Member in charge of the Commonwealth Relations Department. The only action about which we came to know while listening to his speech was that he had within 48 hours done something wonderful, namely, that he had issued a Gazette Extraordinary. The Honourable Member thinks that the mere issuing of a gazette, whether ordinary or extraordinary, would so frighten the whites of South Africa that they will change their attitude and concede the just demands of Indians. We censure the Government of India not only because the Government of India is a subordinate agency, but because the speech of the Honourable Member in charge of Commonwealth Relations Department reveals that there are certain things which can be done but which he is afraid of doing. He says that he is seriously thinking about it, he is weighing the *pros* and *cons.* of the situation. We do not know how long he is going to think about this very important question, namely, the application of trade sanctions against the Union of South Africa.

Sir Syed Raza Ali: Another 3½ years.

Mr. Abdul Qaiyum: It is no use telling us that the Pegging Act, and the three Ordinances and the Regulations which are creating so much heart burning in the minds of Indians were passed when the Honourable Member who is now in charge of this Department was not in office. That will not help the situation. The fact remains that there are certain things which can be done and yet the Honourable Member will not do them. Now, Sir, take the case of the question of the recall of the High Commissioner from South Africa. You do not have to recall him. I understand that the term of the present High Commissioner in South Africa is over, and the Honourable Member in charge of this Department was clearly wrong in defying and flouting public opinion in India and also the unanimous opinion of the Indian Nationals in South Africa by appointing a High Commissioner for South Africa at a time like this. You do not have to recall the High Commissioner, you can agree to the demand of the public in this country as well as in South Africa by refusing to send the High Commissioner you have now appointed for the Union of South Africa.

Sir Syed Raza Ali: By not filling the post at all.

Mr. Abdul Qaiyum: But he has filled the post. Who wants a High Commissioner for South Africa?

Sir Syed Raza Ali: Nobody.

Mr. Abdul Qaiyum: The Indian people do not want him; the Natal Indian Congress has telegraphed not only to the Viceroy of India but to the Members of the present Executive Council and to everybody who represents public opinion in this country, that they do not want any High Commissioner in a country where racial prejudices have made life impossible for them. Then if the people in South Africa do not want a High Commissioner, I can say without fear of contradiction that nobody in this country desires that India should be represented by a High Commissioner in South Africa. I cannot see any real reason why the Honourable Member in charge persists in the attitude he has taken up by flouting public opinion on this point. We demand and we hope that the Honourable Member will bow before public opinion by refusing to send the High Commissioner to South Africa because nobody wants him to be sent.

Sir Syed Raza Ali: I am told he is already on the high seas.

Mr. Abdul Qaiyum: That also is an additional reason for censuring the Government. We were told that when the Honourable Member took charge, no rules had been framed under the Reciprocity Act and that he took great pains and tried to expedite the passing of these rules and has enforced certain rules. But the mere enforcement of rules will not do. The country demands and the country expects even from a subordinate Government of India, as at present constituted, to apply trade sanctions against the people who are out to insult our nationals who are residing at present in South Africa. The question of Indians in South Africa is a question which is likely to loom very large in future. It is a question which more than any other justifies the stand which has been taken up by the Indian National Congress and by the All-India Muslim League and other public bodies in this country, that there is absolutely no place for the Indian people in the so-called British Commonwealth of Nations. It justifies the stand that if we are to progress as a free nation, that if we are to be equal among the nations of the world, we must at the earliest possible opportunity sever our connection with this great fraud which goes by the name of British Commonwealth of Nations. In practice the British Commonwealth of Nations means that our wealth is theirs and their wealth is also theirs. It is only a name which has been invented by clever British politicians to throw dust into the eyes of the people and to do propaganda abroad for certain purposes of their own. The Indians in South Africa are suffering from the absence of provincial and political franchise. There are restrictions about the free movement of Indians from one part of the Union to other, and there are certain other restrictions which have been mentioned by Honourable speakers before me. Now, Sir, why cannot the Government of India apply trade sanctions which is the only effective manner in which South Africa can be brought to its senses. I thought the Honourable Member would give us some reasons why he is hesitating. Can he really put his hand to his heart and say that he does not feel convinced that trade sanctions are going to do something to create some impression? Or, is it because he is concealing the real fact that his masters in Whitehall do not want the Government of India to apply trade sanctions against a country which has insulted us and has always been insulting our nationals, whom they took away to South Africa when they wanted their services? The real reason is that the Government of India have probably received orders from Whitehall not to apply trade sanctions because after all they are a subordinate agency. It is really a mockery of words that such a Government of India, as at present constituted, should be described as a National Government by no less a person than the present Viceroy of India, Lord Wavell. It shows the length to which the British propagandists can go, the lengths to which they can misdescribe things, to achieve certain ends which they consider to be necessary for their existence in this country. If this is a National Government, I fail to see why trade sanctions cannot be immediately applied against the Union of South Africa.

The Honourable Member in charge made a speech somewhere in India—in between the Sessions Honourable Members have plenty of time to roam about this great country—and there he was asked at a public meeting what he had done during his tenure of office to wipe out the wrongs which had been done to our countrymen in South Africa. If I remember the press report of his speech correctly, his reply was, "I have done something; you will know that later on". There was a cartoon about it in the *Hindustan Times* also. I should like to know from the Honourable Member what he has been able to do so far after he assumed office and why is it that he hesitates to let the cat out of the bag. He has failed miserably in creating any impression in South Africa. It is really surprising that while the Leader of the House was talking of declaring war against South Africa, his colleague and the Government to which they both have the honour to belong hesitate even to apply such a modest measure as trade sanctions.

The Honourable Sir Sultan Ahmed (Leader of the House): Sir, I do not remember having said that India should declare war.

Mr. Abdul Qaiyum: I am sorry: I think Dr. Khare said that. But still they are birds of the same feather, all Members of the same Government. And if Dr. Khare says one thing,—I believe in the national Government as at present constituted they do have some sort of joint responsibility,—he could not have said that without weighing words and without having consulted his colleagues, and such an important colleague as the Leader of the House, the Leader of the National War Front and the Leader of the Information and Broadcasting Department. Therefore the Honourable Leader of the House cannot take shelter behind the plea that the words did not actually fall from his lips but from the lips of the Member in charge of Commonwealth Relations. Sir, this shows the utter helplessness of the present Government of India, that while they talk of declaring war they are taking months and months to decide whether it would be in the interests of this country to apply such a modest measure as trade sanctions against South Africa. Therefore, Sir, we censure the Government of India, we condemn them; they stand thoroughly exposed and their claim that they are a national Government can only convince the gentleman who gave expression to those words. People in India and people outside India know that the Government of India are the nominees of the British imperialists, and they have been selected not because they represent any opinion in this country but because they are people who have flouted public opinion, who have gone against the wishes of the majority of their countrymen and all their endeavours are directed to support the British imperialism which we so heartily detest. They have not been selected by this country. We were told by Mr. Jannadas Mehta some time ago that Congress represents $1\frac{1}{2}$ crores and the Muslim League much less, and what follows? Probably he means that the remaining $38\frac{1}{2}$ crores were represented in this House by Mr. Jannadas Mehta, who combines in his person a paid agent of the Government of India to represent India in Burma and at the same time he can remain as an elected Member of this House. I may have said a lot of things about him but when I went to take tea he came to my table and sat by me. I do not know why I let him do it when he does not represent anybody.

Mr. Jannadas M. Mehta (Bombay Central Division: Non-Muhammadan Rural): I have beaten your Congress; I am here in my own right.

Mr. Abdul Qaiyum: I will not allow Mr. Jannadas Mehta to take me off the rails. We condemn the Government of India for hesitancy, for inaction, and for flouting the wishes of the people, and we do demand that even if the High Commissioner is on the high seas he should be recalled and no other High Commissioner should be appointed, because the Cape Town Agreement for the purpose of which the High Commissioner was appointed has been violated by the South African Government, and there is absolutely no justification now for sending a High Commissioner to that country. Sir, I support the motion.

Sir Cowasjee Jehangir: Sir, there are two main issues before the House which are contained in the motion moved by Sir Raza Ali. The first is to censure the Government of India for their failure to recall the High Commissioner for India. That is the first issue and the simplest issue. Perhaps the Honourable Member in charge knows that there have been expressions of opinion from all shades and schools of thought that the High Commissioner should not be now sent out. There was no question, as has been said, of recalling the High Commissioner; there was a question of sending out a High Commissioner; and I thought that the Honourable Member would be in a position to say at least that the new High Commissioner was still in India. But I am surprised to hear, and I heard it only just now, that the new High Commissioner is on the high seas. Is that correct?

The Honourable Dr. N. B. Khare: I have no information on that point yet.

Sir Cowasjee Jehangir: I will take it then that he is still in India. Sir, he has been requested by our own people in South Africa not to send out a High Commissioner. He has been asked by, I think, all political parties in this country not to send out a High Commissioner; and there appeared to me to be

very sound reasons for not doing so. I think it must be within his knowledge that only a few days ago the High Commissioner who was in South Africa had to make a fairly strong speech in public for which he was taken to task by the South African Government, and I believe—at least the press said so—that the South African Government were going to protest against that speech. So far as I can now recollect, Field-Marshal Smuts in reply to a question said that the South African Government was taking up the question of that speech with the Government of India. After that I cannot understand how the Government of India can still think of sending a High Commissioner to South Africa. Are we going to court a rebuff? Leaving aside showing our resentment, do the Government of India desire us to court another rebuff? Or, is the new High Commissioner going with instructions to keep his lips closed? It is either the one or the other. If the new High Commissioner has to express his views as the old High Commissioner did, then he is likely to get a rebuff; if he is going out with instructions to keep his mouth shut, it is a thing for which Government must be censured, if really such instructions have been given. Therefore, Sir, I contend that the suggestion made to Government that no High Commissioner should be sent to South Africa is a sound one; and if Government are still persisting in sending out a High Commissioner to South Africa, I will ask them whether it is the action of the Honourable Member in charge or the joint responsibility of Government, under which the new High Commissioner goes to South Africa. It is a very important question.

Sir Syed Raza Ali: According to the *Hindustan Times* it is Dr. Khare who is responsible and not the whole Cabinet.

Sir Cowasjee Jehangir: I will state that what now appears in the papers, you should take the opposite; then you will be more correct.

Sir, I do contend that the Honourable Member should make an announcement today that at least the High Commissioner will not leave the shores of India. I am surprised to hear that the Honourable Member should not know whether the High Commissioner is in India or on the high seas.

Sir Syed Raza Ali: Who arranged his passage? Dr. Khare did it.

The Honourable Dr. N. B. Khare: He has been ordered to go, but I do not know whether he has already left.

Sir Cowasjee Jehangir: If he has been ordered to go, we may take it that it is the intention of the Government of India to send him.

The Honourable Dr. N. B. Khare: Yes, the whole of the Government of India, not myself alone.

Sir Cowasjee Jehangir: Then, I think the Government of India are acting very unwisely. . . .

An Honourable Member: Foolishly.

Sir Cowasjee Jehangir: . . . and I will support the vote of censure. I think that the Government is irritating public opinion in this matter quite unnecessarily. We heard grand speeches from these Honourable Members on the last occasion, and today after those very fine speeches it was not found necessary for many to intervene in the debate. The speeches themselves reflected the wishes of this House and I might say in this case the unanimous wishes of the country. But now the matter is different and I am afraid that the Government of India are acting in a manner which will prejudice many other political issues and they are rushing on—some people rush on where angels fear to tread—and it is a dangerous position for them to take up. I would warn my Honourable friend not to defy public opinion in a matter like this as he is attempting to do—I mean on the question of sending the High Commissioner.

Now, we come to the next issue—sanctions. That I realize may be a little more difficult, but that he will have to do it sooner or later seems to me to be fairly certain, and the sooner he gets prepared to do it and announce it, the better. What I would like to know from the Honourable Member is, is Government studying this question, and how far their investigations have gone? It cannot be done suddenly, it has to be done with a certain amount

[Sir Cowasjee Jehangir].

of preparation; a certain number of steps have to be taken before the final result is announced. You have got to see that our own country is hurt as little as possible and therefore I can understand a little time being taken before the announcement is made, but is Government considering the matter, is Government taking such steps that may be necessary before the announcement is made? I would like to have an answer to that.

Mr. Govind V. Deshmukh: From the Commerce Member?

Sir Cowasjee Jehangir: Anybody may reply. Because when it becomes necessary to issue such orders, I trust that the Government will be ready in every way, having considered the matter from all aspects. I hope the Honourable Member's reply will in some way appease this House and the public.

The Honourable Dr. N. B. Khare: If I get an opportunity I will.

Sir Cowasjee Jehangir: You will get an opportunity; we will give you an opportunity. I hope you will give a reply which will show the public and the people of India that Government do not intend to completely and absolutely defy all shades of political opinion in this country.

Some Honourable Members: The question be now put.

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

"That the question be now put."

The motion was adopted.

Mr. Lalchand Navalrai: Sir.

Some Honourable Members: We want to hear the Government Member.

Mr. President (The Honourable Sir Abdur Rahim): The Government Member may speak afterwards.

Mr. Lalchand Navalrai: Sir, after my friend has admitted that our demands have not been achieved, he stands condemned. I will ask the House now to give a verdict to condemn him, and pass a vote of censure against him, the Union Government, the British Government and the Indian Government.

What it comes to is this: He has admitted that nothing has been done by the Union Government.

An Honourable Member: By the Indian Government. —

Mr. Lalchand Navalrai: By the Union Government first. And our Field-Marshal Smuts has done absolutely nothing beyond deceiving our Member by giving an assurance that something will be done.

Coming to the other question, namely, that we should relax our efforts, I know that nobody will agree with the Honourable Member when he says that some other ways should be adopted, viz., negotiations and agreement. We are already tired of that. Therefore it comes to only this: that he has no case; in other words he is not going to help us. On the contrary he has added insult to injury by sending away the High Commissioner over there.

Mr. Abdul Qaiyum: He left on Tuesday last and the Government of India know of it.

Mr. Lalchand Navalrai: I am only sorry that the Honourable Member in his august position should not know whether the High Commissioner has actually left this country or not. Instead of saying anything definitely, he says he does not know. Then he says orders have been issued. Actually I am now told that the High Commissioner sailed from Bombay on Tuesday afternoon. And yet the Honourable Member concerned does not know! Is this Honourable Member fit to deal with the Legislature? I think he should not come here only for his bread and job. There are many other jobs which he can get; he can go to his line as a doctor or, better still, revert back to the Congress Party. I think the House will be unanimous in adopting the motion.

The Honourable Dr. N. B. Khare: There is some misunderstanding

An Honourable Member: Always.

The Honourable Dr. N. B. Khare: about the position of this so-called Capetown Agreement. There is no reason for thinking that the Capetown Agreement has been given the go-by.

An Honourable Member: It is dead.

The Honourable Dr. N. B. Khare: I know it is not being carried out fully, but it still stands

Sardar Sant Singh: Has it been followed, or not?

The Honourable Dr. N. B. Khare: . . . and in our peculiar position we must hold on to it and make every endeavour to have it carried out. The High Commissioner is, and may be, still useful for this purpose. (Interruption.) That is my own view, you may or may not agree with it.

Sir Syed Raza Ali: He is a mere post office according to you.

The Honourable Dr. N. B. Khare: A lot of noise was raised about the going out of the High Commissioner but, as I have said, we have decided to send him. Sailings of ships are military secrets in these days and so we do not know if the new High Commissioner has sailed or not. But, Sir, if we decide on merits finally to recall the High Commissioner, then it will take no time for the present High Commissioner to be called back even from the seas.

Sir Cowasjee Jehangir: Will you take the sense of this House in deciding this?

The Honourable Dr. N. B. Khare: My Honourable friend, Mr. Deshmukh, has referred in detail to the disabilities imposed on South Africans here. The Reciprocity Act provides for the imposition of disabilities which should be the same or similar to those imposed on Indians in South Africa. As regards residential occupation of properties our rules have imposed the same disabilities as those imposed on Indians by Statute in the Natal and Transvaal Provinces. It is true that in certain areas in the Transvaal, Indians are prohibited from residing on any proclaimed land and are confined to certain locations. The fact that the number of South Africans in India is very small makes it impracticable to set apart special localities for the residence of Transvaal South Africans.

Sardar Sant Singh: Why not the Lahore Fort!

The Honourable Dr. N. B. Khare: The exclusion of Indians from private hotels and similar places of residence and amusement is not statutory but is enforced by long established social prejudice. For such exclusion of South Africans from similar private places of residence and amusement we can only rely on the patriotism of the proprietors of such places in India. As regards travel, we have felt that, in view of the small number of South Africans in India, reservation of accommodation for them in railway trains and tram cars would be a privilege and amenity rather than a disability. We have therefore decided not to enforce such technical disability for the present.

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): Why not send them in Third Class?

The Honourable Dr. N. B. Khare: We are still scrutinising the other disabilities which can be imposed and so far as economic sanctions are concerned, as I have said before, it is not a very simple matter. The question has to be examined by both Commerce and the Supply Departments.

Mr. Hoosenbhoy A. Lalljee (Bombay Central Division: Muhammadan Rural): If Commerce does not co-operate?

The Honourable Dr. N. B. Khare: No, no. The process is not fully complete. They and the Supply Department have to examine so many implications of the contemplated sanctions.

Mr. Govind V. Deshmukh: When did the process begin?

The Honourable Dr. N. B. Khare: The position of the High Commissioner depends on that. Supposing we decide to impose economic sanctions, then the High Commissioner can be recalled immediately.

Mr. Govind V. Deshmukh: Has the High Commissioner anything to do with the trade?

Nawabzada Muhammad Liaquat Ali Khan (Rohilkhand and Kumaon Divisions: Muhammadan Rural): Is it a commercial transaction—sending a High Commissioner?

The Honourable Dr. N. B. Khare: It cannot be. This insinuation is most mischievous. I repudiate it with the contempt it deserves.

Sir Cowasjee Jehangir: Where is the direct connection between the two?

The Honourable Dr. N. B. Khare: Much ridicule has been poured upon me but I make it clear that I do not go back in the least on any of the statements I have made. I stick to every one of them. As a medical man I believe not only in major operations but in medicine and in watching the reactions to my first prescription before I give the second. This is all that I intend to do and it is only for a full study of the latest position that I have pleaded for time. Our final decision still remains to be taken.

Reference has been made to the imaginary part played by His Majesty's Government.

Sardar Sant Singh: Imaginary part? I thought it was more real than the Government of India.

The Honourable Dr. N. B. Khare: Of course, I have said imaginary because a statement was made by Mr. Deshmukh that a communique was issued by the Government of India to the effect that His Majesty's Government have disallowed economic sanctions, whereas in point of fact no such communique was ever issued. I wonder where he got it from?

Mr. Govind V. Deshmukh: I read it in the papers.

The Honourable Dr. N. B. Khare: That was wrong. It is hardly necessary for me to tell the House that in an issue of this magnitude His Majesty's Government cannot be disinterested; but all I would like to say and with emphasis at this stage is that neither the Government of India nor His Majesty's Government have taken their final decision on this momentous matter yet.

Mr. Manu Subedar: You are waiting for instructions from London.

Mr. Govind V. Deshmukh: Have you received any instructions about applying economic sanctions?

The Honourable Dr. N. B. Khare: Not yet.

Mr. Govind V. Deshmukh: Good. Therefore, you should act.

The Honourable Dr. N. B. Khare: In spite of the ridicule poured upon me—I relish it—I maintain that there has been neither failure on my part nor any neglect. It is only a delay which according to me is not unconscionable under prevailing circumstances. That is all I want to urge upon the House.

Sir Syed Raza Ali: What is the meaning of terminological inexactitude?

The Honourable Dr. N. B. Khare: I am not a lexicon: consult a dictionary. I know the feeling is very strong among all parties in this House and in the country. I have assured the House that I share fully all their feelings and much more.

Mr. Manu Subedar: What can you do? London is not instructing you.

The Honourable Dr. N. B. Khare: And after having said this I think the House should concede certain discretion to the Government of India in this matter. They know we are all one. We have the same desire and objective. They should concede something to the Government of India in the matter of time. I congratulate the House for not importing any unnecessary heat and I would therefore ask my friend, the Mover of this motion, to withdraw it. I know however he will not; nor do I care for it. I can tell you, that if the people who will vote for this motion, if pressed to a division, were subjected to psycho-analysis, I am sure they will fall into different categories

Mr. Manu Subedar: We should try you on 'Psycho'!

The Honourable Dr. N. B. Khare: Some will vote on sentiments of high patriotism and nationalism: some will vote on sentiments of pseudo-nationalism: some perhaps might vote on sentiments of communalism: and some

might vote perhaps in the hope that if this motion is carried I will be forced to resign or I will resign.

(Cries of "No, no.")

Sir Syed Raza Ali: We will not let you go!

The Honourable Dr. N. B. Khare: I want to make it absolutely clear that I am not going to indulge in such cheap heroics. I know and I see the failure and frustration which is writ large on the faces of those who have done so.

Mr. K. S. Gupta (Ganjam cum Vizagapatam: Non-Muhammadan Rural): Bread is the criterion!

The Honourable Dr. N. B. Khare: Some people are too dense to understand irony. I have accepted my present office with all its limitations, with the object of attempting what little I can for preventing the deterioration of the position of Indians in the administration of the country. I particularly felt this to be my duty when the valiant champions of Indian nationalism thought fit to desert their posts leaving their countrymen—including their own devoted followers—to the tender mercy of a 100 per cent. bureaucratic Government. Even in this matter of South Africa I have not yet lost all hope of being able to do something to improve the lot of our nationals there.

An Honourable Member: What about them here?

The Honourable Dr. N. B. Khare: Even if I fail in this I will not be the first Indian to fail. Several distinguished predecessors of mine—including Mahatma Gandhi,—both Indian and European—made redoubtable efforts to improve the lot of our nationals in South Africa. Some failed; others achieved but limited success. Again, there are many other matters in which I can safeguard Indian interests as best as I can by continuing in my present post, and if it is the desire that I should not, it is most inopportune at a time when it is an open secret that even Leaders of the Opposition are engaged in a desperate struggle to get into office through the backdoor of the present constitution.

Sir, before I conclude, I want to point out to the House that if you carry this motion of censure, it is your pleasure. Do it. But I must tell you that the things (the historical facts) for which you are carrying this motion of censure are the result of our past history, for which not I alone but all of us are responsible. So if you censure me alone it is no use, nor is it correct. The censure will mean not only censure of my own humble self but the censure of all of us.

Honourable Members: No, no.

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

"That the Assembly do now adjourn."

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Saturday, the 10th February, 1945.

LEGISLATIVE ASSEMBLY

Saturday, 10th February, 1945

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

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

81. *

SECRET SESSION OF LEGISLATIVE ASSEMBLY FOR CONSIDERING WAR SITUATION

82. *Sardar Mangal Singh: Will the War Secretary please state whether a day will be set apart for the consideration of the war situation in a secret sitting of this Honourable House?

Mr. C. M. Trivedi: No, Sir: it is not proposed to set apart a day.

Mr. Lalchand Navalrai: Then what is the Honourable Member going to do to give us a statement? We must know the situation all round.

Mr. C. M. Trivedi: I am making a statement on the war situation in reply to the Honourable Member's question: it is coming up later in the Session.

Sardar Mangal Singh: May I know whether the question was considered by the Commander-in-Chief?

Mr. C. M. Trivedi: The question of allotting a day? Yes.

DEATH DUTIES BILL

83. *Sardar Mangal Singh: Will the Honourable the Finance Member please state whether the Government propose to bring forward the Death Duties Bill in this session of the Assembly? If so, when?

The Honourable Sir Jeremy Raisman: Yes, during the course of the Session.

POST WAR PLANNING COMMITTEE RECOMMENDED BY LEGISLATIVE ASSEMBLY

84. *Sardar Mangal Singh: Will the Honourable Member for Planning and Development please state:

(a) what action Government have taken or contemplate to take on the resolution passed by this Honourable House last session* regarding post-war planning;

(b) whether a committee mentioned in that resolution will be appointed or the Government have rejected the recommendations of this House; and

(c) whether that resolution was considered by the Executive Council of the Viceroy or not?

The Honourable Sir Ardeshir Dalal: (a) and (b). I presume the Honourable Member is referring to the resolution adopted by the Legislative Assembly at its meeting held on the 17th November, 1944. After full consideration Government have decided to take no action on it.

(c) I regret that this information cannot be given.

AEROPLANE CRASH IN NAGPUR

85. *Mr. Govind V. Deshmukh: Will the War Secretary please state:

(a) if he is aware that on the afternoon of the 27th of December, 1944, an aeroplane crashed in Nagpur and as a result of it some animals and human beings died and a milk dairy was also completely ruined though the pilot escaped unhurt;

(b) if any inquiry has been held as regards the cause of this accident; if so, what the cause was;

(c) if any compensation has been paid to the owners of cattle destroyed, the owner of the dairy and the close relatives of the deceased men or women; if not, why not; and

(d) the make and number of the model that crashed, the name of its pilot and his experience in flying?

* This question was withdrawn by the questioner.

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

Mr. C. M. Trivedi: (a) Yes, Sir.

(b) The accident is being investigated by a Court of Inquiry, but until the findings of the court are known, the reasons for the accident cannot be stated.

(c) Various claims for compensation have been received and are being examined.

(d) The aircraft was a Spitfire and the pilot was Flying Officer J. H. Scott, who at the time of the accident had 12-50 hours of solo-flying (including 7 hours on Spitfires) to his credit.

INDIA'S STERLING BALANCES

86. *Mr. Lalchand Navalrai: (a) Will the Honourable the Finance Member be pleased to state how much sterling balances are there with Britain on account of Indian debt?

(b) Is it a fact that the people and press of India have often asked the Indian Government to settle the sterling account with the British Government?

(c) What steps have Government taken to press upon the British Government to adjust the account of this debt now and not to wait for it till after the war is over?

(d) Do the Government of India remember that at the time of last war and at its close, differences arose as to the war accounts which caused trouble?

(e) Do Government propose to press the British Government to settle the accounts and not lead to similar trouble and irritation in connection with the sterling balances after the war? If not, why not?

The Honourable Sir Jeremy Raisman: (a) The sterling assets of the Reserve Bank of India on the 26th January, 1945, amounted to Rs. 1,304 crores.

(b) to (e). The Honourable Member is apparently confusing two matters, namely, (i) the prompt payment of monetary claims of the Government of India against His Majesty's Government and (ii) the utilisation of the balances arising from the payment of these claims.

As regards the former, the present financial settlement has been designed to secure the current settlement of accounts between the two Governments with the specific object of avoiding a repetition of claims and controversies similar to those which arose after the last war. The accounts are in fact normally settled without undue delay.

As regards the latter, informed opinion in India fully recognises that immediate utilisation of the sterling balances is not possible, and the Government of India have taken no steps to press upon His Majesty's Government action which is clearly impossible of achievement and which, if it were possible, would not be in the best interests of India.

Mr. Lalchand Navalrai: I did not confuse the two questions: I wanted answers to both of them. Will the Honourable Member tell me in the accounts that have been adjusted, what are the balances?

The Honourable Sir Jeremy Raisman: I did give the Honourable Member the figure: I mentioned that in reply to part (a).

Mr. Manu Subedar: What steps are Government taking to see that the sterling balances do not increase further than the huge amount in which they are at present?

The Honourable Sir Jeremy Raisman: The only step that Government can take is to secure a diversion of war demands on India and a larger compensation by way of imports into India; and as the Honourable Member knows, a mission is at present in London to secure those objects.

Mr. T. S. Avinashilingam Chettiar: We fully understand what the Finance Member has told us, that it cannot be paid over immediately; but is the Government taking any steps to see that these balances are reduced gradually over a number of years, even from now?

The Honourable Sir Jeremy Raisman: The problem at the present moment is to prevent excessive accrual of further balances—about which Mr. Manu Subedar asked—and I indicated the measures which are being taken in that respect.

Mr. T. S. Avinashilingam Chettiar: What is the balance up to date?

The Honourable Sir Jeremy Raisman: I gave that as 1,304.

Mr. Manu Subedar: May I know why Government are not now stopping purchases on behalf of the Allied Governments in this country in large quantities and importing from America and the United Kingdom what may be necessary?

The Honourable Sir Jeremy Raisman: That is to some extent the object of the Government and that is one of the main objects of the mission which has gone to England.

POST-WAR POLICY RE BRITISH ENTERPRISES IN INDIA

87. *Mr. Manu Subedar: (a) Will the Honourable Member for Planning and Development please state whether Government have considered in relation to their post-war planning and programme of the effect of sections 111 to 121 of the Government of India Act, 1935?

(b) Is it a fact that all forms of encouragement of Indian enterprise adopted by Government would have to be extended to enterprises which are totally British as to capital, management and personnel?

(c) Have Government considered how far schemes can be prepared by them which would effectively achieve the purpose if they have no power of discrimination?

(d) Is it proposed to use Indian capital and Indian Government's resources for bolstering up British enterprises in India?

(e) Have Government any means of preventing new enterprises with foreign capital being set up in this country when the capital is (i) wholly British, (ii) partly British and partly other nationals and (iii) partly British and partly Indian?

The Honourable Sir Ardeshir Dalal: (a) to (e). The points raised in this question are all under the consideration of Government.

Mr. Manu Subedar: May I know how far the consideration has proceeded, and whether Government are making their plans on the assumption that they will have this authority or whether they will not have this authority to discriminate?

The Honourable Sir Ardeshir Dalal: Which authority is my Honourable friend referring to?

Mr. Manu Subedar: Those particular sections which deprive the Government of India of an opportunity to give to an Indian concern a certain type of assistance, subsidy or any other help. They must extend this to any person or company from the United Kingdom. Now, if the Government of India are at present handicapped in this manner, what is the use of the Government of India planning? I want to know whether the plans are made on the assumption that this authority is going to be with the Government of India or whether they are going to be handicapped by the continuance of these sections.

The Honourable Sir Ardeshir Dalal: As my Honourable friend is aware, this is a question not only of economic but of a political character and requires an amendment of the Constitution Act. That is a very important and a very serious matter. The question is whether this should be considered separately from the general political situation or otherwise, and obviously a matter of such importance will require very careful consideration on the part of Government.

Mr. Manu Subedar: That is why I ask, how far the consideration has proceeded and whether the Government of India have requested His Majesty's Government to take steps for the omission of these sections.

The Honourable Sir Ardeshir Dalal: I am afraid I am not prepared to answer that question.

Mr. G. W. Tyson: With reference to the reply to part (b) of the question, will the Honourable Member state whether he is or is not aware that a large number of industrial undertakings in this country which are operated under British management and personnel are none the less wholly or almost wholly Indian in respect of the equity or ownership of capital?

The Honourable Sir Ardeshir Dalal: I am aware of the fact that a certain number of undertakings have a large percentage of Indian capital.

Mr. Abdul Qaiyum: Is the Honourable Member aware that political changes have to wait for unanimity among political parties, but on matters economic there is absolute unanimity in this country and may I know why the Government is hesitating to come to a decision in this matter?

The Honourable Sir Ardeshir Dalal: That may be the view of my Honourable friend opposite, but I do not think that is the unanimous view even of members of his own party, and there is an opinion that these questions had better all be settled at the time of the general political settlement.

Mr. K. C. Neogy: Is it to be understood that meanwhile the planning is proceeding on the assumption that these restrictions will continue to operate?

The Honourable Sir Ardeshir Dalal: The planning is proceeding on that assumption.

Mr. K. C. Neogy: Has the Honourable Member been informed by the Departments concerned, that in certain committees which are now dealing with departmental planning this issue has been specifically raised and the members, at least on one committee, felt that until and unless a decision was arrived at in regard to this particular point, it would be futile to go on with any further discussion on the subject?

The Honourable Sir Ardeshir Dalal: Further discussion on what subject?

Mr. K. C. Neogy: On the subject I have particularly in mind, the Shipping Policy Committee, where this issue was raised: we wanted to know as to whether the Government had a definition of Indian shipping which they could put forward for our consideration before we could proceed with the discussion of the proposals that were placed before us, and we did not get any satisfactory reply.

The Honourable Sir Ardeshir Dalal: I am aware that there is a great deal of feeling in the country on this particular subject and as I mentioned in my reply to my Honourable friend Mr. Manu Subedar, we have started taking action on the point but what particular action has been taken or how far we have gone I am not prepared to state at the present moment.

Mr. K. C. Neogy: Do I understand that this particular issue has not been taken up with His Majesty's Government at all, or is action being postponed in that direction till the settlement of the political issue?

The Honourable Sir Ardeshir Dalal: As I said, I am not prepared to say anything more on that subject.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has made his position quite clear.

Mr. Manu Subedar: May we expect a statement from the Honourable Member in the course of the Session?

The Honourable Sir Ardeshir Dalal: I am not prepared to give that undertaking. All I can say is that we have started moving in the matter and it may be to the interest of my Honourable friend opposite and his friends not to press the matter very much further at this stage.

UN-AUDITED FUNDS IN GOVERNMENT OF INDIA DEPARTMENTS

88. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Finance Member please state:

(a) how many unaudited funds there are in the departments of the Government of India;

(b) the particulars of these funds and in what departments they are held;

(c) how much has been spent through these unaudited funds in the last financial year; and

(d) the control which the Finance Department exercises over their expenditure?

The Honourable Sir Jeremy Raisman: (a) None.

(b) to (d). Do not arise.

Mr. T. S. Avinashilingam Chettiar: May I know whether there is a fund in the Home Department for secret service which is not audited?

The Honourable Sir Jeremy Raisman: The Honourable Member asked whether there were unaudited funds. 'Unaudited fund' is a technical term which I understood the Honourable Member to mean a fund which is, as it were, a separate pocket which is put aside and which can be operated on without being audited. But the Honourable Member apparently has in mind certain heads of expenditure which are classified as secret service expenditure which are not audited. He will find those quite openly mentioned in the Demands for Grants. For instance, he mentioned the Home Department. He will find under General Administration the expenditure of the Director, Intelligence Bureau. He will find a heading there 'Secret Service Expenditure' which is quite openly exhibited in the Demands for Grants.

Mr. T. S. Avinashilingam Chettiar: I am not referring to expenditure 'openly' or 'overtly'. I want to know how many Departments have such unaudited expenditure.

The Honourable Sir Jeremy Raisman: As far as I can see, there are five or six heads of expenditure which are unaudited.

Mr. T. S. Avinashilingam Chettiar: May we have them?

The Honourable Sir Jeremy Raisman: I should have to lay a statement on the subject. I could not read it out. There are only five or six. There is the sumptuary allowance of the Governor General. That is one. There is a contract grant for the Governor General and State conveyances and maintenance of motor cars of the Governor General. Those three heads are unaudited items. Actually the expenditure is controlled by another authority, namely, the Secretary of State.

Mr. T. S. Avinashilingam Chettiar: What is the total?

The Honourable Sir Jeremy Raisman: The total is about 3 lakhs. Then there is some expenditure under Defence Service: Expenditure by the Chief of the General Staff for security reasons. That expenditure is not exhibited.

Mr. D. K. Lahiri Chaudhury: What is the amount of that expenditure?

The Honourable Sir Jeremy Raisman: I cannot say. Under 'C—General Administration', there is the Director, Intelligence Bureau, Rs. 6,58,000; then under 'Tribunal Areas' there is Rs. 1,48,000; Under 'External Affairs' there is Rs. 1,18,000 and under 'Crown Representative' there is Rs. 7,000. Those are, I think, the unaudited items.

Mr. T. S. Avinashilingam Chettiar: What is the answer to part (d)?

The Honourable Sir Jeremy Raisman: The position is that no addition to the Budget grant and no transfer to meet other expenditure from it can be made without the sanction of the Finance Department. The heads of the spending departments concerned have also to conduct at least once a year a full administrative audit of the expenditure and to give a certificate of audit that the grant was properly spent. There are also certain secret service expenditure rules, which have been laid down by the Finance Department, which have to be observed.

DETENUS, ETC., IN PROVINCES AND THE CENTRALLY ADMINISTERED AREAS

89. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Home Member please state:

(a) the number of detenus still kept without trial under the Defence of India Act in the various Provinces and the Centrally Administered Areas; and

(b) the number of convicted prisoners still in jail under the Defence of India Rules in the various Provinces?

The Honourable Sir Francis Mudie: (a) and (b). I lay on the table of the House a statement showing the number of persons undergoing detention under Ordinance III of 1944 or imprisonment after conviction under the Defence of India Rules on the 1st January 1945. Many of the persons concerned were not-convicted or detained in connection with any political movement.

Statement showing the number of persons undergoing imprisonment on conviction under Defence of India Rules or detention under Ordinance III/44 on the 1st January 1945

Province	Imprisonment	Detention
Madras	755	114
Bombay	419	297
Bengal	385	3,614
United Provinces	1,359	600
Punjab	42	132
Bihar	2,156	330
Central Provinces	163	133
Assam	156	112
North-West Frontier Provinces	19	46
Orissa	77	84
Sind	37	2,041
Coorg	...	...
Delhi	102	19
Ajmer-Merwara	18	6
Baluchistan	20	...
Centre	...	46
Total	5,708	7,574

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

The Honourable Sir Francis Mudie: The totals are: imprisoned 5,708; detained 7,574.

Mr. T. S. Avinashilingam Chettiar: The Honourable Member said that many of them were not convicted in connection with any political movement. May I know how many of them are in connection with the political movements in this case?

The Honourable Sir Francis Mudie: I would require notice of that.

Sir Cowasjee Jehangir: May I know what are the other movements?

The Honourable Sir Francis Mudie: Some are pro-Japanese. Some are goondas.

POST-WAR PLANNING COMMITTEE RECOMMENDED BY LEGISLATIVE ASSEMBLY

90. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable Member for Planning and Development please state:

(a) whether Government have considered the resolution passed in this House on the 17th November, 1944, regarding the appointment of a Committee of the House to prepare a comprehensive plan for the post-war economic development of the country; and

(b) if so, what their decisions in the matter are?

The Honourable Sir Ardeshir Dalal: (a) and (b). I would refer the Honourable Member to my reply today to Question No. 84 by Sardar Mangal Singh.

Mr. T. S. Avinashilingam Chettiar: May I know the reasons why they took no action on the Resolution?

The Honourable Sir Ardeshir Dalal: For very cogent reasons which cannot be replied to in answer to a supplementary question but which would have been gone into fully by me if the Honourable Member and his friends had allowed me to make my speech at the last Session.

Mr. T. S. Avinashilingam Chettiar: If the Government wanted to put up other speakers from their side, it is their own mistake.

Mr. D. K. Lahiri Chaudhury: The Honourable Member got the chance to speak and he did not get up.

Mr. Abdul Qaiyum: Is it not a fact that the Honourable Member was told by me that if he did not get up to make a speech, the Opposition would ask for a closure?

The Honourable Sir Ardeshir Dalal: All that was arranged was that I should speak after the Leader of the Opposition but it was not made clear to me that I should speak immediately after the Leader of the Opposition.

Mr. Abdul Qaiyum: May I know if it is not a fact that instead of the Honourable Member getting up the Honourable the Supply Member was asked to get up.

The Honourable Sir Ardeshir Dalal: It is certainly true that the Supply Member got up but that is no reason why the closure should have been moved without hearing me.

Mr. Abdul Qaiyum: Is it not a fact that the object was that the National War Front Resolution should not be reached that day?

The Honourable Sir Ardeshir Dalal: No, Sir.

Mr. Abdul Qaiyum: Will the Honourable Member deny that I specifically requested that he should speak after the Leader of the Opposition, and that if he did not get up the Opposition would ask for closure. In spite of that, the Supply Member was put up to speak.

The Honourable Sir Ardeshir Dalal: There was an arrangement that I should speak after the Leader of the Opposition but it was not made clear to me that I should speak immediately after the Leader of the Opposition. (Cries of 'Oh'.) As a matter of fact, the idea in the beginning was not to move the closure at all but afterwards some arrangement was arrived at between the different parties and then closure was moved to our great surprise.

Sir Muhammad Yamin Khan: Was not the Honourable Member aware that the House usually sits up to 5 o'clock and that time was running out?

The Honourable Sir Ardeshir Dalal: There was plenty of time for the whole motion to be debated.

Sir Muhammad Yamin Khan: Did not the Honourable Member see that there was other business also put down on the agenda of that day?

The Honourable Sir Ardeshir Dalal: That could have been taken up in this session, as it has been taken.

Mr. Badri Dutt Pande: Is it not a fact that the Honourable Sir Ramaswami Mudaliar was put up as the Government speaker?

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

Mr. T. S. Avinashilingam Chettiar: Sir, the supplementaries have side-tracked the question itself. May I ask a question?

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has got the explanation from the Government Member.

Mr. Bhulabhai J. Desai: Sir, with reference to this question, I think it is due to the House that I ought to state the correct facts; however vehemently they may be opposed by the other side. The fact remains that it was definitely arranged after I spoke that the Government Member would speak. In fact, it was the duty of the Member on the other side to speak before me because it was a non-official Resolution, but I made a concession out of respect for the other side and told the Member that I would not mind speaking first provided he immediately thereafter got up and the House got the benefit of his speech. It was made equally clear that if anything was done with a view to carry the debate in this Session of the Assembly—which was evidently the intention—I would resist it. Thereupon, the arrangement was definitely made and I therefore got up. After I finished my speech it was expected that the Member in charge would get up and address the House. Instead of that, Sir Ramaswami Mudaliar got up and it was amazing to me that an attempt was made—at least that is my inference and I ask the House to accept it—to put off the matter, so that if he spoke and thereafter some other Member spoke, the time will be up. It is perfectly incorrect to say that they had no opportunity if they desired to address the House and I think it is only right that the matter should be set right.

The Honourable Sir Ardeshir Dalal: The whole statement that is made by the Leader of the Opposition is incorrect. Originally, he was even inclined to let the debate be carried on to this Session because I told him that it was possible for the Government to re-consider it and accept the amendment as moved by Mr. Chettiar, but after some consultation with some of his colleagues at the last moment he decided to move the closure. When Mr. Abdul Qaiyum told me whether I would like to speak or the Leader of the Opposition, I said that as the subject-matter of the Resolution was not quite clear to Government, I should like the Leader of the Opposition to speak. That was all that happened. There was no arrangement that I should speak immediately after

the Leader of the Opposition, otherwise the closure would be moved and the closure was moved to our great surprise.

Mr. President (The Honourable Sir Abdur Rahim): The matter must be closed now.

FINANCIAL BURDEN ON INDIA DUE TO INCREASED PAY OF BRITISH SOLDIERS

91. *Mr. T. S. Avinashilingam Chettiar: Will the War Secretary please state:

(a) whether the financial burden arising from the recent increase of pay to British soldiers is borne wholly by England or shared by India also; and

(b) if the latter, the exact amount of financial burden that India has to bear.

The Honourable Sir Jeremy Raisman: The matter is under consideration.

Mr. T. S. Avinashilingam Chettiar: The matter has been hanging for a long time. May I ask when they propose to finish the consideration?

The Honourable Sir Jeremy Raisman: I am afraid I cannot give any further reply than that the decision has not been reached.

Mr. Manu Subedar: Will the Honourable Member make the matter quite clear in his Budget speech?

The Honourable Sir Jeremy Raisman: I shall endeavour to deal with it then if the decision is reached by then.

Mr. Manu Subedar: Why don't the Government expedite the decision because the people of India are feeling extreme anxiety when they read the mounting figures of account of defence? Why should not the Government make a special endeavour to complete the consideration of this matter before the Budget is introduced?

The Honourable Sir Jeremy Raisman: Surely, the Honourable Member realises that it is not merely a matter for the consideration of the Government of India. There is another party involved also.

Mr. T. S. Avinashilingam Chettiar: With reference to part (b) of the question, may I know the extent of the financial burden that is involved in this expenditure?

The Honourable Sir Jeremy Raisman: I cannot give the exact amount because the question was that if the latter is not fulfilled, so that (b) does not arise.

Mr. Manu Subedar: Was not Government aware that this question was bound to turn up and even if another party is involved, why can't the Government expedite the decision seeing that the whole of India is watching this mounting expenditure?

The Honourable Sir Jeremy Raisman: There is another side to the question. It may be equally said that a large section of people in Britain are also watching the heavily mounting defence charges in India which are debited to Britain.

Mr. Manu Subedar: Is the Honourable the Finance Member serving the people of Britain in this country or is he serving the people of this country?

The Honourable Sir Jeremy Raisman: I am serving the people of this country.

DETENTION OF UTTAM CHAND MALHOTRA OF PESHAWAR

92. *Mr. Abdul Qaiyum: Will the Honourable the Home Member please state:

(a) whether Uttam Chand Malhotra of Peshawar is in detention without a trial;

(b) when he was arrested and when his case was last reviewed;

(c) whether in March last he was operated upon for kidney trouble;

(d) whether he is seriously ill in the Dera Ghazi Khan jail;

(e) whether he will consider the desirability of his immediate transfer to some jail in the North-West Frontier Province and his release in view of his bad health;

(f) whether he has a wife and five children and is being paid Rs. 50 only per month; and

(g) whether Government consider this sum adequate or sufficient?

The Honourable Sir Francis Mudie: (a) Yes.

(b) He was arrested in June 1942 and his case was last reviewed in January is year.

(c) Yes, successfully.

(d) No. He is reported to be in good health.

(e) No.

(f) Yes.

(g) Yes, in view especially of the fact that he has well to do relatives who could assist the wife if she needed assistance.

Mr. Abdul Qaiyum: Does the Honourable Member consider a sum of Rs. 50 sufficient for a wife and five children of a respectable gentleman?

The Honourable Sir Francis Mudie: I have answered that question in part (g) of the question.

Mr. Abdul Qaiyum: Will the Government stop this Rs. 50 also so that he relatives may look after the family properly?

The Honourable Sir Francis Mudie: No.

Mr. Abdul Qaiyum: May I know the reason why this prisoner is not being sent back to his own province? Are there any particular reasons for that?

The Honourable Sir Francis Mudie: The question was whether he was being sent back to the North-West Frontier Province and released in view of his health. His health is perfectly all right and therefore there is no need to send him back to the North-West Frontier Province.

Mr. Ram Narayan Singh: May I know what is the standard by which these allowances are fixed?

The Honourable Sir Francis Mudie: There is no standard. In cases of necessity, the necessary allowance is given.

STOPPING RECRUITMENT OF NON-INDIANS TO INDIAN CIVIL AND INDIAN POLICE SERVICES

93. *Mr. Abdul Qaiyum: Will the Honourable the Home Member please state:

(a) whether he has read the demand of two Ex-Executive Councillors published on page 4 of the *Hindustan Times*, dated the 1st December, 1944, demanding the stoppage of recruitment of non-Indians to the Indian Civil Service and the Indian Police;

(b) whether the Indian and non-Indian proportion in these two services in the matter of new recruits continues unaltered since it was fixed by the Lee Commission twenty years ago;

(c) whether there is any justification for maintaining this proportion;

(d) whether Government is prepared to stop the recruitment of non-Indians in such services; if not, the reasons therefor;

(e) whether the suggestion in part (d) can be enforced without any alteration of the Government of India Act; and

(f) whether the Government of India will review the situation soon and come to a decision in the matter?

The Honourable Sir Francis Mudie: (a) and (b). Yes.

(c), (d), (e) and (f). Recruitment to the Indian Civil Service and the Indian Police is made by the Secretary of State for India under the Government of India Act, 1935, and not by the Government of India.

Mr. Abdul Qaiyum: May I know what representations have been made by the Government of India on this point?

The Honourable Sir Francis Mudie: No, Sir.

Mr. Abdul Qaiyum: May I know the reason why no representations have been made by the Government of India?

The Honourable Sir Francis Mudie: I did not say they have not been made.

Mr. Abdul Qaiyum: In view of the fact that it has been proclaimed that India will get independence after the war, is it desirable to still go on recruiting people for the I. C. S. and the I. P. from Great Britain?

The Honourable Sir Francis Mudie: That, Sir, is a matter of opinion.

Mr. Abdul Qaiyum: What is the opinion of the Government of India on this point? After all, they must have some opinion.

Sardar Mangal Singh: May I ask what is the reply to part (f)?

The Honourable Sir Francis Mudie: Roughly, the reply is that recruitment is made by the Secretary of State and not by the Government of India.

Sardar Mangal Singh: Part (f) says whether the Government of India will review the situation soon?

The Honourable Sir Francis Mudie: It is not for the Government of India to review the situation.

Sardar Mangal Singh: Surely, the Government of India can take up the question with His Majesty's Government?

The Honourable Sir Francis Mudie: The exact constitution position, I think, is that section 244 of the Act provides for a review of the Secretary of State. Whether or not that review would have taken place by this time had there been no war, it is impossible to say. But since the war started, it has been quite clearly impossible to review the position. The future has been too uncertain. People have been too busy. In fact, the data would not be certain on which to base the review, so that actually there has been no review at all by the Secretary of State. Presumably the position will be reviewed only when the position is clear. Up to this time there has been no review. But the constitutional position is that the review can be made by the Secretary of State.

Mr. T. T. Krishnamachari: May I ask the Honourable Member if any action has been taken under section 244 (4) where it is stated that the initiative shall be taken by the Governor General. Is the Governor General in Council prepared to recommend to the Governor General to represent to the Secretary of State that the time is opportune to make a review?

The Honourable Sir Francis Mudie: I am afraid I do not remember that section quite by heart.

Mr. T. T. Krishnamachari: May I read that section for the benefit of the Honourable Member, if the Chair allows it. Section 244 (4) of the Government of India Act says:

"It shall be the duty of the Governor General to keep the Secretary of State informed as to the operation of this section and he may after the expiration of such period as he thinks fit make recommendations for the modification thereof."

"In discharging his functions under this sub-section, the Governor General shall act in his discretion."

That is why I suggested that the Governor General in Council may recommend to the Governor General to take steps under this section?

The Honourable Sir Francis Mudie: It is not for the Governor General in Council to advise the Governor General as to what action he should take in his discretion.

Mr. K. C. Neogy: Are they not on speaking terms?

Sardar Sant Singh: Will the Honourable Member convey to His Excellency the Governor General the sense of this House that the question of recruitment requires to be reviewed and reviewed soon?

(No answer.)

Mr. T. T. Krishnamachari: Now that the lacuna in the information of the Honourable Member has been rectified, will the Honourable Member suggest to his colleagues in the Council to recommend to the Governor General to take necessary action?

The Honourable Sir Francis Mudie: I have answered that question.

Mr. Abdul Qaiyum: In view of the declared policy of Government that complete autonomy will come into force after the war, is it desirable to recruit people for services responsible to a body outside India just when the war is drawing to a close?

The Honourable Sir Francis Mudie: It is quite clear that when India gets independence, there will be no officials in this country responsible to any one except the Government of India or a Provincial Government. That is obvious.

Sir Muhammad Yamin Khan: In view of the statement made by the Honourable Member that in matters concerning the discretion of the Governor General, it is not the duty of the Government of India to advise him, is it not a fact that this advice is usually tendered? Is it not a fact that the Governor General is usually advised by the Department concerned wherever the question of discretion is concerned? For instance, is it not a fact that when a Bill is to be introduced in the legislature, usually the Department interested in the Bill advises the Governor General? Does the Honourable Member contend that the Governor General himself makes up his mind whether a Bill is to be introduced or not?

The Honourable Sir Francis Mudie: The Governor General acting in his discretion means in his discretion. If he wants any advice, he can ask for it. We cannot thrust our advice on him unasked.

Sir Muhammad Yamin Khan: Sir

Mr. President (The Honourable Sir Abdur Rahim): This sort of discussion cannot be carried on any further. Next question.

REVISION OF SUBVENTION TO NORTH-WEST FRONTIER PROVINCE

94.-*Mr. Abdul Qaiyum: Will the Honourable the Finance Member please state:

- whether according to the Niemeyer Award the amount of subvention to the North-West Frontier Province was due for revision in 1942-43;
- whether any revision has taken place so far; if not, why not;
- whether the Government of the North-West Frontier Province have made representations to the Government of India on the subject; and
- if so, the response of the Central Government to the said representations?

The Honourable Sir Jeremy Raisman: (a) Sir Otto Niemeyer recommended in paragraph 16 of his Report that the subvention to the North-West Frontier Province should be subject to revision after 5 years' working of the Government of India Act, but this recommendation was not made part of the Government of India (Distribution of Revenues) Order-in-Council, 1936 and there is therefore no statutory obligation so to review it.

(b) No; no valid figure for a subvention can be arrived at in the present abnormal times.

(c) and (d). Communications of this nature between Governments are confidential.

Mr. Abdul Qaiyum: With reference to part (a) may I know whether the Subjects Committee had recommended in 1932 a basic subvention of 117 lakhs rising up to 164 lakhs?

The Honourable Sir Jeremy Raisman: I am afraid I have not got that document with me at present.

Mr. Abdul Qaiyum: May I know whether the case of N.-W. F. P. is not different from other subvention Provinces like Orissa and Sind, because unlike those two Provinces, the North-West Frontier was separated from the Punjab and constituted into a separate province in spite of the protests of the people of the Province?

The Honourable Sir Jeremy Raisman: There are special arguments applicable in the case of N.-W. F. P. which perhaps do not apply to the other two provinces, though I do not know that the one mentioned by the Honourable Member has been recognised as being valid.

Mr. Abdul Qaiyum: Is it not a fact that under section 142 of the Government of India Act, while the subvention for Orissa and Sind cannot be altered, there is a provision for increasing the subvention to N.-W. F. P. without an address presented to the Governor General by both Chambers of the Federal Legislature for submission to His Majesty praying that the increase may be made?

The Honourable Sir Jeremy Raisman: There is provision for varying the subvention. There is no presumption that the provision is one for increasing the

subvention. It is true that the arrangements in regard to N.-W. F. P. are more flexible than those in regard to the other two provinces which are in receipt of subvention, but there is no presumption that the subvention would be increased from time to time.

Mr. Abdul Qaiyum: Is there any ground which would justify reduction of this subvention or did any ground exist at that time?

The Honourable Sir Jeremy Raisman: That is a matter which can only be decided after a survey of the financial position of the Province and of the Centre and all other Provinces.

Mr. Abdul Qaiyum: In view of the attitude of the Government of India, will the Government consider the advisability of reamalgamating N.-W. F. P. with the Punjab, because that would save them a lot of money?

The Honourable Sir Jeremy Raisman: As far as the purely financial aspect of the matter is concerned, that might please me greatly.

Mr. Lalchand Navalrai: May I know whether the subvention of one crore which was being given to Sind has been stopped? Does the Honourable Member feel that Sind is at present solvent? Would he consider the question of giving back one crore to Sind?

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

Mr. H. A. Sathar H. Essak Sait: In view of the fact that my Honourable friend referred to review, may I know whether it will be after the war? If so, whether the case of N.-W. F. P. will come under review?

The Honourable Sir Jeremy Raisman: Questions relating to the financial relations of the Centre and the Provinces are under constant review.

Sir Muhammad Yamin Khan: Did Government ever review the position which was taken up by the Haig Committee which recommended a sum of 162 lakhs as subvention to N.-W. F. P. after five years from the start?

The Honourable Sir Jeremy Raisman: After the Haig Committee reported, there were further deliberations on this matter, there was the passing of the Government of India Act, there was Sir Otto Niemeyer's Enquiry and there was the statutory provision by Order in Council; and so a good deal of water has flowed under the bridges since the Haig Committee reported.

ARMY RE-ORGANISATION COMMITTEE

95. ***Mr. Abdul Qaiyum:** Will the War Secretary please state:

(a) whether any Army Re-organisation Committee has been set up in India; if so, when and by whom;

(b) the terms of reference of the said committee;

(c) when its report is likely to be made, and whether the same will be published; and

(d) whether this House will be consulted before any of the recommendations are given effect to?

Mr. C. M. Trivedi: (a) Yes, Sir. The Re-organisation Committee was set up by His Excellency the Commander-in-Chief in November, 1944.

(b) I lay a copy of the summary of the terms of reference on the table.

(c) and (d). The Committee is not likely to submit its report for some time. The question of publishing the report as well as the question asked in (d) will be considered at the proper time.

A Summary of the Terms of Reference to the Re-organisation Committee (India)

(a) To make recommendations for:—

(i) An Order of Battle for the Army in India required for Internal Security, the defence of the North-West Frontier, the North-East Frontier and the coasts and the general reserve.

(ii) The organisation for command and the distribution and location of the troops.

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(iii) The identity and class composition of the units recommended for inclusion in the Order of Battle.

(iv) Armament and equipment—recommendations as to the types of armament and equipment required, e.g., 25 pr. gun, 3" mortar.

(v) The periods of colour and reserve service for the various arms.

(vi) The number and type of units of the Indian States Forces which could usefully be included in the Order of Battle, and their roles, in the event of Rulers being willing to provide such units.

(b) To consider the possibility of providing from Indian man-power the army forces required and to make general recommendations as to their composition and locations.

(c) To make detailed recommendations for the location of the air forces allotted primarily for India's initial local defence. To make general recommendations regarding the locations of air forces necessary for the defence of India against a major attack before reinforcements arrive, including the defence of the coasts.

(d) To examine those aspects of the army problem which have their counterpart in the problems facing the R.I.N. and the I.A.F., and to make recommendations with a view to achieving a policy common to all three Services.

In the course of the examination of the problems set out in the terms of reference, the Committee has been asked to give due consideration to the following matters:—

(a) the desirability of formations and units being organised on basic establishments (including weapons, equipment and transport) so as to ensure flexibility of employment in any type of country and simplicity in transportation by water, land or air.

(b) utilisation of air transport where possible in order to increase mobility and thus reduce the number of troops required.

(c) assumption by the civil authorities of increased responsibility for law and order and a progressive lessening of the army commitment in aid of the civil power.

(d) the spreading of recruiting over as wide an area as possible. Retention in the future regular army of war-raised units for this purpose.

(e) possibility of creating a 2nd line force on a localised basis which could undertake tasks the fulfilment of which is necessary in war, and of absorbing or replacing the existing Auxiliary and Territorial Forces. Such a militia force might thus reduce the numbers of regular troops tied down to static roles such as A. A. defence, coast defence, additional internal security duties consequent on expansion of the main administrative lay-out in India.

(f) the location of major training establishments.

(g) the grouping of units and formations in such a manner as to facilitate higher training in system of command analogous to war requirements.

(h) the desirability of simplifying the organisation and administration of the army.

Mr. Abdul Qaiyum: What is the intention of the Government? Will they consult this House if and when the report is published?

Mr. C. M. Trivedi: This matter will be considered at the proper time. The Committee is not likely to report till about ten months later, and it is premature at present to consider the question.

Mr. Abdul Qaiyum: What is the personnel of this Committee? Are there any Indians on the Committee? If so, what is the total number of Members on this Committee and how many are Indians?

Mr. C. M. Trivedi: The composition of this Committee was set out in a Press Note which was issued on 28th November. The Committee consists of six Members including the Chairman of whom one is an Indian officer.

Mr. Govind V. Deshmukh: Have the Government not made up their mind as to whether this House will be consulted or not on such an important question?

Mr. C. M. Trivedi: The Government must first see the report.

Mr. Govind V. Deshmukh: Even after seeing the report, is it open to the Government to say that it will not be desirable or necessary at all to consult the House under any circumstances?

Mr. C. M. Trivedi: As I have said already, the Government will consider the whole question when it receives the report.

Sardar Mangal Singh: May I know whether he has considered the question of associating non-Official Indian Members on this Committee?

Mr. C. M. Trivedi: Yes, Sir, but as this is a Committee of service experts, non-officials were not included in it.

Sardar Mangal Singh: Was not a similar Committee—the Esher Committee—appointed after the last war on which there were non-official Indians?

Mr. C. M. Trivedi: As I have said, this is a Committee of service experts and so there is no question of including non-officials in it.

Mr. Abdul Qaiyum: As it is such an important Committee, will the Honourable Member give us a brief substance of the terms of reference?

Mr. C. M. Trivedi: I have laid a copy of the summary of the terms of reference on the table of the House.

Mr. Govind V. Deshmukh: Can we have the assurance that the report will not be pigeon-holed but will be made available to the House?

Mr. C. M. Trivedi: I have said that the question of publishing the report as well as the question in part (d) will be considered when the report is in the hands of Government.

Prof. N. G. Ranga: In view of the professed policy of Government to Indianise these services, why did Government think it advisable to have only one Indian on this committee of six?

Mr. C. M. Trivedi: As I said before, it is a committee of service experts and only one Indian officer of suitable seniority and experience was available.

Mr. K. C. Neogy: As the Honourable Member has emphasised the expert character of the members, may I know if the questions under consideration are of a purely technical character?

Mr. C. M. Trivedi: They are largely of a technical character and others which are not so will be examined by the committee from a purely military point of view; and the report of the committee, as stated in the press note, will provide a technical basis for consideration by the Government of India.

Prof. N. G. Ranga: Is not this committee expected to make recommendations in regard to the present and future recruitment to the services? If so, would not the interests of Indians be affected if only one Indian were placed on a committee of six?

Mr. C. M. Trivedi: I can assure the Honourable Member that Indian interests will not be affected adversely.

Prof. N. G. Ranga: As the Honourable Member has not even seen the recommendations of this Committee, how can he say that this committee of five English experts will not adversely affect Indian interests?

Mr. C. M. Trivedi: I am sure the committee will bear the interests of India in mind. That is the only object which the committee will bear in mind.

Mr. Manu Subedar: Does this Indian member hold the title of Khan Bahadur?

Mr. C. M. Trivedi: I would ask the Honourable Member to read the press note. The member is Brigadier K. M. Cariappa. He is not a Khan Bahadur or a Subedar.

ILL-TREATMENT METED OUT TO SRI JAI PRAKASH NARAIN IN JAIL.

96. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Home Member please state:

(a) whether Sri Jai Prakash Narain has given a statement in court that he has been tortured by the police and has been ill-treated in jail;

(b) whether Government have enquired into these matters; and

(c) if so, the result of their enquiries?

The Honourable Sir Francis Mudie: (a) Mr. Jai Prakash Narain made allegations to that effect in certain *habeas corpus* applications.

(b) and (c). No. The applications were presented to the High Court and were all dismissed. It was not for Government to enquire into them.

Sardar Sant Singh: May I know the nature of the allegations?

The Honourable Sir Francis Mudie: According to the Honourable Member, there were allegations of ill-treatment.

Prof. N. G. Ranga: Where is Mr. Jai Prakash Narain now?

The Honourable Sir Francis Mudie: I shall be answering a question on that later.

Mr. Bhulabhai J. Desai: Since the allegations were made has any inquiry been made by Government into the truth of those allegations?

The Honourable Sir Francis Mudie: I have answered that. The allegations were made in applications presented to the High Court in *habeas corpus* proceedings. The High Court dismissed the applications. It is not for Government to inquire into proceedings before the High Court.

Mr. Bhulabhai J. Desai: Is it suggested that the High Court dismissed them on the ground that the allegations were untrue?

The Honourable Sir Francis Mudie: I only got a copy of the judgment today. It says:

"It is stated by the learned acting Advocate-General that it is intended to transfer the petitioner to a place of detention outside the province. No question of his improper detention at the Lahore Fort therefore arises."

Then it goes on—

"The petitioner says that he wishes to take legal action against some officers on the ground that during his detention they have, in their treatment of the petitioner, exceeded their powers."

The usual procedure, as I am quite sure the Honourable Leader of the Opposition knows, in cases in which allegations of maltreatment or torture are made before the High Court, is that if the High Court considers them worth inquiring into, the matter is brought to the notice of the Local Government and they are requested to make an inquiry. And I think all police rules provide for inquiry in such cases. The High Court in this case made no such recommendation or suggestion and therefore it may be assumed that the High Court did not consider that the allegations were worth inquiring into by the Provincial Government.

Mr. Bhulabhai J. Desai: Is it suggested, if the judgment is carefully read, that the High Court said that the allegations were untrue? That is my question.

The Honourable Sir Francis Mudie: I have answered that question. The implication of the judgment is that the allegations were either not true or of not sufficient importance to justify their bringing them to the notice of the Provincial Government for investigation.

Mr. Bhulabhai J. Desai: Did or did not Government think it fit to make an inquiry when charges of torture were made by a person detained without trial?

The Honourable Sir Francis Mudie: That is the original question which I have answered.

Mr. Govind V. Deshmukh: Is he within the territorial jurisdiction of this High Court?

The Honourable Sir Francis Mudie: I have answered that question.

Sardar Sant Singh: Can the Honourable Member point out any law or rule whereunder which entitles the High Court to ask a Provincial Government to make inquiries into allegations of this kind?

The Honourable Sir Francis Mudie: It is a very common practice and has never been questioned.

Sardar Sant Singh: Can he quote any instance where this common practice has been given effect to? I understand the High Court leaves the parties to take any action they desire, or the Local Government, in the interest of their own good name, make inquiries into the allegations.

The Honourable Sir Francis Mudie: If the High Court adversely comments on the conduct of a police officer, regarding matters of this sort, the Provincial Government takes it up. If these sort of allegations are made before a High Court who make no comment on them or dismiss them, the usual practice is to assume that the High Court did inquire into them, as much as they thought necessary, and considered that no action was called for.

NEWSPAPERS FOR TROOPS IN INDIA AND ABROAD

97. ***Mr. Manu Subedar:** (a) Will the War Secretary please state what the newspapers are which are run by or subsidised by Government for being distributed to troops in India or abroad?

(b) Which papers are purchased by Government for distribution to troops and in what quantity? Who makes this selection?

(c) How much expenditure has been incurred and which are the parties to whom grants have been given?

(d) How many Government officials are engaged on this work and are there middlemen?

(e) How much paper has been used in the official year 1943-44 and in the current year up to the last complete month for which figures are available?

(f) Why have Government thought it necessary to have special newspapers for the army instead of making available to them the ordinary newspapers?

(g) Do Government consider that the newspapers published in India are not fit for circulation amongst the troops? If so, why?

Mr. C. M. Trivedi: (a) A list of newspapers and periodicals produced by Government for distribution to troops in India and abroad, is laid on the table. Government do not subsidise any papers.

(b) No papers other than the *Aj. Kal* and *Gurkha Patrika* which are produced respectively by another Department of the Government of India and the Government of Nepal, are at present purchased for distribution to troops. Arrangements are, however being made for the weekly purchase of some Sunday newspapers from the United Kingdom for British troops. As a result of a recent special demand from Indian troops overseas, the Officer-in-Charge, Amenities, Comforts and Entertainments for the Services Depot, Bombay, is arranging for a weekly supply of various Indian newspapers in different languages.

The responsibility for the selection of papers rests with the Officer-in-Charge, Amenities, Comforts and Entertainments for the Services Depot, Bombay.

(c) An annual expenditure of about Rs. 15 lakhs is incurred in producing the papers enumerated in the list laid on the table. As regards the second part no grants are made for the production of papers for troops.

(d) The exact number of officials engaged on this work cannot be stated as the duties of most of the personnel include various other branches of work also. No middlemen are, however, employed.

(e) The total consumption of paper during the year 1943-44 was 850 tons, and the same amount is estimated as the consumption for the current year.

(f) and (g). Services personnel are at perfect liberty to purchase any newspaper they wish but the necessity for having special papers for them is due to the fact that ordinary newspapers do not cater for the requirements of troops, who for the most part want home news and information relating to Service instructions, amenities, pay and allowances, etc., which are not to be found in ordinary newspapers.

List of Newspapers and Periodicals

Publication	Issued	Language
1. <i>Contact</i>	Bi-weekly (Tuesdays and Fridays)	English.
2. <i>Weekly Commentary</i>	Weekly (Tuesdays)	English.
3. <i>Victory</i>	Weekly (Wednesdays)	English.
4. <i>Indian Army Review</i>	Monthly	English.
5. <i>Fauji Akhbar</i>	Weekly (Tuesdays)	English. Urdu. Roman Urdu. Hindi. Gurmukhi.
6. <i>Gurkha Samachar</i>	Weekly (Tuesdays)	Gurkhali.
7. <i>Samajne Ki Baten</i>	Weekly (Tuesdays)	Roman Urdu.
8. <i>Jang Ki Khabren</i>	Bi-weekly (Sundays and Thursdays)	English. Urdu. Hindi. Marathi. Tamil. Telugu. Roman Urdu. Gurmukhi.

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9. <i>Jang Ki Khabren</i>	Bi-weekly (Calcutta)	Urdu. Roman Urdu.
10. <i>Josh</i>	Weekly (Tuesdays)	English. Roman Urdu.

Command Publications

<i>Southern Army :</i>		
11. <i>Madras Calling</i>	Fortnightly	English. Telugu. Malayalam.

<i>North-Western Army :</i>		
12. <i>News from the North</i>	Fortnightly	English. Roman Urdu.

Overseas

<i>Middle East :</i>		
13. <i>Fauji Akhbar</i>	Weekly	Roman Urdu.
14. <i>Gurkha Samachar</i>	Weekly	Gurkhali.
15. <i>Hindustan</i>	Weekly	Urdu.
16. <i>Indian News Review</i>	Weekly	English.
<i>Italy :</i>		
17. <i>Sandes</i>	Weekly	Roman Urdu.
<i>Pacific :</i>		
18. <i>Watan</i>	Weekly	Roman Urdu.
19. <i>R.I.N. Log</i>	Monthly	English.
20. <i>I.A.F. Journal</i>	Monthly	English.
21. <i>R.A.F. Journal</i>	Monthly	English.
22. <i>W.A.C. (I) Journal</i>	Monthly	English.

Mr. Manu Subedar: May I know why Government have found it necessary to have the special papers instead of asking the current newspapers available in various languages to prepare special editions for the troops in India?

Mr. C. M. Trivedi: I have answered this question.

Mr. Manu Subedar: You have not answered this question with regard to special editions. You could have obtained them cheaper.

Mr. C. M. Trivedi: I do not think so.

Mr. Manu Subedar: May I know if the object is to keep from the troops the current affairs which are happening in the world and to dope them with special items which the Government desire them to know.

Mr. C. M. Trivedi: Not at all.

Prof. N. G. Ranga: Is it not a fact that the officers and other troops are carefully watched to prevent them from purchasing those papers which are not specially supplied to them by the authorities concerned, or which are not encouraged by the authorities?

Mr. C. M. Trivedi: There is no surveillance on the troops regarding purchase of papers.

Prof. N. G. Ranga: Will the Honourable Member assure this House that no officer, or any other member of the troops, is being victimized because he purchases certain nationalist papers?

Mr. C. M. Trivedi: I think I can give an assurance, that no one is victimized because he purchases a particular paper.

Mr. Manu Subedar: How many journalists are engaged in order to produce the papers under question?

Mr. C. M. Trivedi: Sir, I want notice of this question.

Mr. K. C. Neogy: The Honourable Member referred to the requirements of the troops which in his opinion are not served by the other periodicals. Do I take it that mild pornography is included in these requirements?—the type of pictures and things that we see in the publication called 'Victory'?

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

GOLD AND SILVER POLICY OF GOVERNMENT

98. *Mr. Manu Subedar: (a) Will the Honourable the Finance Member please make a statement on the policy of Government with regard to the (i) sale of gold by the Reserve Bank of India, and (ii) sale of silver, as to the objects, the volume and the method by which this is being done?

(b) How much gold has been sold by the Reserve Bank of India during each of the calendar months of 1942-43 and 1943-44 (up to the 31st December, 1944)?

(c) How much silver was sold by the Reserve Bank of India during 1942-43 and 1943-44 (up to the 31st December, 1944)?

(d) Has the Reserve Bank of India been asked to purchase any gold and/or silver in the market if prices go down, and to resell the same by tender method, which they have adopted? If not, why not?

(e) How much import of gold and silver has taken place during each of the years from 1939-40 to 1943-44 (up to the 31st December, 1944) on (i) account of Government of India or Reserve Bank, (ii) account of the Government of the United Kingdom or other foreign Governments, and (iii) private account?

(f) How much duty has been collected on the silver imported since the beginning of the war?

(g) Have any negotiations taken place with U. S. A. for the release of silver from U. S. A. under Lend-Lease or otherwise?

(h) If the answer to the above is in the affirmative, what is the outcome of such negotiations and how much has been received in India under this process?

(i) In view of the fact that cases have been discovered of the smuggling of silver and gold from India for Iraq and other Near East markets, what information have Government got with regard to the prices of these precious metals in other markets, and are not these prices higher than those prevailing in India?

The Honourable Sir Jeremy Raisman: (a) (i) I would refer the Honourable Member to paragraph 48 of my speech on the 1944-45 Budget.

(ii) I would invite the Honourable Member's attention to my reply to starred question No. 274 asked by Mr. K. S. Gupta on 13th November, 1944. The Reserve Bank invites tenders and makes sales with reference to the market conditions.

(b) to (e). It is not in the public interest to give this information.

(f) I would invite the Honourable Member's attention to the Monthly Statement of Indian Customs and Central Excise Revenue issued by the Department of Commercial Intelligence and Statistics, which is a priced publication.

(g) and (h). I would invite the Honourable Member's attention to *press communiques*, dated 15th June, 1944 and 11th July, 1944. I am not prepared to disclose how much silver has actually been received.

(i) Government have no exact information but understand that prices in the Middle East are higher than those in India.

Prof. N. G. Ranga: Will the Government be pleased to say whether they are making any efforts to examine what may happen to the holders of silver and gold in post-war times in the light of America's position of silver and gold?

The Honourable Sir Jeremy Raisman: Yes, Sir. The world position in regard to the precious metals is a matter of constant interest to the Government of India in so far as it is a holder of bullion.

Mr. Manu Subedar: May I know why Government are withholding figures from the public—of course I do not want to have any information which it is not in the public interest to disclose—but I want figures for 1941 onwards, i.e., for the first two or three years of the war. May I know whether Government considers that the disclosure of these two or three years' old figures would also do harm to public interest?

The Honourable Sir Jeremy Raisman: In matters of this kind, where a certain section of the public is interested in drawing speculative inferences, it is very difficult to say up to what point you can reveal figures and at what point you should stop. It has usually been the practice of the Government, at any rate in relation to silver, to give figures a year or so after the end of the year to which the figures relate. But I cannot say without detailed examination whether it would be safe to release the statistics which the Honourable Member refers to.

Mr. Manu Subedar: May I know whether any gold has been brought to this country under the Lease-Lend from the United States of America?

The Honourable Sir Jeremy Raisman: No, Sir. I do not think gold has been supplied under the Lend-Lease procedure.

Sir Muhammad Yamin Khan: May I know what are the reasons for the fluctuations in the price of silver? Sometimes the price goes up to Rs. 131, and then after fifteen days it comes down to Rs. 123; there is sometimes a fall up to rupees fifteen in one month and Government takes no action in this matter.

The Honourable Sir Jeremy Raisman: The factors which influence the fluctuation of the prices of bullion are very complex. One of the main ones, and one over which the Government of India has no control, is the progress of the war.

Prof. N. G. Ranga: In view of the fact that in pre-war days the Government of India was being embarrassed by its possession of large quantities of silver and its position also in the world monetary conditions, is it not considered very much against the interest of India to go on purchasing these increasing quantities of silver during this war?

The Honourable Sir Jeremy Raisman: The Government of India has only obtained silver for purposes, firstly, of coinage, and, secondly, of controlling the current economic situation.

NOTES AND COINS IN CIRCULATION

99. *Mr. Manu Subedar: (a) Will the Honourable the Finance Member please state by what stages the number of notes in circulation has increased in the years 1938-39, 1939-40, 1940-41, 1941-42, 1942-43 and 1943-44 (up to the 31st December, 1944) giving figures?

(b) When do Government expect to make a halt in this process of printing notes and what steps have they taken to reach that objective?

(c) How many one-rupee notes are in circulation?

(d) How many one-rupee notes have been withdrawn and destroyed, and is the process of withdrawal still continuing?

(e) Is it a fact that the one-rupee note circulation is not included in the Reserve Bank statement?

(f) Have Government received recently any complaints with regard to the shortage of small change from any part of the country?

(g) What is the capacity of the mint at Bombay and the mint at Lahore?

(h) On what work is the mint at Bombay engaged and on what work is the mint at Lahore engaged?

(i) At what rate per month are Government coining silver rupees and keeping them into circulation?

(j) What was the total amount of standard rupees withdrawn from circulation, and has all that metal been already used in the form of security edge rupees?

The Honourable Sir Jeremy Raisman: (a) A statement is laid on the table.

(b) I have dealt with this matter on several occasions in this House. The anti-inflationary measures taken by Government such as the savings drive, sales of bullion and increased imports reduce the necessity for currency expansion and have already retarded its rate.

(c), (d) and (i). As there is no distinction in law between one rupee notes and rupee coins I am not prepared to give information in this form.

(e) Yes.

(f) No.

(g) The average daily output of the Mints is Bombay 40 lakhs, Calcutta 31 lakhs and Lahore 11½ lakhs pieces.

(h) Both Bombay and Lahore Mints produce rupees, ½ rupees, ¼ rupees, 2 annas and single pice. The Bombay Mint produces in addition 1 anna coins. At Calcutta 1 anna and ½ anna coins only are minted.

(j) About 98 crores of standard rupees have been withdrawn from circulation since 1st September, 1939. The withdrawn coins are taken to Government's stock of silver from which silver is taken as and when required for coinage and other purposes.

Statement showing the increase in note circulation. The figures of note circulation in the last week of each year are as follows :—

Year	Amount	Increase
1938-39	178,36	
1939-40	225,10	46,74
1940-41	240,55	15,45
1941-42	381,73	141,18
1942-43	643,58	261,85
1943-44	882,49	238,91
31-12-44	1009,60	127,11

Mr. Manu Subedar: May I know whether the Honourable Member can tell this House if the public have now taken back to the use of notes freely instead of having specific preference for coined silver?

The Honourable Sir Jeremy Raisman: I think that the use of notes at any rate among certain classes of the population is actually more popular than that of metallic coins, but there is a pretty fair demand for coinage and currency in both forms.

Mr. T. Chapman-Mortimer: With reference to part (b) of the question, are notes of the higher denomination still being printed, and, if so, have Government ever considered ceasing the printing of such notes.

The Honourable Sir Jeremy Raisman: I think the answer to the first part of the Honourable Member's question is in the affirmative, and as regards the second, it is hardly a matter which it would be wise to discuss.

Prof. N. G. Ranga: With reference to part (b), why is it that the Government did not call a halt to this process of printing notes instead of first of all printing them and sending them into circulation and then trying to withdraw as much of it as possible?

The Honourable Sir Jeremy Raisman: The Honourable Member will realize that Government has to meet certain obligations. On the first of the month they have to pay all their servants. They have to pay the Honourable Member's travelling allowance bills and matters of that kind. I think the Honourable Member would feel aggrieved if he were told that there were not enough notes at any moment at the Treasury to meet his legitimate demands. Those demands have to be met first. The process of dealing with redundant currency has to be dealt with subsequently.

(At this stage Mr. Manu Subedar rose in his seat.)

Mr. President (The Honourable Sir Abdur Rahim): Question time is now over. No more questions.

(b) WRITTEN ANSWERS.

PUBLICATION OF INDIAN EDITION OF "VERDICT ON INDIA"

100. *Mr. K. S. Gupta: (a) Will the Honourable Member for Information and Broadcasting please state if it is a fact that the Government of India have given permission to a leading firm of Bombay publishers to bring out an Indian edition of Beverley Nichols' recent book "Verdict on India"? If so, what is the name of the firm? What is the amount of paper sanctioned to enable the firm to publish 50,000 copies?

(b) Is it not a fact that it contains aspersions on Indian aspirations, nationalism and accredited national leaders?

(c) What are the credentials and antecedents of the life of Beverley Nichols?

(d) What is the subsidy, if any, paid, to the author for publishing the above-mentioned book by

(i) His Majesty's Government;

(ii) the Government of India?

(e) Are the Government of India aware of the widespread feeling of discontent and consequent criticism of the same? If so, what is the Government of India going to do to see that such a publication is immediately prohibited? If not, why not?

The Honourable Sir Sultan Ahmed: (a) No, Sir. Government have had nothing to do with the publication of this book. I understand it has been published by Thackers. I do not know how many copies have been printed or how much paper has been used.

(b) The Honourable Member is asking for an expression of opinion.

(c) Mr. Nichols is, I understand, the chief writer on the staff of the Allied Group of Newspapers in the United Kingdom. The details of his career can be found in 'Who's who'.

(d) None by either Government.

(e) Government have seen articles in the press dealing with the book. Government do not intend to take any action to prohibit the circulation of the book, which expresses Mr. Nichols' views and Mr. Nichols' views only.

REQUIRING INDIAN SOLDIERS IN BRITAIN TO CALL AT POLICE STATIONS FOR GETTING POLICE PASSES SIGNED

101. *Mr. K. S. Gupta: (a) Will the War Secretary please state if it is not a fact that the Indian Soldiers in Britain had to call at a police station to get police passes signed? If so, why had such a recourse to be adopted in the case of Indian soldiers only?

(b) Is this procedure kept in vogue due to any special reason or suspicion against an Indian because of his birth or colour?

(c) Is it not a fact that an Indian soldier stood side by side and sometimes went in advance to save Britain on many a battlefield in the various fronts of war in the world?

(d) In view of the above fact having been established beyond doubt, is it not a national insult to make an Indian soldier alone to call at a police station to get passes?

Mr. C. M. Trivedi: (a) and (b). The Honourable Member presumably refers to certain incidents in connection with No. 90 (Indian) Company of the Pioneer Corps. The personnel of the Company had not necessarily to call at police stations to have their passes signed but were instructed to have them stamped by the Railway Transport Officer and given the option of having them stamped by the police if the soldiers found it more convenient. The instruction applied to all personnel irrespective of their nationality, and was made necessary by the abuse by some of the personnel of the Army Council Instruction granting privilege leave.

(c) Yes, Sir.

(d) Does not arise in view of my reply to parts (a) and (b).

PENALTY ON MR. RAHMAN ALI AT THE COURT MARTIAL AT CHELSEA.

102. *Mr. K. S. Gupta: (a) Will the War Secretary please state if it is a fact that some penalty was inflicted on Mr. Rahman Ali at the Court Martial at Chelsea on October 31, 1944? If so, what was the amount of penalty imposed?

(b) What was the nature of the offence?

(c) Did the Government of India make any protest with regard to the insulting treatment offered to an Indian soldier? If not, why not? If so, would it be placed on the table?

Mr. C. M. Trivedi: (a) Private Abdul Rahman Ali was sentenced for fifty-six days detention by a Field General Court Martial, held at Chelsea on the 1st November, 1944.

(b) He was found guilty of disobeying a lawful command given by his superior officer in that he, at Wimbledon on the 20th October, 1944, when ordered to work at a coal dump, did not do so.

(c) Does not arise in view of (b) above.

AIR CADETS TRAINING CENTRES

103. *Mr. K. S. Gupta: (a) Will the War Secretary please state the centres in India where Air Cadets are trained?

(b) What is the number trained at each centre?

(c) How many of them are (i) Indians, (ii) Chinese, (iii) British, (iv) Non-British, Europeans, and (v) South-Africans, in each centre?

(d) Who is to bear the cost for the training?

(e) Since how long has such training been imparted?

(f) What is the cost per head? Is there any difference in training and equipment between an Indian and a non-Indian?

Mr. C. M. Trivedi: (a) The Flying Training Centres for cadets in India at present are: (i) Poona; (ii) Begumpet; (iii) Jodhpur; (iv) Ambala; and (v) Walton (Lahore).

(b) and (c). It is not in the interests of security to divulge the information asked for by the Honourable Member. I may, however, add that with the exception of Walton which is reserved solely for the Chinese, no air cadets other than Indians and Anglo-Indians are trained in India.

(d) The Government of India bear the cost of training the I.A.F. air cadets. None of the cost of Chinese training at Walton is borne by the Government of India. A certain proportion is paid by His Majesty's Government.

(e) The training of I.A.F. air cadets in India commenced early in 1939.

The training of Chinese air cadets at Walton commenced on the 23rd March, 1943.

(f) The cost of training per head amounts to about Rs. 32,000, exclusive of the cost of administrative and instructional staff, repair and maintenance of aircraft and works services. At I.A.F. Flying Training Centres the system of training and the equipment used is the same for all cadets, whether Indian or Anglo-Indian. In the Chinese Training Centres at Walton, Chinese air cadets are instructed under the Chinese Air Force training system and use mostly American equipment.

DETENUS IN INDIA

104. *Mr. K. S. Gupta: (a) Will the Honourable the Home Member please state how many detenus there were in the various Provinces of India on the 1st January, 1945?

(b) Is it a fact that the number in Bengal is large due to the constant fear of Jap invasion of India? If not, why should not the detenus be freed or brought to trial, if there is evidence sufficient to try them in a Court of Law?

The Honourable Sir Francis Mudie: (a) I would refer the Honourable Member to the reply already given to part (a) of Mr. T. S. Avinashilingam Chettiar's question No. 89.

(b) The number of detenus in Bengal depends on the decisions taken by the Government of that Province. I have no knowledge of the reasons influencing these decisions in individual cases but I doubt whether they are in constant fear of invasion by the Japanese.

COLLECTION OF INCOME-TAX FROM EVACUEES AND REFUGEES

105. *Mr. Manu Subedar: (a) Will the Honourable the Finance Member please state whether any special measures have been taken in order to collect income-tax from evacuees and refugees who are known to be trading under different names in different commodities and about whom it is said that they have speculated in and hoarded many essential commodities such as drugs, surgical instruments, medicines, surgical glass, paper, etc.?

(b) Have there been any communications between the head of the Income-tax Department in Bombay and the Police for the disclosure of the whereabouts of evacuees and refugees through the special branch of the Police?

(c) Have Government got separate figures for income-tax payment by evacuees and refugees?

(d) If not, will they give instructions for these figures to be collected?

(e) Have Government the authority to ask bankers to disclose balances and in-comings and out-goings in the accounts of the evacuees and refugees or their nominees?

(f) Have Government got any idea of the amount of capital brought in by the evacuees and refugees in India and how is it engaged in this country?

(g) Have Government received any application for transfer of capital sums from refugees and evacuees, and what are the instructions given to the Exchange Control in regard to such transfer?

The Honourable Sir Jeremy Raisman: (a) No special measures apart from the regular surveys and local enquiries have been taken.

(b) In pursuance of a discussion which the Commissioner of Income-tax Bombay had with the Police authorities the latter have been supplying information regarding refugee traders.

(c) No.

(d) Government do not consider it necessary to have such information collected.

(e) The accounts of evacuees and refugees of non-enemy nationality, who are residents in India are regarded in the same manner as the accounts of any other residents in India and Government's authority to ask bankers to disclose balances and transactions on their accounts is no greater in their case than in that of any other persons.

(f) No.

(g) A few applications have been received from refugees and evacuees to transfer money from India to enable them to emigrate to the United States of America. Transfers of capital are not permitted but persons in this category are allowed to purchase sufficient foreign currency to buy their passages and in addition a small sum in dollars to meet their travelling expenses and maintenance on immediate arrival in the States.

HEALTH OF DR. RAJENDRA PRASAD AND OTHER DETAINED CONGRESS WORKING COMMITTEE MEMBERS.

106. *Mr. Satya Narayan Sinha: (a) Will the Honourable the Home Member be pleased to state the present condition of health of Dr. Rajendra Prasad, Member of the Congress Working Committee, at present confined in the Patna District Jail?

(b) Will the Honourable Member be pleased to state the general condition of the Members of the Congress Working Committee confined in Ahmednagar?

(c) Is it a fact that some of them have lost considerably in weight?

(d) Will the Honourable Member be pleased to state the number of Detenus or undertrials of Bihar who are lodged in jails outside the Province?

(e) Will the Honourable Member kindly consider the question of repatriating them to their Province to save lot of inconveniences and expenses which the members of their families have to bear for going to interview them and also on the ground that most of them are not keeping fit due to the unused climate of the place they are in at present?

The Honourable Sir Francis Mudie: (a) Dr. Rajendra Prasad is reported to be maintaining fairly good health considering the fact that he suffers from chronic asthma.

(b) All the Members of the Congress Working Committee are well except Pandit Govind Ballabh Pant who had a pain in the back, which is improving, and may have to be operated on for hernia. Pandit Jawaharlal Nehru had an attack of lumbago but has now recovered. Mr. Vallabhbhai Patel has for years suffered from a spastic colon, but the latest report was that he is well and on his normal diet.

(c) Since they were arrested, five Members of the Working Committee have lost and three have gained weight; the weight of the remainder has remained stationary. In the last year only one has lost weight. A statement giving details is laid on the table.

(d) and (e). This is a matter for the Provincial Governments concerned and about which the Government of India have no information.

Statement giving Details of Weights of Members of the Congress Working Committee

Name	Weight on admission 9-8-1942	Weight on 18-1-1944	Weight on 10-10-1944	Weight on 30-1-1945	Total gain or loss since admission
	lbs.	lbs.	lbs.	lbs.	lbs.
1. Maulana Kalam Azad	172	131	132	131	Loss 41
2. Pandit Govind Pant	217	198	202	202	Loss 15
3. Pandit Jawaharlal Nehru	142	126	128	128	Loss 14
4. Mr. Asaf Ali	115	106	108	106	Loss 9
5. Dr. Pottabhi Sitaramayya	154	154	152	148	Loss 6
6. Mr. Vallabhai Patel	140	140	143	140	No change.
7. Mr. Shankarrao Deo	123	119	124	123	No change.
8. Mr. Harkishen Mehtab	165	165	166	169	Gain 4
9. Mr. Kirpalani	104	106	107	109	Gain 5
10. Mr. Narandra Deo	100	101	102	108	Gain 8

MUNSTER REPORT RE COMFORTS AND SALARY OF BRITISH SOLDIERS

107. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable the Defence Member be pleased to lay on the table of the House or in the Library a copy of the report of the Earl of Munster about the comforts and salary of British soldiers?

(b) What steps do the Government of India propose to take on this report?

(c) What would be the cost on Indian Revenues in carrying out the recommendations of the Earl of Munster?

(d) Was the question of the comforts and salary of the Indian soldiers included in the terms of reference of the Earl of Munster?

(e) If not, will the Government of India appoint a Committee to consider similar problems for Indian soldiers?

(f) Will the Government of India associate Members of the Central Legislature on this Committee?

Mr. C. M. Trivedi: (a) Copies of the report of the Earl of Munster have been placed in the Library of the House.

(b) Government propose to do everything possible within their resources to provide an adequate scale of amenities to all troops serving in India.

(c) It is not possible to forecast at this stage the amount that will be debited to the Indian Revenues. The expenditure will be shared between Indian and H.M.G. in accordance with the principles of the Financial settlement.

(d) The primary object of Lord Munster's visit was to investigate personally the provision made for the welfare of British Troops in India and the South East Asia Command. He was not concerned with the pay of British or Indian Troops. No formal terms of reference were given to Lord Munster but he has himself stated in para. 5 of his report the extent to which he was able to take account of the needs of the Indian Troops.

(e) and (f). The needs of Indian troops in India are constantly watched by the responsible authorities. The Defence Consultative Committee which consists of Members of the Legislature and which advises Government on this subject among others already exists and there is no need to appoint another Committee to fulfil this function.

INADEQUATE CONVEYANCE ALLOWANCE TO CENTRAL GOVERNMENT SERVANTS

108. *Seth Yusuf Abdoola Haroon: (a) Will the Honourable the Finance Member please state if it is a fact that rates of all sorts of conveyances have been trebled in Delhi over the pre-war rates?

(b) Is it a fact that men employed in Central Government offices located in old Secretariat and residing in Delhi city within or beyond three miles from their above offices have to incur Rs. 20 to Rs. 25 per month as conveyance charge for going to and coming from their offices?

(c) Is it a fact that the recent grant of conveyance allowance has not benefited about half the staff of the office of the Deputy Accountant General, Posts and Telegraphs, Delhi, who are living within three miles of their office and the majority of the remaining 50 per cent. get a relief of Rs. 5 per month against their actual expenditure of Rs. 20 to Rs. 25 per month?

(d) Do Government propose to reconsider the relief afforded and to grant conveyance allowance at the uniform rate of at least Rs. 15 to all employees of the offices located in the old Secretariat building and living in any part of the city irrespective of mileage limit? If not, why not?

The Honourable Sir Jeremy Raisman: (a) No.

(b) Government have no information.

(c) and (d). It has never been the policy of Government to bear the cost of their employees' journeys between their homes and place of duty, and the present temporary concessions for their non-gazetted servants who may have to reside more than 3 miles from their work were only granted in order to afford some relief in the abnormal conditions caused by the war. To give a uniform rate of allowance irrespective of the distance between the place of residence and office would obviously be unjustifiable and inequitable.

BLOCK ON PROMOTION OF NON-SUBORDINATE ACCOUNTS SERVICE CLERKS

109. *Seth Yusuf Abdoola Haroon: (a) Will the Honourable the Finance Member please refer to his reply to my starred question No. 267 (b) of the 13th November, 1944, in which it has been stated that promotions to the grade of Superintendents in Audit and Accounts Offices are made only from amongst men who have passed the Subordinate Accounts Service Examination?

(b) Is it a fact that for non-Subordinate Accounts Service clerks who reach the maximum of Rs. 200 of their scale, there is no further scope for future prospects?

(c) Do Government propose to create a few selection grade posts or a few posts of Assistant Superintendents in all Audit and Accounts Offices for senior, efficient and experienced clerks for routine nature of work which is now being done by the Subordinate Accounts Service passed men? If not, why not?

The Honourable Sir Jeremy Raisman: (a), (b) and (c). The maximum of the old rates of pay in some Audit Offices is in excess of Rs. 200 a month. Posts of Assistant Superintendents carrying special pay ranging from Rs. 15 to Rs. 25 a month already exist in some Audit Offices and efficient and experienced clerks are appointed to them. Such posts can however only be created when the volume of work justifies it.

FINANCIAL RELIEF TO OVERWORKED PERMANENT STAFF IN AUDIT AND ACCOUNTS OFFICES

110. *Seth Yusuf Abdoola Haroon: (a) Will the Honourable the Finance Member please refer to my starred question No. 267 (c) of the 13th November 1944, in which it has been admitted that the temporary staff in all Audit and Accounts Offices average a little less than a half?

(b) Is it a fact that in no Audit and Accounts Office the number of training reserve sanctioned is of more than 12 men in all and that, too, for about a year?

(c) Is it also a fact that a period of three months has been fixed to train a training reserve in one particular branch of an office? If so, will Government please state whether the training of forty-eight men in one year can afford any appreciable relief in work and labour to the permanent staff who are overburdened with work for the last five years?

(d) Do Government propose to afford some financial relief to the permanent staff who are overburdened with work? If not, why not?

The Honourable Sir Jeremy Raisman: (a) and (b). A training reserve of approximately 4 per cent. of the effective upper division strength of each office was sanctioned, in the case of the offices of the Comptroller, Sind and the Director of Audit, War and Supply, with effect from the middle of 1941.

and in the case of other offices from the middle of 1943. As already stated in my reply to the Honourable Member's starred question No. 267 (d) on the 13th November 1944, these training reserves will be continued for so long as circumstances require them.

(c) Intensive practical training in a selected branch of the office from four to six months has been prescribed. The reserves sanctioned are considered to be adequate for the purpose for which they were intended, namely, the replacement of experienced staff who may be required in offices directly connected with the war.

(d) War conditions have inevitably thrown an extra burden on experienced permanent staff. Government are unable, however, to accept the position that this should be recognised by a general increase in pay.

HOUSING OF THE OFFICE OF DEPUTY ACCOUNTANT GENERAL, POSTS AND TELEGRAPHS, DELHI.

111. *Seth Yusuf Abdoola Haroon: (a) Will the Honourable the Finance Member please state if it is a fact that the office of the Deputy Accountant General, Posts and Telegraphs, Delhi, was transferred from Calcutta to Delhi in the year 1900?

(b) Is it a fact that from 1900 to 1926 this office has been located in several private rented buildings and continue to shift from place to place?

(c) Is it a fact that even now this office is located at three different places, each place about half a mile from each other, and one portion of this office is located in a private rented building in 10, Underhill Lane?

(d) Will Government please state why a permanent departmental building could not be constructed so long for this office, and do Government propose to construct one such building for this office in the near future? If not, why not?

The Honourable Sir Jeremy Raisman: (a) Yes.

(b) The office was located in private buildings during the period in question except for a short period of about six months at the time of the Delhi Durbar, when it was located in the Red Fort.

(c) Yes.

(d) The answer to the first part of the question is that Government did not think it necessary to incur expenditure on the construction of a permanent building so long as this office could be accommodated in existing Government buildings or private buildings. The answer to the second part is that the permanent location of this office will be considered after the end of the war, when it is probable that adequate Government office accommodation in Delhi may become available. Government consider that it is not possible to contemplate permanent construction in the near future both for the above reason and owing to prior demands on materials and labour during war time.

PROVISION OF QUARTERS FOR STAFF OF DEPUTY ACCOUNTANT GENERAL, POSTS AND TELEGRAPHS, DELHI

112. *Seth Yusuf Abdoola Haroon: (a) Will the Honourable the Finance Member please refer to his reply to my starred question No. 82 of the 3rd November, 1944, in which it has been stated that Government are trying to meet the very difficult housing situation in Delhi as best as they can and have in hand a building programme for about 5,000 staff quarters?

(b) Is it a fact that more than 800 men in the office of the Deputy Accountant General, Posts and Telegraphs, Delhi, have applied for Government quarters since August, 1943, but all of them have been refused Government accommodation? If so, do Government propose to set apart the required number of quarters for the entire staff of this office out of 5,000 staff quarters which have been stated to be under construction? If not, why not?

The Honourable Sir Jeremy Raisman: (a) Yes.

(b) The answer to the first part of the question is in the negative. A statement showing the number of applications for Government quarters received from the staff of the office of the Deputy Accountant General, Posts

and Telegraphs and the number of quarters allotted to them since the Winter Season-1943-44 is laid on the table.

The second part of the question does not arise; but I may mention that the additional quarters will be allotted to Government servants including the staff of the Office of the Deputy Accountant General, Posts and Telegraphs in accordance with the prescribed rules on the subject.

Statement showing the number of men of the Deputy Accountant General, Posts and Telegraphs office, Delhi, who have applied for Government quarters and the number to whom quarters have been allotted.

Period	Number of applicants	Number to whom allotted
Winter 1943-44	50	40
Summer 1944	199	43
Winter 1944-45	551	45

CONFERENCE OF CHIEF SECRETARIES OF PROVINCES

113. *Mr. Badri Dutt Pande: (a) Will the Honourable the Home Member please state whether a Conference of Chief Secretaries of all the Indian Provinces was recently held at Dehra Dun? If so, with what object?

(b) Is it a fact that the question of reinforcement of the Civil Administration in the Provinces by transfer of Army Officers to it was also discussed in at conference?

(c) How many Army Officers have been transferred to the United Provinces and other Provinces so far?

The Honourable Sir Francis Mudie: (a) Yes. The conference was held with the object of discussing problems connected with post-war recruitment to vacancies in civil services reserved for candidates with 'war service'.

(b) No.

(c) Out of the 95 officers selected for re-inforcing the Civil Administration, 10 officers have so far been allotted to the various Provinces, of these the United Provinces have received two.

SOLDIERS SUPPLIED BY THE PUNJAB

114. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable the Defence Member please state the number of soldiers supplied by the Punjab?

(b) What is the percentage and the contribution of the Punjab to military service?

(c) What arrangement have Government of India made for the employment of demobilized soldiers after the war?

(d) Is it not a fact that all the industries which the Government of India are now developing have been allotted in Provinces other than the Punjab?

(e) Why were the claims of the Punjab overlooked, in spite of their large contribution to fighting forces?

Mr. C. M. Trivedi: (a) and (b). The estimated proportion of the Punjab's contribution of recruits to the three Services since the outbreak of the war is approximately 25 per cent. It is not in the public interest to disclose the number.

(c) I would refer the Honourable Member to the reply given to starred question No. 169 on the 8th November 1944.

(d) No, Sir.

(e) Does not arise.

INCREASE IN ALLOWANCES OF PRE-WAR V. C.'s M. C.'s, ETC.

115. *Sardar Mangal Singh: Will the War Secretary please state whether the question of the increase in the allowances of the V.C.'s, M.C.'s and other decorations granted prior to this war has been finally considered? If so, what decision has been arrived at? Are these allowances equal to the allowances granted to the new recipients?

Mr. C. M. Trivedi: The matter is still under consideration and a decision is expected shortly.

POST-WAR INDUSTRIAL PANELS

116. *Mr. K. C. Neogy: (a) Will the Honourable Member for Planning and Development be pleased to state whether industrial panels have been decided to be set up in connection with the plan of post-war industrial development? If so, will the Honourable Member please make a comprehensive statement indicating (i) the different industries for which such panels will be set up, (ii) the principles determining the selection of members of such panels, and (iii) the procedure to be followed by the respective panels in discharging their functions, and particularly in securing the confidence and co-operation of those industrial concerns that may not be directly represented on the relevant panel?

(b) Will the Honourable Member be pleased to make a statement giving the names of the members of such panels as may have already been constituted and indicating their industrial and business affiliations?

The Honourable Sir Ardeshir Dalal: (a) Yes.

(i) A statement is laid on the table of the House.

(ii) Invitations are issued to persons prominently associated with the industry concerned and one or two experts and also to those who by their general knowledge of trade and industry are likely to be useful as members.

(iii) A general directive (copy of which is laid on the table) is issued to the panels to guide them in their deliberations. The panels are not meant to be representative of any particular industrial concern. They are expected to get into touch with all industries concerned as also with the Industries Committees of the Provinces and major States.

(b) All the panels have not yet been completely formed. I propose to lay on the table of the House, in the course of this Session, a list on the lines asked for by the Honourable Member.

except for a short time List of Industrial Panels

(i) *Iron & Steel (Major)* including alloy steel, special steel, tools steel, re-rolled products, fabricated and structural steel, forgings, castings, tubes, tin plate, wire, nails and screws, nuts and bolts.

(ii) *Iron & Steel (Minor)* including surgical instruments, cutlery, small ware such as needles, pins, buttons, etc., hollow-ware and hardware.

(iii) *Prime Movers* including steam, crude oil, diesel, petrol and alcohol engines but excluding locomotives, boilers, turbines and generators.

(iv) *Automobiles and Tractors.*

(v) *Ship-Building and Marine Engineering.*

(vi) *Electrical Machinery and Equipment.*

(vii) *Industrial Plant & Machinery (Heavy)* for the manufacture of Textile, Sugar, Paper, Mining, Cement, Chemical and other machinery.

(viii) *Machine Tools.*

(ix) *Light Engineering Industries* including typewriters, accounting machines, calculators, sewing machines, air-conditioning plant, fridges, bicycles, hosiery machines, etc.

(x) *Heavy Chemical Industries* to deal with major alkalies and the acids.

(xi) *Light Chemical Industries* including drugs, pharmaceuticals, photographic materials and synthetic products.

(xii) *Paper, Pulp, Wood Pulp, chemical cotton, paste boards, straw boards, etc.*

(xiii) *Plastics and Celluloid.*

(xiv) *Rayon and Artificial Silk.*

(xv) *Sugar, Alcohol and Food Yeast.*

(xvi) *Glass.*

(xvii) *Ceramics and Refractories.*

(xviii) *Soaps and Oils.*

(xix) *Paints and Varnishes.*

(xx) *Electro-Chemical Industries* including calcium carbide and ferro-alloys.

(xxi) *Wool.*

(xxii) *Silk.*

(xxiii) *Coir, rope and cordage.*

(xxiv) *Hosiery.*

(xxv) *Ready made clothing.*

(xxvi) *Non-Ferrous Metal Industries.*

(xxvii) *Leather and Leather Goods.*

(xxviii) *Cinema Industry.*

(xxix) *Scientific Instruments.*

DEPARTMENT OF PLANNING AND DEVELOPMENT.

General Directive to Industrial Panels.

It is the function of panels to make recommendations to Government regarding the development of industries, both existing and new. These recommendations should be so framed as to enable Government to prepare a detailed phased plan for the five years following the cessation of hostilities, as the first stage of a 15-year plan of industrial development for the whole country.

2. In order to assist them to formulate recommendations, panels will be supplied, as far as possible, with factual information prepared by the panel secretaries. In the case of new industries, the information will consist of a general survey of the industry and the importance of starting it in India, the availability of raw material, the power requirements, the demands of the Indian markets and the probabilities of exports. In the case of existing industries, the information will naturally be more comprehensive; it will indicate, in addition, the location of existing units, the types of goods produced, the total production under each category and the assistance, if any, given by Government. Those items are to be regarded as illustrative and not exhaustive.

Government will give each panel, as a basis, for discussion, the provisional target to be aimed at in the first five-year period and, wherever possible, of the target to be reached in 5 years.

3. The recommendations of the panels should cover the following points :—

(1) The scope and extent of development, including the type of products recommended.

(2) Whether the industry should be under Government ownership either on grounds of national interest or because private capital is unlikely to take it up, and if so whether it should be wholly or partly managed by Government.

(3) In the case of industries to be developed other than under State ownership, the capital required for such development, whether the whole of it is likely to be available by public investment and, if not, the extent to which Government assistance may be required.

(4) The extent to which technical advice from abroad may be necessary.

(5) The manner and the degree of co-operation with foreign firms considered necessary and desirable, both as regards capital and management.

(6) The location of the industry.

(7) The nature of the assistance required from Government in the form of protective duties, bounties, research grant, expert advice, etc.

(8) If the industry is to be under private ownership and management, what controls, if any, should be exercised by Government.

(9) What should be the organisation of the different units of the industry, e.g., should there be an industrial association? Would a cartel be desirable?

(10) The stages by which the industry should be developed.

(11) Should the industry cater for the export market?

(12) Should the industry be developed, as in Japan, on the cottage industry basis and, if so, to what extent?

4. Although, as stated above, the panels may recommend the grant of protection, it will not be their function to consider broad questions of international trade and commercial policy.

5. Joint meetings of the panels should be held, wherever necessary, to secure co-ordination, particularly where the processes and the products of one industry are connected with those of another.

6. Some of the panels have been drawn broadly and it may be necessary to co-opt members for dealing with specific branches of the industry. Members may be co-opted by the Chairman in consultation with the Industrial Adviser.

7. Before submitting recommendations. Panels should consult Provincial Industrial Committees, particularly in the matter of location of industry. They should also, where the circumstances of the case require it, consult Industrial Committees in States or State Governments/Durbars. The recommendations should be submitted to Government through the Industrial Adviser."

DETERIORATED HEALTH OF DETAINED CONGRESS WORKING COMMITTEE MEMBERS

117. *Mr. Badri Dutt Pande: Will the Honourable the Home Member be pleased to state:

(a) if he or the Government have seen the statement of Dr. P. C. Ghosh, a Member of the Congress Working Committee, recently released from the Ahmadnagar Fort, appearing at page 1 of the *Hindustan Times* of New Delhi, dated January 18, 1945, to the effect that almost all the incarcerated leaders lodged in the Ahmadnagar Fort are suffering from one ailment or other;

(b) what action have Government taken or intend to take so that these leaders do not suffer in health and maintain normal health; and

(c) in view of the release of three Members of the Congress Working Committee on medical grounds, if Government have considered the urgency of releasing these ailing leaders so that they may undertake medical treatment of their choice outside the prison walls?

The Honourable Sir Francis Mudie: (a) Yes.

(b) and (c). Only two Members of the Congress Working Committee, Mrs. Sarojini Naidu and Dr. P. C. Ghosh, have been released on medical grounds. If similar grounds exist in other cases, similar action will be taken. In the meantime Government are satisfied with the arrangements made for the medical care of these detenus.

NON-DELIVERY OF COPY OF "INDIA UN-RECONCILED" TO DR. PATTABHI SITARAMAYYA

118. *Mr. Badri Dutt Pande: Will the Honourable the Home Member be pleased to state if a copy of "India Unreconciled", a book published by the *Hindustan Times* Press intended for Dr. Pattabhi Sitaramayya, Member of the Congress Working Committee under detention in Ahmadnagar Fort was not delivered to him? If so, what are the reasons for the non-delivery?

The Honourable Sir Francis Mudie: Yes by the Government of Bombay to whom discretion has been given in this matter. They considered that it gave a distorted account of the situation based on rumours and uncorroborated reports.

CONGRESS BUILDINGS SEIZED BY GOVERNMENT

119. *Mr. Kailash Bihari Lal: Will the Honourable the Home Member be pleased to state provincewise:

(a) how many building properties have been seized by the Government as a result of congress being declared as illegal organisation;

(b) if any of such buildings have been returned to the legal owner in the Provinces; if so, how many, and in which of Provinces they have been returned;

(c) if it is a fact that it is more than two years that some of these buildings have been seized and if Government have found the necessity of spending for keeping them in good repair; and

(d) whether Government make any use of these buildings; if not, whether Government propose to return these buildings to the owners, with the safeguard that the building is not utilised for any such purpose the nature of which may be conflicting with the war effort?

The Honourable Sir Francis Mudie: (a) to (d). So far as Governors' Provinces are concerned the Government of India have no information. So far as Chief Commissioners' Provinces are concerned the information is being collected and a reply will be laid on the table in due course.

CONNECTION OF INFORMATION AND BROADCASTING DEPARTMENT WITH MAGAZINE ENTITLED *DUNIYA*,

120. *Mr. T. T. Krishnamachari: Will the Honourable Member for Information and Broadcasting please state:

(a) whether there exists a "Publication Division" of the External Publicity Branch of the Information and Broadcasting Department;

(b) what relationship does the Information and Broadcasting Department have with the United Publications, Post Box No. 166, Delhi;

(c) the connection between the Information and Broadcasting Department and the magazine entitled *Duniya* which, amongst other editions, is reported to be issuing an English-Roman-Urdu edition;

(d) if the *Duniya* is published by a private organisation but subsidised by the Information and Broadcasting Department who publishes this Magazine;

(e) in how many languages *Duniya* is published and in what countries this magazine is being distributed; and

(f) the circulation of this magazine in each of the various editions in which it is published?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) "United publications" is the generic name under which publications produced by the Publications Division are issued.

(c) *Dunya* is published by the Publications Division, which is an attached office of the Information and Broadcasting Department.

(d) Does not arise.

(e) and (f). A statement is laid on the table, together with a specimen pt of *Dunya* (English-Roman Urdu edition).

Distribution of *Dunya*

Edition and Print Order	Area	Circulation Number of copies
English-Roman Urdu—1,11,250	1. Director, Public Relations for Indian Army.	99,750
	2. Sales in India	11,500
	Total	1,11,250
English-Persian—8,300	1. Persia	7,990
	2. Sales in India	286
	3. Afghanistan	24
	Total	8,300
Urdu-Pushtu—2,500	1. Afghanistan	20
	2. Sales in India	2,480
	Total	2,500
English-Russian—2,000	1. Russia	500
	2. Persia	1,000
	3. Palestine	50
	4. Russian Embassy Chungking	50
	5. Turkey	6
	6. Russian Ambassador, Kabul	50
	7. H. M. Legation, Kabul	3
	8. Russian Ambassador, London	12
	9. Russian Ambassador, Washington	12
	10. Sales in India	357
	Total	2,000

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

121. *Mr. T. T. Krishnamachari: Will the Honourable Member for Information and Broadcasting please state:

(a) whether his attention was drawn to the statements made by Mr. G. L. Mehta, Member of the Indian Businessmen's Delegation to the United States of America about the tendentious propaganda now being carried on in America about India by the British and Indian Governments;

(b) the type of propaganda and what expense is incurred thereon by the Indian Government;

(c) whether the Government of India are aware of the nature and extent of the propaganda done by the British Government in regard to India in the United States of America; and

(d) whether the Government of India instruct their Agent-General to keep in touch with the propaganda done by the British Government so as to satisfy himself that the propaganda is not tendentious?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) Our publicity organisation in America is concerned with publicising India and India's war effort on the basis of material sent from India. The cost of the organisation in 1944-45 was \$ 1,34,700 or Rs. 4,51,245 approximately.

(c) Yes.

(d) The Government of India do not consider special instructions necessary.

[Not printed in these Debates, but a copy has been placed in the Library of the House—Ed. of D.]

PUCKLE-JOYCE REPORT ON AMERICAN OPINION ON INDIAN QUESTIONS

122. *Mr. T. T. Krishnamachari: (a) Will the Honourable Member for Information and Broadcasting please state whether the Government of India have been informed about the Puckle-Joyce Report on the state of opinion in America on Indian questions?

(b) Has the Report made any suggestions with regard to co-ordinating the activities of the British Ministry of Information and those of the Government of India in the United States of America?

(c) Have the Government of India anything to do with the publication of a magazine entitled *India Tomorrow* in the United States of America?

(d) If the answer to the above is in the affirmative, has it anything to do with the Puckle-Joyce Report?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) Yes.

(c) The Government of India have not published any magazine entitled *India Tomorrow* in the United States of America.

(d) Does not arise.

CERTAIN STATEMENTS IN NAGPUR SPEECH OF HONOURABLE MEMBER FOR PLANNING AND DEVELOPMENT

123. *Mr. K. C. Neogy: (a) Will the Honourable Member for Planning and Development be pleased to state whether his attention has been drawn to Press reports of a speech made by him at Nagpur on the 7th January last in reply to an address from the Central Provinces and Berar Chamber of Commerce?

(b) Will the Honourable Member please refer to the following statements that he is reported to have made on that occasion:—

(i) that he was in a position to give an unrestricted and unqualified assurance that Indian industries would get adequate protection against foreign competition and foreign dumping; and

(ii) that as regards the question of Excess Profits Tax, the necessity for distinguishing between profits which are put back in business and those which are distributed as dividends in taxation had been brought to the notice of the Finance Member?

(c) As regards (i) in part (b) of the question, was the assurance given on behalf of the Government of India and does it represent a definite policy? If so, what steps are being taken at present for the purpose of studying the condition of the existing industries in the country so as to give them the protection referred to above? Has the present policy of encouraging the importation of consumer goods from abroad been receiving continuous attention of the Honourable Member or his Department for the purpose of ascertaining whether such policy is being worked to the detriment of any individual Indian industry?

(d) As regards (ii) in part (b) of the question, does it represent a suggestion which the Honourable Member's Department has put forward to the Finance Member? Have various criticisms, made on behalf of trade and industry, of the provisions of the law relating to Excess Profits Tax as well as its administration, been brought under examination in the Honourable Member's Department? If so, with what result?

The Honourable Sir Ardeshir Dalal: (a) and (b). I have seen the Press report issued by the A. P. J., which contains the following passage regarding protection:

"An assurance that India would be protected against foreign dumping and that the Government of India were actively considering the question of liberalising protection to India's industry was given by Sir Ardeshir Dalal replying to an address by Mr. Mehta, President of the C. P. & Berar Chamber of Commerce."

This is an accurate version of what I stated. As regards Excess Profits Tax, the statement made by me has been correctly reproduced in the question.

(c) Although no formal announcement has been made by Government, I have no doubt that the policy of protection against dumping does represent the views of the Government of India.

As regards importation of consumer goods, it is primarily the responsibility of my Honourable colleague, the Member for Commerce, Industries and Civil Supplies; but the repercussions of that policy on post-war development are being considered by my Department.

(d) The criticisms on behalf of trade and industry of the provisions of the law relating to taxation and its administration are being examined by my Department, and it is as a consequence of such examination that the suggestion referred to was made to the Honourable the Finance Member.

COMPANIES FORMED IN BRITAIN FOR POST-WAR FINANCING OF INDUSTRIES

124. *Mr. K. C. Neogy: (a) Will the Honourable Member for Planning and Development be pleased to state whether his attention has been drawn to a Press report from London stating that the Chancellor of the Exchequer informed the House of Commons on the 23rd January last that on the initiative of Banking, Insurance and Investment sections of the business communities, two companies have been formed which, in Government's opinion, will constitute an important step in post-war finances for industry and help in an important degree the Government policy for employment?

(b) Will the Honourable Member be pleased to make a statement giving such details as may be available of the constitution and functions of the two Companies referred to above, and the part that His Majesty's Government may play, either directly or indirectly, in encouraging the formation of the two Companies or determining their lines of action?

(c) Are the Central Government prepared to encourage the establishment of similar Companies for similar purposes in India?

(d) Will the Central Government keep a watchful eye on the activities of the two companies formed in the United Kingdom, so as to find out whether any undue advantage would be gained by British industries benefited by their activities enabling them to compete unfairly with any Indian industry?

The Honourable Sir Ardeshir Dalal: (a) Yes.

(b) I have no details beyond those contained in the Press reports.

(c) A suggestion to this effect is already under examination by Government.

(d) There is no reason to suppose that the operations of these Companies will be prejudicial to Indian industry.

SELECTION OF MILITARY OFFICERS FOR TEMPORARY RE-INFORCEMENT OF CIVIL ADMINISTRATION

125. *Maulana Zafar Ali Khan: Will the Honourable the Home Member please state with regard to the selection of military officers for temporary posts under the civil administration for the short-term civil reinforcement scheme now in operation:

(a) the total number of officers who were members of the Selection Board, which tested the candidates at Dehra Dun, and how many of them were military officers;

(b) how many candidates have appeared before the Selection Board; how many have been selected by the Board for employment under the civil administration and how many of these selected candidates are Indian and how many European;

(c) how many of these candidates were declared unfit for civil posts by the Psychiatrist and how many of these were Indian;

(d) whether any of these candidates were injured during some of the tests, and if so, what the details of the injuries and the nature of the tests were; and

(e) the reasons for holding military physical tests for filling temporary posts under the civil administration?

The Honourable Sir Francis Mudie: (a) The Selection Board consisted of seven members of whom five were temporary military officers.

(b) 426 candidates appeared before the Selection Board and 95 were selected for employment under the civil administration. 31 of them were Indians and 64 Europeans.

(c) No candidate is declared unfit by the psychiatrist but the latter gives his opinion as a member of the Board as to the suitability or otherwise of a candidate when called on to do so.

(d) Three candidates sustained simple fracture of the arm during the selective obstacle test.

(e) The tests were in no sense military physical tests.

UNSTARRED QUESTION AND ANSWER

CENTRAL AND PROVINCIAL INDEBTEDNESS

5. **Mr. Manu Subedar:** (a) Will the Honourable the Finance Member please state the figures of (i) deposits in the Postal Savings Bank, (ii) Post Office Cash Certificates, and (iii) National Savings Certificates at the close of the years 1939-40, 1940-41, 1941-42, 1942-43, 1943-44 and 1944-45 (up to the 31st December, 1944)?

(b) When were changes in the rate of interest given on these three classes made, and what were the changes?

(c) What is the total amount of Treasury Bills outstanding at the close of the years 1939-40, 1940-41, 1941-42, 1942-43, 1943-44 and 1944-45 (up to the 31st December, 1944)?

(d) What has been the subscription in new issues of Government loans in the years 1942-43, 1943-44 and 1944-45 (up to the 31st December, 1944), and how much has been issued corresponding to each of the sterling loans in rupee equivalents of sterling loans recalled?

(e) What is the total outstanding public debt in respect of the Savings Bank, Postal Certificates, National Savings Certificates and rupee loans of all kinds and how does it compare with what was outstanding at the end of 1938-39?

(f) How much has been added to the Provincial indebtedness from the end of 1938-39 to the 31st of December, 1944?

The Honourable Sir Jeremy Raisman: (a), (c), (d) and (e). I would invite the attention of the Honourable Member to paragraphs 48 and 51 and statements XII and XVI to XVIII of the Reserve Bank's Report on Currency and Finance for 1943-44 (copies of which are available in the Library of the House). As regards the figures for the current year I would ask the Honourable Member to wait for the Budget papers which will be presented to the House on the 28th February. The outstandings of Treasury Bills are published in financial journals from time to time. The figures is Rs. 104.81 crores.

(b) Reference is invited to paragraph 44 of my last Budget speech. There has been no other change in respect of the three categories referred to.

(f) Attention is drawn to statement XIX of the Reserve Bank's Report on Currency and Finance for 1943-44. Information up to the 31st December 1944 in the current year is not available.

SHORT NOTICE QUESTION AND ANSWER

WHEREABOUTS OF MESSRS. JAYA PRAKASH NARAYAN AND MANOHAR LOHIA

1. **Mr. Satya Narayan Sinha:** (a) Has the attention of the Honourable the Home Member been drawn to the Press report (*Hindustan Times*) that Messrs. Jaya Prakash Narayan and Manohar Lohia have been transferred from the Punjab to some other Province?

(b) If the answer be in the affirmative, will the Honourable Member be pleased to give information to this House as to the present whereabouts of Messrs. Jaya Prakash and Manohar Lohia?

(c) Will the Honourable Member be pleased to state if they are being repatriated to their own Provinces?

The Honourable Sir Francis Mudie: (a), (b) and (c): Messrs. Jaya Prakash Narayan and Manohar Lohia were transferred to Agra for administrative reasons. There is no intention at present of returning them to their provinces.

Prof. N. G. Ranga: Are they kept together?

The Honourable Sir Francis Mudie: I have no information.

Prof. N. G. Ranga: Would Government consider the advisability of allowing these two gentlemen to be kept together so that they can at least have some company of each other, even if they are not allowed to mix with other political prisoners?

The Honourable Sir Francis Mudie: I understand that they were allowed to meet in jail in the Punjab. I see no reason why they should not meet in Agra. I have no objection.

Mr. Abdul Qaiyum: May I know if these prisoners are kept in the fort or in an ordinary prison?

The Honourable Sir Francis Mudie: An ordinary prison.

Mr. Govind V. Deshmukh: Is there any change in Agra in the amenities they were having in the Punjab?

The Honourable Sir Francis Mudie: There may be a change. In the first case they were under the Punjab rules: now they are under the United Provinces rules. Whether the change is for the better or worse I cannot tell.

Mr. Govind V. Deshmukh: As the Honourable Member comes from the United Provinces, he should be in a position to enlighten the House as to what the amenities are in that Province.

The Honourable Sir Francis Mudie: I was not in charge of jails.

Prof. N. G. Ranga: Has there been any

Mr. President (The Honourable Sir Abdur Rahim): Order order. There has been enough discussion.

MOTIONS FOR ADJOURNMENT

ACCIDENT TO PUNJAB MAIL NEAR ARRAN.

Mr. President (The Honourable Sir Abdur Rahim): There is an adjournment motion in the name of Mr. Lalchand Navalrai to discuss the 12 Noon Bihar Railway disaster by the derailment of the down Punjab Mail near Arran, on the main line, on the East Indian Railways, on November 23, 1944, causing loss of life and property.

Because there has been an accident that is no reason why a meeting of this House should be adjourned. There is no allegation that there was any negligence on the part of the railway authorities.

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): I should have been heard as to whether there was any allegation or not.

Mr. President (The Honourable Sir Abdur Rahim): It is not alleged in the notice. The motion is disallowed.

OUTRAGE WITHIN PREMISES OF HAMAYUN RAILWAY STATION

Mr. President (The Honourable Sir Abdur Rahim): The next adjournment motion is also in the name of Mr. Lalchand Navalrai. He wishes to discuss the dastardly and ghastly murder of the Station Master in an outrage within the premises of the Railway at Hamayun Station on the Sind Section of the North Western Railway on 9th December, 1944 and causing serious injuries to the other railway staff and looting railway property.

Surely this is a matter of law and order which is within the jurisdiction of the Provincial Government and not under this Government?

Mr. Lalchand Navalrai: I would submit this is a railway question.

Mr. President (The Honourable Sir Abdur Rahim): It cannot be.

Mr. Lalchand Navalrai: Within the premises of the railway?

Mr. President (The Honourable Sir Abdur Rahim): That makes no difference. If the murder has been committed in the railway station it is still a question of law and order with which the Provincial Government can deal.

Mr. Lalchand Navalrai: The railway authorities are on duty and they have no responsibility at all?

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

IMMEDIATE NEED OF NUTRITION RESEARCH IN INDIA

Mr. President (The Honourable Sir Abdur Rahim): Mr. Govind V. Deshmukh wishes to adjourn the business of the House to discuss the immediate need for a speedy systematic and extensive development of nutrition research in India.

That is a matter that cannot be said to be urgent.

Mr. Govind V. Deshmukh (Nagpur Division: Non-Muhammadan): Thousands of people are dying all over because there is no proper analysis of the food that is supplied.

Mr. President (The Honourable Sir Abdur Rahim): But the Honourable Member can raise the question by an appropriate motion.

Mr. Govind V. Deshmukh: And the report is very insistent that the matter should be immediately taken up.

Mr. President (The Honourable Sir Abdur Rahim): This is not a matter for an adjournment motion. It has been going on unfortunately for several years.

Mr. Govind V. Deshmukh: Not several years.

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

APPOINTMENT OF AN ARMY REORGANISATION COMMITTEE

Mr. President (The Honourable Sir Abdur Rahim): The next adjournment motion is in the name of Sardar Mangal Singh who wishes to discuss the appointment of an Army Reorganisation Committee to make detailed recommendations regarding the size, composition, and organisation of the future Army in India.

Well, what is the objection? Is the objection that the Committee should have been appointed?

Sardar Mangal Singh (East Punjab Sikh): The unsatisfactory composition of the Committee.

Mr. President (The Honourable Sir Abdur Rahim): Well, the Honourable Member does not say so.

Sardar Mangal Singh: That will come in the discussion.

Mr. President (The Honourable Sir Abdur Rahim): There is absolutely no such allegation.

Sardar Mangal Singh: Pardon, Sir.

Mr. President (The Honourable Sir Abdur Rahim): Is it the case of the Honourable Member that no such reorganisation committee should have been appointed?

Sardar Mangal Singh: My objection is not in this manner and at this time.

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

Sardar Mangal Singh: My objection is that the Committee should not have been appointed at this time and with this personnel.

Mr. President (The Honourable Sir Abdur Rahim): As regards the personnel the question is not raised. The Honourable Member has to mention why he wants to censure Government. What is the objection to the action taken by the Government? He has not mentioned that in the notice at all. The motion is disallowed.

BOMBING OF PATHAN VILLAGES IN NORTH WAZIRISTAN

Mr. President (The Honourable Sir Abdur Rahim): The next adjournment motion is in the name of Mr. Abdul Qaiyum who wishes to discuss the intermittent bombing of Pathan villages in North Waziristan for five months by the Air Force, which villages contained the aged, the infirm, women, children, cattle

and Muslim places of worship—all these people being non-combatant civilians), as revealed for the first time in an interview to a press correspondent by the Political Agent, North Waziristan, and published in the *Civil and Military Gazette*, Lahore, dated 5th January, 1945.

This motion is disallowed because the Governor General is not prepared to grant his consent.

Mr. Abdul Qaiyum (North-West Frontier Province: General): I wish to say one thing, though it has been disallowed. In 1935 a similar motion was allowed to be debated and the Government was censured, and in 1945 our liberties and our privileges are being further curtailed in spite of repeated promises of independence.

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

BANNING OF CERTAIN PUBLIC MEETINGS, ETC., IN KARACHI AND OTHER TOWNS IN SIND.

Mr. President (The Honourable Sir Abdur Rahim): There is another adjournment motion in the name of Sardar Mangal Singh who wishes to discuss the order issued by the Government of Sind under rule 56 of the Defence of India Rules banning public meetings, processions, and other demonstrations on January 26th, 1945, in Municipal and Cantonment limits of Karachi and Hyderabad and the municipal limits of other district towns in Sind.

Surely, this is not the responsibility of the Government of India? The Province of Sind has its own Legislature. It cannot be discussed here. The motion is disallowed.

SIMLA DEPUTY COMMISSIONER'S ORDER TO MESSRS. KEVENTERS RE SALE OF EGGS

Mr. President (The Honourable Sir Abdur Rahim): The next adjournment motion is also by Sardar Mangal Singh and it relates to the order issued by the Deputy Commissioner, Simla, to Messrs. Keventers under the Defence of India Rules directing them to sell eggs to all Europeans and only to such Indians as are already registered with them as old customers.

Surely this is a matter for the Punjab Government.

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): May I mention, Sir, that Simla is also the headquarters of the Government of India?

Mr. President (The Honourable Sir Abdur Rahim): But the administration rests with the Punjab Government. The motion is not in order and is therefore disallowed.

Sir Muhammad Yamin Khan: Is racial discrimination a provincial subject? Here is a question of racial discrimination.

Mr. President (The Honourable Sir Abdur Rahim): Is racial discrimination an all-India subject?

Sir Muhammad Yamin Khan: Yes, because the Government of India have framed the rules. The question is as between Indians and Europeans and as such the Punjab Government is not the proper authority to deal with it.

Mr. President (The Honourable Sir Abdur Rahim): The Punjab Government is the proper authority to deal with this matter and not the Government of India. The Punjab Government has got also a legislature to which the Ministry is responsible and there is no reason why this question should not be canvassed in the Punjab Legislature.

MISUSE OF CONGRESS FLAGS IN DELHI COURTS.

Mr. President (The Honourable Sir Abdur Rahim): The next one is by Mr. Abdul Qaiyum to discuss a definite matter of urgent public importance of recent occurrence, viz., the failure of the Government of India to prevent the gross misuse of Congress flags as dusters by some of the Courts in Delhi.

Mr. Abdul Qaiyum: Sir, I am not moving it.

REDUCING SUPPLY OF PAPER FOR PRINTING OF HINDU CALENDAR IN BENGALI

Mr. President (The Honourable Sir Abdur Rahim): Mr. Ananga Mohan Dam has given notice of the following adjournment motion, namely, the action of the Government in reducing the supply of paper for the printing of the Hindu Calendar in Bengali and thereby interfering with the religious practices of the Hindus.

(The Honourable Member was not present.)

RECENT RACIAL AND RELIGIOUS DISTINCTION SET UP BY LABOUR DEPARTMENT ABOUT ALLOTMENT OF QUARTERS.

Mr. President (The Honourable Sir Abdur Rahim): The next notice of an adjournment motion is from Sir Syed Raza Ali to censure the Government of India for the racial and religious distinction recently set up by the Labour Department in the allotment of houses in favour of Europeans, Anglo-Indians and Indian Christians by issuing Memorandum No. WII-4/114, dated 25th January, 1945.

I should like to know from the Member in charge what exactly the position is.

The Honourable Dr. B. R. Ambedkar (Labour Member): Sir, I have looked into the Memorandum and I am told that instead of the word "Indian" the word "Indian Christians" crept in through inadvertence. It will be corrected so that there will be no discrimination involved at all.

Sir Syed Raza Ali (Cities of the United Provinces: Muhammadan Urban): I think the best thing would be for the Honourable Member to make a statement in this House and have the whole thing placed on record.

The Honourable Dr. B. R. Ambedkar: I have corrected the Office Memorandum and it will be issued in the altered form.

Sir Syed Raza Ali: But the House would like to know something as to what is being talked about. What is the meaning of the Memorandum as it stands and what is the correction that my Honourable friend has made and what will be the effect of the correction?

The Honourable Dr. B. R. Ambedkar: The Memorandum that was originally issued read as follows:

"This Department has had under consideration the question of the abolition of the distinction between 'Orthodox' and 'Unorthodox' types of quarters available in Delhi, New Delhi and Simla for allotment to officers drawing less than Rs. 600 per mensem. After considering the views of the Departments, it has been decided that the distinction should be abolished with effect from the next summer season.

In respect of Europeans, Anglo-Indians and Indian Christians, in whose case the Estate Officer is satisfied that they profess European habits, the Estate Officer has been vested with discretion to allot residence with raised W. C. (unorthodox quarters) to them provided they are otherwise eligible for the particular category of 'A', 'B', 'C' and 'D' type of accommodation."

Necessary amendments to the rules will be made in due course. That was the original Memorandum that was issued. The amended Memorandum makes this change.

"The Estate Officer has been vested with discretion to allot residences with raised W. C. (unorthodox quarters) to those officers, whether European, Anglo-Indian or Indian, in whose case he is satisfied that they profess European habits, provided they are otherwise eligible for the particular categories of 'A', 'B', 'C' and 'D'."

Mr. Abdul Qaiyum: I want to know from the Honourable Member what exactly is meant by "profession of European habits": What exactly is the difference between a raised W.C. and other W.Cs.

Sir Syed Raza Ali: I take it that what the Honourable Member means, so far as I am able to follow him, is that the Estate Officer has got to be satisfied regardless of the fact whether the applicant is a European, Anglo-Indian or Indian, that the applicant should have a raised W.C., provided he conforms to the European standards of living or has adopted the European standard of living, so that the discretion vested in the Estate Officer is applicable

to all three classes—European, Anglo-Indian or Indian. I believe that is the meaning. My Honourable friend ought to be sorry for the mistake and I sympathise with him.

Mr. President (The Honourable Sir Abdur Rahim): I take it that the Honourable Member is satisfied now with the reply of the Honourable the Labour Member.

USE OF UNFAIR MEANS ON THE PUBLIC OF BIHAR FOR PURCHASE OF NATIONAL SAVINGS CERTIFICATES.

Mr. President (The Honourable Sir Abdur Rahim): The last adjournment motion is one by Maulvi Muhammad Abdul Ghani relating to the use of force and illegal and unfair means on the public of Bihar by the agents of the Government for the purchase of National Savings Certificates.

Which is the Government referred to in the motion: Is it the Government of India or the Government of Bihar?

Maulvi Muhammad Abdul Ghani (Tirhut Division: Muhammadan): At the instance of the Government of India the local magistrates act as agents.

Mr. President (The Honourable Sir Abdur Rahim): Who are these officials? Are they the agents of the Government of India or of the Bihar Government?

Maulvi Muhammad Abdul Ghani: The Government of India.

The Honourable Sir Jeremy Raisman (Finance Member): The position is that the policy of encouraging to the maximum extent small savings is of course recommended to Provincial Governments by the Government of India. The action taken in pursuance of that policy is a matter for the Provincial Government and the officers through whom it is carried out are officers of the Provincial Government.

Maulvi Muhammad Abdul Ghani: If those agents secure more orders for the National Savings Certificates, they rewarded by the Central Government.

Mr. President (The Honourable Sir Abdur Rahim): But they are not officers of the Government of India.

Sardar Sant Singh (West Punjab: Sikh): When the Government of India pays them any commission for the sale of these certificates, they become legally the agents of the Government of India.

Nawabzada Muhammad Liaquat Ali Khan (Rohilkund and Kumaon Divisions: Muhammadan Rural): Apart from that, it includes officers of the Government of India also, for instance, the Income-tax Officers, and in fact the whole Government machinery is being used for this purpose.

Mr. President (The Honourable Sir Abdur Rahim): This is denied by the Honourable Member in charge.

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): If anybody works on behalf of the Government of India, though he may be a servant of a Provincial Government, he is acting on behalf or as the agent of the Government of India. Income-tax Officers are officers of the Government of India and not of the Provincial Government.

Mr. Abdul Qaiyum: The question is, is it suggested that there are no servants or agents of the Government of India among the persons concerned?

The Honourable Sir Jeremy Raisman: Certainly as far as the use of force and illegal or unfair means is concerned. I do not know what are the precise cases which the Honourable Member has in mind but I presume that he wishes to make charges that the local officials have exceeded their powers of what is due and proper in the pursuance of this matter—it entirely depends who are the officials against whom he prefers these charges. Normally the Government of India has not got officials in these districts who can carry out these functions.

Mr. President (The Honourable Sir Abdur Rahim): According to the allegation of Maulvi Abdul Ghani, there are also officials of the Government of India who are concerned in the cases about which complaint is made in the

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adjournment motion. This is a matter which can be discussed if the adjournment motion is moved. But as objection has been taken to leave being granted, those who are in favour of leave being granted will rise in their places.

(Not less than 25 Members rose in their places.)

As not less than 25 Members have risen, leave is granted. The motion will be taken up at 4 o'clock.

Sir Muhammad Yamin Khan: Will the adjournment motion be taken up as soon as the business on the agenda is over, if it is earlier than 4 o'clock?

Mr. President (The Honourable Sir Abdur Rahim): Certainly, if the business before the House is finished before 4. I would like to know if the Members would like this adjournment motion to be taken up then?

Some Honourable Members: Yes.

The Honourable Sir Jeremy Raisman: No; I object to that.

Mr. President (The Honourable Sir Abdur Rahim): In that case it will be taken up at 4 o'clock.

DEMANDS FOR EXCESS GRANTS FOR 1942-43

Civil

DEMAND No. 3—TAXES ON INCOME INCLUDING CORPORATION TAX

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 29,995, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43 in respect of 'Taxes on Income Including Corporation Tax'."

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

"That an excess grant of Rs. 14,694, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43 in respect of 'Taxes on Income Including Corporation Tax'."

The motion was adopted.

DEMAND No. 16—CIVIL DEFENCE DEPARTMENT.

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 14,694, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43 in respect of 'Civil Defence Department'."

Mr. President (The Honourable Sir Abdur Rahim): I will not read out the words "to regularise the expenditure chargeable to revenue actually incurred" as they occur in every demand. In the proceedings, however, each question put by me will be recorded in its present form, that is, including the words which I have considered unnecessary to read out each time.

Motion moved:

"That an excess grant of Rs. 29,995, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43 in respect of 'Civil Defence Department'."

Mr. T. S. Avinashilingam Chettiar (Salem and Coimbatore cum North Arcot: Non-Muhammadian Rural): Sir, in the notes given, the reason for this excess is supposed to be the creation of additional posts and reception of fire officers coming from the United Kingdom. Usually in supplementary grants we are given details as to how the excess has happened, who are the new officers appointed, what are their salaries and other necessary details. In these Excess Grants also I think we should have some details by which we can understand as to who are the officers, etc. Secondly, I would like to know what are these reception expenses. Does it mean arranging tea parties or dinner parties or lunches so that these officers might meet others? I find in today's papers that about 94 lakhs has been spent over foreign missions which have come to India. Some of these missions are not always in the interests of India. In the case of a mission like the Fertilisers Mission which can be useful to India, I can understand their expenses being met out of Indian revenues. But some of the others may not have come out entirely in Indian interests, and I see many of them. There is the Anglo-American Ports and Shipping Mission, a lot of money has been spent on it. There is also the Anglo-American Steel Mission.

The Honourable Sir Jeremy Raisman: Is this relevant to the question of Civil Defence—various missions of other kinds?

Mr. T. S. Avinashilingam Chettiar: What I wanted to ask is, what is the reception expenses that have been referred to here?

The Honourable Sir Jeremy Raisman: I do not think it means reception in the sense of reception in the hall of a hotel or anything like that: it is the expenditure incurred in employing and moving these fire officers to the proper place: for instance, I believe, that when these officers arrived it had not yet been finally decided to which Provincial Governments they will be allotted and so on. I do not think there is any sumptuary aspect in this reception of fire officers.

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

"That an excess grant of Rs. 29,995, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43 in respect of 'Civil Defence Department'."

The motion was adopted.

DEMAND No. 18—LEGISLATIVE DEPARTMENT.

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 2,217, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43 in respect of 'Legislative Department'."

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

"That an excess grant of Rs. 2,217, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43 in respect of 'Legislative Department'."

The motion was adopted.

DEMAND No. 20—DEPARTMENT OF INDIANS OVERSEAS

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 2,925, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Department of Indians Overseas'."

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

"That an excess grant of Rs. 2,925, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Department of Indians Overseas'."

The motion was adopted.

DEMAND No. 21—FINANCE DEPARTMENT

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 31,723, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Finance Department'."

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

"That an excess grant of Rs. 31,723, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Finance Department'."

Mr. T. S. Avinashilingam Chettiar: I raised another point to which the Honourable Member did not reply. I suggested that details should be given when new officers are appointed. In this case new officers have been appointed and I suggest that at least some details should be given so that we may understand what the expenditure is about. May I know whether the Honourable Member will incorporate this procedure in future?

The Honourable Sir Jeremy Raisman: The question is how much detail should be given for these excesses. I think when they are important, details are given. Actually, the appointment of a voted officer, in place of a non-voted one, which is purely technical, may cause a large excess in the voted grant. I imagine that the House would not be interested in the other matters, which are comparatively small and therefore it was not thought worth while to give the details.

Mr. T. Chapman-Mortimer (Bengal: Europeans): The details wanted by the Honourable Member will be found in the Appropriation Accounts.

The Honourable Sir Jeremy Raisman: The details will be found in documents which are available to Members.

Mr. T. S. Avinashilingam Chettiar: May I suggest in that case that some asterisks may be put and references given?

The Honourable Sir Jeremy Raisman: There are Members in this House

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who are prepared to answer questions on any particular item, which Members may wish to ask.

Mr. T. S. Avinashilingam Chettiar: I am suggesting a procedure by which we can get the information without troubling the Members.

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

"That an excess grant of Rs. 31,725, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Finance Department'."

The motion was adopted.

DEMAND No. 29A—JAILS AND CONVICT SETTLEMENTS.

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 3,229, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Jails and Convict Settlements'."

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

"That an excess grant of Rs. 3,229, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Jails and Convict Settlements'."

The motion was adopted.

DEMAND No. 32—LIGHTHOUSES AND LIGHTSHIPS

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 16,963, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Lighthouses and Lightships'."

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

"That an excess grant of Rs. 16,963, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Lighthouses and Lightships'."

Mr. T. S. Avinashilingam Chettiar: The explanation given for this excess is that as the Lighthouses in the Rangoon district had ceased to function after January, 1942, there was a smaller issue of stores. A smaller issue of stores should have resulted in less expenditure, not greater expenditure. It must be less than the Budget grant. Then how is it that you ask for an excess grant for a thing which ceased in nine months?

There is another point which I wanted to raise in connection with Convicts and Convict Settlements. The only convict settlement, as far as I understand, is the Andamans and Nicobar Islands which had been lost earlier than 1942 and the Government of India seems to be still incurring expenditure whether people exist or not. It is like asking for money to build a bridge which was not built at all and then asking for money for demolishing a bridge which was not built.

The Honourable Sir Jeremy Raisman: Like my Honourable friend's imaginary case about the bridges, he is here also wrong in his facts. He soon forgets the course of history! The Japanese menace is so far removed from his mind that he has forgotten the date on which the Andamans passed into the occupation of Japan.

On the other point as to how a smaller issue of stores resulted in an excess of expenditure, I would suggest to my Honourable friend, since he is interested in these matters, that he should study the accounting position in regard to the heading 'Lighthouses and Lightships', where he will find that owing to the fact that there is a separate fund on which adjustments are made each year it can so happen that a credit to the fund appears as a debit in the general account. It is a technical matter but if he will study the form in which that account is kept, he will understand the apparent paradox.

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

"That an excess grant of Rs. 16,963, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Lighthouses and Lightships'."

The motion was adopted.

DEMAND No. 34—BOTANICAL SURVEY

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 4,672, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Botanical Survey'."

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

"That an excess grant of Rs. 4,672, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Botanical Survey'."

Mr. T. S. Avinashilingam Chettiar: In this case also, I should like to have an explanation of a technical matter. The reason for the excess in this case is an erroneous adjustment under this grant of certain expenditure properly debitable to grant No. 43.

If it is debitable there, why is it here? Here you want more money? It cannot be that the amount is spent on both heads. There must be some mistake somewhere.

Mr. J. D. Tyson (Secretary, Department of Education, Health and Lands): The kind of thing that happened is this. Certain freight charges for transferring quinine from Mungpo, where it is manufactured, to Lahore and to Ootacamund were debited to the Botanical Survey by mistake. They should have been debited to Public Health. Similarly as regards the other charges which go to make up this sum and which are either for handling quinine or for converting quinine into tablets. They should have been debited to Public Health. Erroneously they were debited to the Botanical Survey which, of course, had no funds to meet the debit. The Botanical Survey was saddled with this expenditure by mistake.

Mr. T. S. Avinashilingam Chettiar: Are you sure it has not been debited in the other place?

Mr. J. D. Tyson: Certainly it has not.

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

"That an excess grant of Rs. 4,672, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Botanical Survey'."

The motion was adopted.

DEMAND No. 39—METEOROLOGY

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 7,544, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Meteorology'."

I would point out in answer to my Honourable friend's question that the non-recovery of certain expenditure from the Defence Services, from any non-voted head, from any other head for the matter of that, must result in an excess in this particular head.

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

"That an excess grant of Rs. 7,544, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Meteorology'."

The motion was adopted.

DEMAND No. 43—PUBLIC HEALTH

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 40,870, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Public Health'."

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

"That an excess grant of Rs. 40,870, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Public Health'."

The motion was adopted.

DEMAND No. 48—CIVIL VETERINARY SERVICES

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 11,081, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Civil Veterinary Services'."

Mr. President (The Honourable Sir Abdur Rahim): The question is: "That an excess grant of Rs. 11,081, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Civil Veterinary Services'." The motion was adopted.

DEMAND No. 50—SCIENTIFIC AND INDUSTRIAL RESEARCH

The Honourable Sir Jeremy Raisman: Sir, I move: "That an excess grant of Rs. 1,48,970, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Scientific and Industrial Research'."

Mr. President (The Honourable Sir Abdur Rahim): The question is: "That an excess grant of Rs. 1,48,970, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Scientific and Industrial Research'."

The motion was adopted.

DEMAND No. 57—CENSUS

The Honourable Sir Jeremy Raisman: Sir, I move: "That an excess grant of Rs. 626, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Census'."

Mr. President (The Honourable Sir Abdur Rahim): The question is: "That an excess grant of Rs. 626, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Census'."

The motion was adopted.

DEMAND No. 60—CURRENCY

The Honourable Sir Jeremy Raisman: Sir, I move: "That an excess grant of Rs. 1,00,945, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Currency'."

Mr. President (The Honourable Sir Abdur Rahim): Motion moved: "That an excess grant of Rs. 1,00,945, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Currency'."

Mr. T. S. Avinashilingam Chettiar: Sir, with regard to this matter, I would like to draw the attention of the House to a few facts which have been brought to light by the Public Accounts Committee. The Report says on page 22, paragraph 35:

"The Committee observed that the *pro forma* accounts of the Calcutta Mint, had not been compiled in time for them to be audited and for the results to be included in the Appropriation Accounts for 1941-42 and that the *pro forma* accounts for 1942-43 had not been audited for the same reason."

May I know why all these accounts were not made available for audit? For the management of public affairs it is necessary that accounts should be placed before the Audit authorities. Then, I would also point out that the maintenance of accounts for the stores of the Mints is not as satisfactory as it should be. It seems that since the beginning of the war the management of the stores has become very deplorable, both on the civil as well as the military side. The Committee has said:

"They also noticed that in all the three Mints the stores had not been verified during the course of the year, the reason given being that owing to pressure of coinage and other work no officers could be spared for the purpose of verification."

I am loathe to doubt people without proper reason, but usually in the absence of verification things are somewhat wrong and in the end we always find large deficits. For three years, the stores were not verified. Whom are we to blame? Usually there would have been various persons who were in charge of the stores and without being able to fix the blame on any particular person, the matter is generally dropped. I want to tell the Finance Member that this state of things is not good for the finance of any country and he must take steps to see that accounts are submitted in proper time and that the stores are checked and verified every time. The Committee further goes on to say:

"Even if the conditions of work were such that regular stock verification was not possible, there should invariably be a surprise and percentage test check somewhat on the same lines

as had been agreed to by the Committee in its Report on the Accounts of 1941-42, for the Photo-Litho Office."

May I know whether that check at least was made? In the absence of these checks, I would suggest that there is a large scope for embezzlement and misuse of public funds.

Mr. T. Chapman Mortimer: Sir, may I make a brief observation about this account? We heard the witnesses of the Department in connection with this matter and, as it will be obvious to Honourable Members, it would be a very serious thing indeed if Government officers did not properly check stocks at Mints and so on. But it has to be borne in mind that at the time to which these accounts relate, namely, the end of 1942 and the beginning of 1943, the position not only in Calcutta but in other parts of India was very difficult indeed. It was particularly difficult for the Mints; because, I believe I am right in saying that they were moving certain things away from Calcutta and these were coming into other Mints very quickly. The officers explained that they had to do a great deal of extra work which was leading to very late hours indeed, running in some cases to midnight, and the officers could not cope with all that they had to do. The consequence was that some of the normal procedure could not be carried out. Later on, we were assured that these normal checks and the normal procedure were again enforced and given effect to. But during these very critical months when Singapore and Burma fell and an enormous additional stress was thrown on the Department, the witnesses explained to us, during that period they had been unable to carry out the duties effectively. I think I am right in saying that they did not defend in any way the action or rather the inaction that had arisen and they were completely at one with the Auditor General in all the observations that he had to make. My recollection was that the whole Committee was entirely satisfied with the evidence which we received from the Department upon that point. At the same time, we felt it our duty, as persons who were looking into these matters, to place on record our view of the case and that is set out in this paragraph.

The Honourable Sir Jeremy Raisman: Sir, I would like to say, in the first place, that this discussion is entirely irrelevant because we are dealing with the head 60—Currency and not with 61—Mint, for which there is no excess in the year in question. There is an excess under the head Currency. But since the point has been raised I would only remind my Honourable friend that at that time there was the greatest difficulty in meeting the demand of the country for coinage. Would you rather stop to verify stocks or have more small coins put out at that time? It is my melancholy experience that when things go wrong, one never ceases to hear of them, but when after Herculean efforts one succeeds in producing a remedy, the subject merely drops out of everybody's consciousness. Everybody has forgotten what the small coin situation was like. But I did not forget. It was a matter of the most anxious concern to me the whole of that time. Everybody in the Mint was working day and night. They were subject to the most abnormal pressure. The amount of coins coined in this country during that period is, I fully believe, much larger than what has ever been coined in any country in the history of the world.

Mr. T. S. Avinashilingam Chettiar: That is no defence for not doing things properly.

The Honourable Sir Jeremy Raisman: I do not say that it is not highly desirable and essential that stocks should be verified, but I would remind my friend of the lawyer's maxim, *Lex non cogit ad impossibilia*.

Mr. T. T. Krishnamachari (Tanjore *cum* Trichinopoly: Non-Muhammadan Rural): Perhaps the Honourable Member is not aware of it.

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

"That an excess grant of Rs. 1,00,945, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Currency'."

The motion was adopted.

DEMAND NO. 72—PANTH PIPLODA

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 1,013, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Panth Piploda'."

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

"That an excess grant of Rs. 1,013, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Panth Piploda'."

Mr. T. S. Avinashilingam Chettiar: I wish just to know where this Panth Piploda is. Why should you keep a small administration like that? There is the Chief Commissioner for that. It is very mysterious. We do not know where Panth Piploda is and why this Excess Grant is necessary. Let us have some light.

The Honourable Sir Jeremy Raisman: The Honourable Member should study the Government of India Act and the Gazetteer.

Mr. T. S. Avinashilingam Chettiar: But has the Honourable Member himself studied it?

The Honourable Sir Jeremy Raisman: I know there are provisions in the Government of India Act relating to Panth Piploda.

Mr. T. S. Avinashilingam Chettiar: But what is Panth Piploda? Is it a house or a town?

Mr. President (The Honourable Sir Abdur Rahim): I think this question was answered last year but I do not remember the answer.

The question is:

"That an excess grant of Rs. 1,013, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Panth Piploda'."

The motion was adopted.

DEMAND NO. 10—INDIAN POSTS AND TELEGRAPHS DEPARTMENT

The Honourable Sir Jeremy Raisman: Sir I move:

"That an excess grant of Rs. 1,20,99,282, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Indian Posts and Telegraphs Department'."

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

"That an excess grant of Rs. 1,20,99,282, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Indian Posts and Telegraphs Department'."

Mr. T. S. Avinashilingam Chettiar: Sir, the Honourable the Finance Member in reply to a previous question said that when the amounts were large, it was the habit to give details of payments made. In the present instance, the amount involved is Rs. 1,20,99,282. The reasons given for this Item 17 on page 3 of the Public Accounts Committee report are:

"Special lump sum contribution to the Renewal Reserve Fund decided to be made after the close of the year, larger expenditure on pay of officers and pay of establishment mainly due to the creation of additional posts and more payments on account of allowances, etc."

The above explanation does not give full details. The amount is very large and if as the Honourable Member said he is in the habit of giving details in cases of large amounts, he should have complied with it in this case. At least the amounts should have been separated and shown under different heads of expenditure. Instead of jumbling up the whole thing, he should have shown some amount under Renewal Reserve Fund, some amount on pay of officers, some amount on pay of establishment, some amount under allowances. In this way, he should have split up the whole sum and shown separately under each head. It is highly desirable that figures should be given separately so that we can understand how much has been spent and under what head. This omnibus mixing of the whole amount into one crore 20 lakhs does not help us in any way and this is too big a sum to be lightly brushed aside even for the bloated budget of the Government of India as it is today. More details should be given for this sum. Now, Sir, I will refer to some of the sugges-

tions made by the Public Accounts Committee on page 67. There, they plead for a more rational way of doing things. This allotment for renewals has been given year after year, God knows, on what standard and on what principles. Something comes to the mind of the Finance Member or to the mind of the Financial Adviser to Posts and Telegraphs and then he says, let me have 100 lakhs. This year a lump sum contribution of Rs. 1,20,99,282 has been made. I understand in one year the allotment was 150 lakhs. From the figures given here, I find that in some years the amount contributed to the renewal fund was less than the money spent out of the fund. I want to know what is the standard by which you allot lump sums to this fund. We are not able to see any standard laid down. On page 67 of the Public Accounts Committee report, the Public Accounts Committee suggested:

"The Public Accounts Committee at their meeting held on the 28th August, 1943, approved of a lump sum contribution to R. R. Fund of Rs. 150 lakhs from the accumulated surplus at the end of 1942-43, so as to replenish the balances in the Fund, which were considered to be unduly depleted. The Committee were, however, not satisfied with the present method of fixing the contributions on an empirical basis and desired that the purely *ad hoc* determination which had resulted for a time in the Fund receiving credits in excess of needs and later in receiving credits less than were required should give place to a determination based on principle."

The reply which this memorandum gives to that suggestion of the Public Accounts Committee is that it is difficult to do it in war time. That is the reason given for all the ills which the Government of India commit today. I do not see any reason why for Posts and Telegraphs at least they should not proceed on a more rational basis. From the accounts that are given we find that the contributions to the fund have been less of late than the money taken out of the fund and if it goes on at this rate, then the fund will not stand at a good figure for long. So, Sir, we would plead that the suggestion of the Public Accounts Committee be adopted by the Finance Department and the Department of Posts and Telegraphs, and that hereafter they should determine on some principle or on some basis as to what amount should be given for renewals. Without that I am afraid we would get floundered on the rock of too much expenditure. I would suggest that the Honourable the Finance Member should explain these two points:

Mr. M. Ananthasayanam Ayyangar (Madras ceded Districts and Chittoor: Non-Muhammadan Rural): Sir, the amount involved in this Grant is a little too much, it is nearly ten per cent of the original Grant that was voted. In view of the fact that it is as much as ten per cent of the amount that was already voted by the Assembly, I should like to have information on the following points. It is usual to place such matters which arise newly for consideration before the Standing Finance Committee. May I know from the Honourable the Finance Member whether this appropriation to renewal fund was placed before the Standing Finance Committee and its approval obtained? I should also like to know what was the original amount that was collected during the year, the total income under this head and what proportion does this amount that is reserved for renewal reserve fund bears to the total income during that year. I should also like to know from the Honourable Member whether he is aware that whenever a larger income than is anticipated accrues in a particular year and it is feared that a smaller amount might be realised by way of revenue next year, then there is a Revenue Reserve Fund created. This is the practice in the Madras Presidency. May I know whether any such Fund may not be created in the Centre so that the increased cost of post cards and envelopes, which originally stood at six pies and one anna might not be restored? If the revenue for the next year is not sufficient to give such relief, for reduction in the cost of post cards and covers, then a revenue reserve fund must be created. I want information on this point. I should also like to know what proportion of this one crore twenty lakhs has been spent for increase in the pay of the staff, in the pay of higher officers, how many higher officers were appointed, how many of them were Indians and how many were Europeans and what are the respective salaries paid to Indians and Europeans. I want information on all these points.

Sir Gurunath Bewoor (Secretary, Posts and Air Department): Sir, I think I should reply to the last part of the question first. The Honourable Member is labouring under a misapprehension if he thinks that this 1 crore and 50 lakhs has been spent. It has not been spent at all. It has been transferred from the total surplus of the year to the Renewals Reserve Fund.

Mr. M. Ananthasayanam Ayyangar: Not wholly.

Mr. T. S. Avinashilingam Chettiar: The 1 crore and 50 lakhs which I referred to in the memorandum may be what the Honourable Member suggests. But the excess grant is not that; it is 1 crore and 20 lakhs.

Sir Gurunath Bewoor: I am going to explain it.

Mr. M. Ananthasayanam Ayyangar: I wanted to correct the Honourable Member's mistake when he said that I was labouring under a misapprehension because on page 3 of the Public Accounts Committee's report I find . . .

Sir Gurunath Bewoor: I am explaining the position. The Honourable Member wanted to know what officers have been appointed, etc. I wanted to explain first that this 1 crore and 50 lakhs was a transfer from the revenues of the year to the Renewals Reserve Fund. We now ask for 1 crore and 20 lakhs. Ordinarily we should have asked for 1 crore and 50 lakhs, but there were savings in certain other items of expenditure. The result therefore is that we are asking for 1 crore and 21 lakhs. Now this decision to debit this 1 crore and 50 lakhs has already been explained in Appendix V of the Public Accounts Committee Report from which the Honourable Member read out. As you will see from the statements there, the contribution to the revenues which had been fixed at a lump sum and which was considered in normal circumstances to be adequate was found to be inadequate by experience. The Public Accounts Committee asked us to examine the position. The position was examined. We were trying to obtain both from the United Kingdom and from the U. S. A. the methods which were followed in the post offices there to secure a proper contribution to the Renewals Reserve Fund. In the meantime, as Honourable Members are aware, Government have undertaken a very large increase of the tele-communications of the country and our capital expenditure was going up. As you will see from the statement there, the capital at charge in respect of fixed assets which was 17 crores at the end of 1941-42 became 19 crores at the end of 1942-43 and in the budget estimate of 1943-44, it was 22 crores. So there is going to be an increased capital at charge and we thought that the safest thing to do was to make a lump sum contribution to the Renewals Reserve Fund. It will be there as a security measure, and later on at the end of the war, when we have got all the capital works worth about 16 crores constructed, we will decide exactly what is the contribution we ought to make. We are trying to work out a formula for these contributions but unfortunately we have not been able to find a suitable formula from the various methods that are being studied, and for that reason we said that for this year we will make a lump sum contribution of 1 crore and 50 lakhs; and it was approved by the Public Accounts Committee. As the Honourable Member has read out in paragraph 52, Public Accounts Committee considered the whole question and agreed to recommend that the excess under the grant should be voted by the Assembly.

Mr. Ayyangar referred to a Revenue Reserve Fund. I should like to mention in this connection that the department has built up what is known as accumulated surplus—balances of the department from the surpluses of various years—and I think the total figure now stands at about 7 crores. So there is that accumulated surplus in the department which may be looked upon as a kind of revenue reserve.

Mr. T. S. Avinashilingam Chettiar: I asked another question, viz., that this expenditure was for the Renewals Reserve Fund as well as for pay of officer etc. Can we have separate figures for these things?

Sir Gurunath Bewoor: I am quite prepared to give the figures.

Pay of Officers:

Original grant—31 lakhs 29 thousand.

Final estimate—33 lakhs 11 thousand.

Actual expenditure—33 lakhs 10 thousand.

Pay of Establishment:

	Rs.
Original Grant	7,16,95,000
Final estimate	7,22,93,000
Actual expenditure	7,23,87,000

The difference was 94,000.

There are altogether something like 16 items. The differences in each case in a big department which spends hundreds of lakhs are made up of a large number of items where the excess is a few thousand rupees one way or the other. One big item is the amount of 1 crore and 50 lakhs; and taking that, the small variations make up the final figure of Rs. 1,20,99,282. It is for that reason that I did not mention all these figures. But I have the figures here and the variations are small in the different items.

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

"That an excess grant of Rs. 1,20,99,282, be voted by the Assembly to regularise the expenditure chargeable to revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Indian Posts and Telegraphs Department'."

The motion was adopted.

RAILWAYS

DEMAND NO. 3—MISCELLANEOUS EXPENDITURE

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 50,625, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Miscellaneous Expenditure'."

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

"That an excess grant of Rs. 50,625, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Miscellaneous Expenditure'."

The motion was adopted.

DEMAND NO. 5—PAYMENTS TO INDIAN STATES AND COMPANIES

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 1,75,244, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Payments to Indian States and Companies'."

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

"That an excess grant of Rs. 1,75,244, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Payments to Indian States and Companies'."

The motion was adopted.

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

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 16,71,911, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Working Expenses—Expenses of Traffic Department'."

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

"That an excess grant of Rs. 16,71,911, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Working Expenses—Expenses of Traffic Department'."

The motion was adopted.

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

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 1,74,880, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Working Expenses—Expenses of General Departments'."

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

"That an excess grant of Rs. 1,74,880, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Working Expenses—Expenses of General Departments'."

Mr. T. S. Avinashilingam Chettiar: I understand that this police was necessary during the days of disturbances. May I know if extra police and the extra amount of expenditure that has been incurred in the past has been stopped? Or, is the special police employed even now?

Mr. Zahid Husain (Government of India: Nominated Official): Sir, this question remains under constant review and action is taken wherever possible in consultation with the Provincial Governments to reduce the police. We have taken action to reduce the police in many provinces and in many places.

Prof. N. G. Ranga (Guntur cum Nellore: Non-Muhammadan-Rural): How much of reduction has been effected in the special expenditure since the review has begun and since the reduction of special police staff has been commenced?

Mr. T. Chapman-Mortimer: Sir, there is one point which I would like to raise in this connection, and that is the action that had to be taken by the Railways to deal with the great increase in thefts from railway carriages and from depots and so on, and that, to some extent, was the explanation given to us for this increase under the Head 'Police'. Not only that, but it was pointed out to us that in Bengal and Assam, where big war movements have taken place, they had to be very careful all the time that everything connected with movements was very carefully watched. There have been so many serious thefts that the railways were compelled to incur additional expenditure of this kind and though it may be true that in certain parts of the country they have been reducing the police which were recruited to deal with troubles of 1942, a great deal of additional expenditure now involved arises from different reasons altogether, namely, the pressure on the existing staff of the war circumstances in the east of India.

Prof. N. G. Ranga: Are we to understand that the special police was appointed for both the purposes—for the prevention of increased occurrences of theft in Railways and also for the prevention of any incidents in regard to the dislocation of lines or blowing up of bridges and things like that?

Mr. Zahid Husain: This police was only appointed for the protection of railway property and not for the prevention of thefts.

Prof. N. G. Ranga: And therefore what is the answer to my earlier enquiry? How much of reduction has been effected so far in the special expenditure?

Mr. Zahid Husain: I can assure the House that considerable reductions have been effected in the expenditure, but I have not got the figures now because they relate to succeeding years—1943-44 and 1944-45. Those figures will be available to the House during the budget discussion.

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

"That an excess grant of Rs. 1,74,880, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Working Expenses—Expenses of General Departments'."

The motion was adopted.

DEMAND NO. 8—INTEREST CHARGES

The Honourable Sir Jeremy Raisman: Sir, I beg to move:

"That an excess grant of Rs. 2,958, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Interest Charges'."

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

"That an excess grant of Rs. 2,958, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Interest Charges'."

The motion was adopted.

DEMAND NO. 9-A—REPAYMENT TO DEPRECIATION RESERVE FUND

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 305, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Repayment to Depreciation Reserve Fund'."

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

"That an excess grant of Rs. 305, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Repayment to Depreciation Reserve Fund'."

The motion was adopted.

DEMAND NO. 10—APPROPRIATION TO RESERVE.

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 8,78,53,385, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Appropriation to Reserve'."

Sir, I need only say that this is really not an excess expenditure item, but due to surplus revenue being transferred to the Reserve Fund.

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

"That an excess grant of Rs. 8,78,53,385, be voted by the Assembly to regularise the expenditure chargeable to Railway revenue actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Appropriation to Reserve'."

The motion was adopted.

DEMAND NO. 74—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS DEPARTMENT (NOT CHARGED TO REVENUE)

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 19,869, be voted by the Assembly to regularise the expenditure chargeable to Capital actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Capital Outlay on Indian Posts and Telegraphs Department (not charged to Revenue)'."

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

"That an excess grant of Rs. 19,869, be voted by the Assembly to regularise the expenditure chargeable to Capital actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Capital Outlay on Indian Posts and Telegraphs Department (not charged to Revenue)'."

Mr. T. S. Avinashilingam Chettiar: Sir, there is one point which I would like to raise in this connection.

Mr. President (The Honourable Sir Abdur Rahim): If the Honourable Member thinks that he cannot finish now, we will adjourn now and take up the matter after lunch.

Mr. T. S. Avinashilingam Chettiar: Sir, it is an important matter and will, I think, take about fifteen minutes.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member can resume his speech after lunch. The House will now adjourn until 2-30 p.m.

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. Abdul Qaiyum (one of the Panel of Chairmen) in the Chair.

Mr. T. S. Avinashilingam Chettiar: Sir, the amount involved is about Rs. 21 lakhs. It is a capital outlay. We would like to see what are the new works that have been executed.

Sir Gurunath Bewoor: I did not quite catch the Honourable Member's question.

Mr. T. S. Avinashilingam Chettiar: The amount involved is Rs. 21 lakhs. This is capital outlay on new works and may we know what new works they have taken on hand?

Sir Gurunath Bewoor: I am afraid I have not the information. This report relates to 1942-43 and the works which have been carried out were mentioned in the Budget and to the Standing Finance Committee. I cannot give you the list of works carried out in 1942-43 to the extent of this amount.

Mr. T. S. Avinashilingam Chettiar: What is the use of coming here?

Sir Gurunath Bewoor: I am asked here to explain the extra expenditure—the variation between the sanctioned amount and the actual expenditure. The difference is only about Rs. 20,000 in a total of Rs. 20 lakhs.

Mr. T. S. Avinashilingam Chettiar: Since the whole item is a new expenditure we may know what it is on.

Sir Gurunath Bewoor: These are sanctioned works which are carried out. It so happened the actual expenditure was Rs. 20,000 more than that sanctioned in the budget. It is only one per cent. of the total expenditure. And if you see the report of the Committee it says: "There was a small excess in this grant as a result of various excesses and savings which more or less counterbalanced each other". These were all sanctioned works. It is impossible to give a list of these works. I can give him just the actual expenditure on buildings, apparatus and plant under the different headings of Telegraphs, radios, etc. But I cannot give him the name of a particular work that was being carried on in Coimbatore or Shillong.

Mr. D. K. Lahiri Chaudhury (Bengal: Landholders): The telephones in Delhi are hopelessly irregular. A Member has great difficulties in having messages sent properly. Will the Honourable Member see that the telephone system is properly worked? We have to wait for half an hour before getting satisfaction from the exchange.

Sir Gurunath Bewoor: Well, I have taken note of that.

Mr. Chairman (Mr. Abdul Qaiyum): The question is:

"That an excess grant of Rs. 19,869, be voted by the Assembly to regularise the expenditure chargeable to Capital actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Capital Outlay on Indian Posts and Telegraphs Department (not charged to Revenue)'."

The motion was adopted.

DEMAND No. 75—STORES AND WORKSHOP EXPENDITURE (NOT CHARGED TO REVENUE).

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 26,74,046, be voted by the Assembly to regularise the expenditure chargeable to capital actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Stores and Workshop Expenditure (not charged to Revenue)'."

Mr. Chairman (Mr. Abdul Qaiyum): Motion moved:

"That an excess grant of Rs. 26,74,046, be voted by the Assembly to regularise the expenditure chargeable to capital actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Stores and Workshop Expenditure (not charged to Revenue)'."

Mr. M. Ananthasayanam Ayyangar: The original grant under this head was Rs. 35,000. Later on a supplementary grant of Rs. 28 lakhs was obtained in that year. Even that has been exceeded. A further sum of Rs. 27 lakhs has been spent by way of excess and sanction of this Assembly is sought for this expenditure. The original estimate was Rs. 35,000, whereas the amount actually spent was Rs. 55 lakhs, nearly 94 times as much. I would ask why such an under-estimate was made in the first instance. Secondly, why should this item be put to civil expenditure. It was stated before the Public Accounts Committee that this amount is the cost of equipment used entirely for war and that outside India. May I know in what theatre of war these materials were used? In paragraph 54 of the Public Accounts Committee report, the reason for this excess was a decision taken after the close of the year to eliminate from the Posts and Telegraphs' account the cost of certain stores supplied from abroad to the War Department outside India a credit for which had originally been taken in the accounts.

Let me know for what theatre of war this amount was used. What has become of those materials which were purchased? Why is this not charged to the Defence expenditure? I want information on these points. Also let me know why the original estimate was so low. Was the Standing Finance Committee consulted in this matter?

Sir Gurunath Bewoor: I must explain that this particular item about which we are asking for an excess grant is what is known as the Suspense Account. It is made up of the Stores Suspense Account and the Manufacture Suspense Account.

Let me explain what happens in the case of the Stores Account. Every store that is purchased is first debited to the Stores Account. When those

stores are issued to a work, that amount is credited to the Stores Account. Those stores then become a debit to the particular work on which they have been used. In the beginning of the year a general estimate is made of how much stores is likely to be purchased and how much stores is likely to be issued, so that at the end of the year you have a balance of what has been purchased and what has been issued, each purchase being a debit and each issue being a credit. An estimate was made in the beginning of the year that by the end of the year the purchases and the issues will be so much and that a balance of about Rs. 35,000 would be the addition to this Stores Account. During the course of the year—it was a war year—more stores were purchased and the progress on certain works was not as fast as was anticipated. Therefore instead of issuing those stores, the stores remained in the Stores Suspense Account, so that there was no credit. The stores are there but it simply meant that we purchased more stores than we anticipated and we issued less stores than we expected.

Now I come to the item of 30 lakhs. The procedure is this. The stores purchased are taken on the books of the Stores Account. When issued, as I said, they are credited to the same account. Frequently stores do not necessarily go all the way to Calcutta where the Stores organisation is. They are purchased in one place and issued to the works and are entered in the books on both sides, debit and credit. Now in this particular case stores to the extent of 30 lakhs were purchased and were issued direct to the works concerned. Those were works for defence purposes. I want to explain that the telegraph stores look after both the civil as well as the defence works, because we happen to have telegraph stores. We are the one organisation who have a variety of telegraph stores and every time the stores are issued, whether it is for a civil or defence work, the Stores Suspense Account gets its credit and debit. In this particular case the stores came and went straight to the Middle East without touching India. The accounts people made a mistake in showing those 30 lakhs as purchase and, therefore, as a debit to the Stores Account. In due course they would have got a credit on the other side as soon as they were issued to the Defence. But the year ended before this could be done. The Audit held that this 30 lakhs was wrongly entered in the books. We are therefore asking you for an excess grant to regularise the position. Actually after the end of the year that entry was removed. It had the same effect as showing a credit of 30 lakhs from the Defence. It is just a matter of accounting and that is why we have come before you for regularising this particular item.

Mr. Sami Vencatachelam Chetty (Madras: Indian Commerce): If at the end of the year it is a matter of credit adjustment, what stores were used for the various works for which they were intended?

Sir Gurunath Bewoor: As I had explained, these stores never came into the Stores organisation at all: they went straight. But the Stores people made an entry as if they had been received and the credit from Defence had not been given by the end of the year.

Mr. Sami Vencatachelam Chetty: Has it since been given?

Sir Gurunath Bewoor: Yes, it has been given.

Mr. Sami Vencatachelam Chetty: By how many lakhs?

Sir Gurunath Bewoor: The exact amount which had been debited.

Mr. Sami Vencatachelam Chetty: The actual amount. Therefore there is no balance under stores with regard to that particular item.

Sir Gurunath Bewoor: That is quite right.

Mr. Chairman (Mr. Abdul Qaiyum): The question is:

"That an excess grant of Rs. 26,74,046, be voted by the Assembly to regularise the expenditure chargeable to capital actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Stores and Workshop Expenditure (not charged to Revenue)'."

The motion was adopted.

DEMAND No. 80 — INTEREST FREE ADVANCES

The Honourable Sir Jeremy Raisman: Sir, I move:

"That an excess grant of Rs. 4,09,830, be voted by the Assembly to regularise the expenditure on Loans and Advances actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Interest-free Advances'."

May I explain that this is part of the technical method of accounting for raw materials in the mints? The value of the raw materials actually carried in the mints is treated as a suspense item, that is to say, as if it were an advance to the mint and if the raw materials that come in in a particular period are larger than was anticipated in the budget, that is reflected by the increase in interest-free advances. It is purely a technical matter, somewhat similar to the point which has just been dealt with by my Honourable friend Sir Gurnath Bewoor.

Mr. Chairman (Mr. Abdul Qaiyum): Motion moved:

"That an excess grant of Rs. 4,09,830, be voted by the Assembly to regularise the expenditure on Loans and Advances actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Interest-free Advances'."

Mr. T. S. Avinashilingam Chettiar: Sir, it is a technical matter and I would like to raise a technical point. I am referring to page 23 of the Public Accounts Committee's report. For various reasons they asked for a supplementary grant and got a large amount and over and above that they have spent, for which they have come here for an excess grant and the amount involved is 98 lakhs under "Civil Advances" mainly for the activities of the Supply Department and for advances on behalf of certain foreign Governments, Rs. 25 lakhs for the grant of evacuation advances to families of Government servants from vulnerable areas and Rs. 17 lakhs on account of purchase of raw materials for mints. The question that I would like to raise is this. Interest-free advances have an odd way of disappearing in the end. Take the case of the last war, when advances were made under the suspense account. The advances went on accumulating and after ten years it was found that the assets for the advances were not existing. Many trades, many activities of the Government were advanced under the suspense account, where they ought to have been advanced under some regular account. Advances under the suspense account are not placed before the Public Accounts Committee or any other Committee and since they are not audited properly, the effect was that after ten years the assets were found not to exist. I see that the Committee as well as the Auditor General have suggested that this sort of expenditure should not happen in future. I would here quote from page 23 of the Public Accounts Committee Report:

"When at the beginning of the war Government started embarking upon certain activities in the nature of State trading in which large sums of money would have been expended on purchase and then recovered by sale, it was proposed that, following tradition and the practice which had been followed in the last war, the relevant debits should be taken to Suspense. These suspense balances had taken as long as ten years to be cleared after the close of the last war. Further, this procedure had the disadvantage of enabling the Executive to continue over a series of years to spend large sums of public money without so much as bringing the matter to the notice of the Legislature or the Public Accounts Committee. These bodies learnt of it only when the activity had ceased, a loss had been incurred and a debit had to be taken to revenue at which stage they could not possibly raise any objection."

Let us suppose, the Supply Department invest 50 lakhs in a certain transaction. This would be transferred continuously from year to year for many years and after ten years it might be found that there are only 5 lakhs and 45 lakhs had disappeared. The only thing that could be done after ten years is to write it off. Nobody will have any voice in the matter and so it was suggested by the Public Accounts Committee and by the Auditor General that these large sums advanced specifically for the purpose of some sort of State trading (and the Supply Department's activities are essentially of the nature of State trading) should be on a regular account and they should be brought before the Public Accounts Committee and be subject to regular audit, to which other departments are subject. I would like to know whether that step has been taken and whether it is being done now.

Coming now to the Supply Department, the very mention of that name strikes terror into us, because we know how money is being spent in extravagant

contracts and extravagant expenditure. The amount involved is 2 crores and the explanation which you gave is only for 17 lakhs. The real explanation is that the money has been advanced to the Supply Department, that is, 98 lakhs under Civil advances and 25 lakhs as Evacuation advances to families of Government servants. I do not know how much was recovered and how much was recoverable. That money ought to have been recovered by this time. In any case this should not be treated as interest-free advance, because advances are an item which are not brought before any Committee of the Legislature or brought before the Public Accounts Committee for its scrutiny, and so I would like to know from the Honourable the Finance Member whether this procedure has been followed, after the suggestion made by the Public Accounts Committee; and may we also know this? It is difficult to avoid all suspense accounts entirely; but if they are absolutely essential, my suggestion is that they should not be carried over over the year: if they are to be passed over to the next year, they must be entered as debit items in a separate account and it must be brought before the Public Accounts Committee.

Mr. M. Ananthasayanam Ayyangar: Sir, may I know if the object of removing this item from the Suspense account and placing it under Capital Outlay was that it may not be a long time after the close of the war that these suspense accounts should be cleared, but then and there an opportunity should be given to the department concerned as also to the Assembly and the Public Accounts Committee to find out that these amounts have been adjusted. In the previous war, it took ten years for the suspense accounts to be cleared, and until then the Executive had a free hand to spend as they liked, and ultimately it was found that they had spent larger sums than were granted, and therefore the excess of expenditure over the grant had to be put into the revenue accounts of later years. To avoid that contingency and that difficulty, instead of putting these into the suspense account, it has been advised to be put into the Capital advance account. I would like to know whether the sums that have been allotted during that year and the year under review have already been accounted for and there is no balance on that head. I want that information. Unless that kind of check is made from time to time, the object of removing it from the suspense to capital advance would be frustrated. I would ask for information from the Honourable Mover.

The Honourable Sir Jeremy Raisman: Sir, I think the answer to Mr. Chettiar's question is given in the report of the Public Accounts Committee. The Auditor General brought to the notice of the Committee the disadvantages of the practice of debiting items wholesale to suspense and leaving possibly years to elapse before they were cleared or before they came to the notice of the Legislature or the Public Accounts Committee. It was because of those disadvantages that the Auditor General had taken the initiative in suggesting that they should be debited to capital outlay, such as this, which formed part of the regular budget and is dealt with in the Appropriation Accounts and comes under the purview of the Public Accounts Committee. Para. 37 of the Report goes on to say:

"It had therefore been decided by the Finance Department at the instance of the Auditor General that all these schemes of the nature of State trading, in which money had initially to be spent with the idea that it would ultimately be recovered, should be debited not to Suspense but to Capital thus bringing it within the Appropriation Accounts and consequently to the notice of the Public Accounts Committee and the Assembly."

What was reported was a definite decision of the Finance Department to that effect. This was endorsed. The Committee expressed itself as strongly in favour of the new procedure and recommended its continuance and extension to all such schemes in future. I have no doubt that that recommendation of the Committee has been accepted.

As regards the observations of Mr. Ayyangar, I cannot tell him what is the current state of the accounts to which he referred. This will have to be brought before the Public Accounts Committee in due course. The point is that there is now a regular procedure whereby they will from year to year be brought to the notice of this Assembly and of the Public Accounts Committee.

Mr. Chairman (Mr. Abdul Qaiyum): The question is:

"That an excess grant of Rs. 4,09,830, be voted by the Assembly to regularise the expenditure on Loans and Advances actually incurred in excess of the voted grant in the year 1942-43, in respect of 'Interest-free Advances'."

The motion was adopted.

THE INSURANCE (SECOND AMENDMENT) BILL

PRESENTATION OF THE REPORT OF THE SELECT COMMITTEE

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I present the Report of the Select Committee on the Bill further to amend the Insurance Act, 1938.

Mr. Chairman (Mr. Abdul Qaiyum): The House now stands adjourned till 4 o'clock when the adjournment motion will be taken up.

The Assembly then adjourned till Four of the Clock

The Assembly re-assembled at Four of the Clock, Mr. President (The Honourable Sir Abdur Rahim) In the Chair.

MOTION FOR ADJOURNMENT

USE OF UNFAIR MEANS ON THE PUBLIC OF BIHAR FOR PURCHASE OF NATIONAL SAVINGS CERTIFICATES

Maulvi Muhammad Abdul Ghani (Tirhut Division: Muhammadan): Sir I move:

"That the Assembly do now adjourn."

The purpose of this adjournment motion is to discuss the foul, unfair and illegal means adopted by the agents of the Government of India in compelling the public to purchase the National Savings Certificates. They do not know what is legal or illegal in their zeal to make people purchase these certificates. This is not the case in Bihar only. I say that this is being done all over India. In this very place, Delhi, which is a centrally administered area, this thing is happening every day. The license of the hotel keepers and others are stopped on pain of purchasing the National Savings Certificates and they are compelled to give a certain amount. The rations of hotel keepers and others have been stopped here. The parents of the children of the municipal schools have been compelled by the magistrate here to pay Rs. 10 for each child, so that their child may remain in school. If the children's parents do not pay Rs. 10 per head, they will be turned out of the school. In our part of the country, the magistrates are out to realise every year, and this year too, a sum of Rs. 200, 400 or 500 from each gun license holder. You may judge the agony of the people who hold these gun licenses for the protection of their lives and honour, particularly in these days when dacoits and thieves are out to loot the people. At present the authorities there have declared through their agents by beat of drum that every one in the rural area paying a chaukidari tax of one rupee shall have to pay to the tune of Rs. 20 for the purchase of the certificates and the same is the case with the urban people who are paying municipal taxes and in case they do not obey the orders they will be harassed in all possible ways unknown to human law. Recently in the province of Bihar, in the district of Sonthal Parganas, the S.D.O. of Rajmahal addressed a meeting at Sahebganj. After addressing the meeting, the Sub-Divisional Officer Rai Sahib R. Prasad asked two merchants Sitaram Bharthia and Banarsi Lal Bharthia of Sahebganj, to pay Rs. 10,000 each for the purchase of the National Savings Certificates. The poor merchants offered Rs. 1,000 and they deposited it subsequently but no heed was paid. A Sub Deputy Magistrate and the District Supply Officer were sent to inspect their factory and they went there and demanded their registers showing the supplies of articles to the military authorities. They refused on the ground that these registers were confidential and secret and nobody could see them except the military authorities. However a notice was served by the Sub-Divisional Officer under section 13 read with section 12.

The Honourable Sir Jeremy Raisman (Finance Member): On a point of order. I understood that the basis of this motion was that officers under the control of the Central Government had exceeded and misused their powers. I should be quite unable to deal with cases of the kind which the Honourable Member is now discussing and I suggest that they are not strictly germane.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Mover must confine himself to action taken by the agents of the Government of India. Otherwise he will not be in order. I admitted this motion because it was the Honourable Member's contention that the agents of the Government of India were misusing their powers.

Nawabzada Muhammad Liaquat Ali Khan (Rohilkund and Kumaon Divisions: Muhammad Rural): The gentleman Mr. Abdul Ghani is referring to is the local leader of the National War Front, which is a Department of the Government of India.

The Honourable Sir Jeremy Raisman: No, Sir.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member must confine himself to the conduct of agents of the Central Government who have misused their powers.

Maulvi Muhammad Abdul Ghani: In Bihar, the officers of the Central Government, the Income-tax Officers and officers of the Central Excise and Salt Department are doing the same thing. Income-tax Officers give a threat to the people that if they don't purchase these certificates, their tax will be enhanced. Under fear of that threat, the people have to obey their orders.

The Honourable Sir Jeremy Raisman: Will the Honourable Member furnish me with information of any case of that kind?

Maulvi Muhammad Abdul Ghani: I have been given this information by my constituents and it is very difficult for me to hunt out particular cases.

The Honourable Sir Jeremy Raisman: It is much more difficult for me.

Maulvi Muhammad Abdul Ghani: I will just cite the case of people working under the National War Front which went up to the Patna High Court and I will place before the Chair what the Patna High Court said on this subject and then resume my seat. I was citing the case of the National War Front which is directly under the Government of India.

Mr. President (The Honourable Sir Abdur Rahim): Are the employees of the National War Front canvassing for the sale of these National Savings Certificates?

Maulvi Muhammad Abdul Ghani: Yes, Sir; that is exactly the point. I was referring to the case of the meeting held by the S.D.O. of Rajmahal under the National War Front at Sahebganj in the district of Sonthal Parganas in Bihar on the 5th or 6th February, 1944. Now, on the refusal of the two persons to subscribe to the tune of Rs. 10,000 each for the purchase of the National Savings Certificates, a notice was issued to them that they shall be prosecuted under section 13, read with section 12, of the Ordinance No. 35 of 1943. When they were so ordered, and a proceeding was started they went up to the High Court of Patna and the worthy High Court observed as follows. Justice Meredith in quashing the criminal proceedings against these two persons observed:

"The learned S. D. O. holds the title of Rai Sahib, an honour which he has, no doubt, earned as a faithful and efficient servant of the Crown. He is, however, like all judicial officers, also a servant of the public. He is more than that: he is also a servant of an ideal—that ideal is the Rule of Law—a principle that stands above principalities and powers. Let him not forget it."

He further observed:

"If it is the function of the court to punish wrong-doers, it is no less its function to guard and protect the private citizens from an arbitrary or illegal action on the part of the executive authorities. In this country the magisterial Courts are under the direct control of the district executive authorities; frequently the judicial and executive functions are combined in the same individual. When he is in this responsible—some might say invidious—position, it is of utmost importance that he should scrupulously avoid even the appearance of using the courts, of legal process; not in protection of the subject from executive vagaries but to support them."

Mr. President (The Honourable Sir Abdur Rahim): Is that the judgment of the Patna High Court?

Maulvi Muhammad Abdul Ghani: Yes, Sir; it is the judgment of Justice Meredith of the Patna High Court.

Before this case, other cases were brought to the notice of the Patna High Court in connection with the National War Front. There was a case before Justice Manohar Lall and Justice Aggarwal also, and they made serious remarks with regard to these mal practices, but the agents of the Government of India did not pay any heed to those remarks and therefore we have a right to censure the Government of India. With these few words, I move my motion.

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

"That the Assembly do now adjourn."

Mr. K. C. Neogy (Dacca Division: Non-Muhammadan Rural): Sir, I should like to say a few words in connection with the constitutional objection.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member must confine himself to what is happening in Bihar because the motion relates to the use of force and illegal and unfair means on the public of Bihar.

Mr. K. C. Neogy: I have no particular instance to which I can refer on the strength of my own information from that province, but I should like to deal with the constitutional point that has been raised by the Honourable the Finance Member in this connection. The Honourable Member's point was that the Government of India can be called to account only for such behaviour as the officers of the Government of India employed in the provinces might be considered to have been guilty of. But the Honourable Member himself would admit that the raising of loans—the war loans, the National Savings Certificates drive and so on—has nothing to do with any Provincial Government. If one goes through the Government of India Act, one does not come across any single provision there which authorises the Provincial Government to raise loans of this character. If they were provincial loans, I can understand the point made by my Honourable friend. In so far as these loans are authorised by the Government of India, every one who is engaged in the collection of subscriptions to that loan must be deemed to be an agent of the Government of India, and we are entitled to criticise the action of these agents as if they were directly responsible to the Honourable Member himself. Not merely that, I have my Honourable friend's own authority for stating that the Central Government would not disown the direct responsibility for the procedure that is being followed in the provinces in this regard. I would draw my Honourable friend's attention to a certain statement which he himself made in this House on the 10th November, 1943 in the course of certain interpellations on a very much similar subject.

A suggestion was made by my Honourable friend to my right in the course of a supplementary question that a procedure might be laid down by the Central Government in regard to these measures so that the Provincial Governments might follow that particular procedure uniformly throughout India. The following is the reply to that particular suggestion, by the Honourable the Finance Member:

"It has been found in practice that a uniform procedure prescribed by the Centre is not the best way of getting results (my Honourable friend is very anxious to get results, I take it) and our practice is to discuss the matter with the Provincial Governments and take into account their advice as to the best way to proceed; and so there will be differing features in different provinces."

Now, in the face of that statement, he can disclaim any responsibility in regard to this matter, is something that passes my comprehension. There must have been discussions between my Honourable friend's Department and the Provincial Governments concerned in regard to the procedure that the Provincial Governments are expected to follow in the raising of these loans; and if we find that in practice a particular procedure has been followed, of the kind to

which reference has been made by my Honourable friend from Bihar, we are definitely entitled to call the Honourable Member to account.

The Honourable Sir Jeremy Raisman: I have just been reminded by the ex-Governor of Bihar that the Bihar Government refused to accept the Central Government's suggestion about the procedure.

Mr. K. C. Neogy: I am not surprised by that information having regard to the personnel of the authority mentioned. But, Sir, it is not merely that the Central Government cannot disown their responsibility for the enforcement of a particular procedure in the province, but my complaint goes further. My Honourable friend has not done anything to discourage the use of these methods in the provinces although, time and again, complaints have been voiced in this House that *zulum* was actually being perpetrated in the name of getting voluntary subscriptions from the people. This is what the Honourable Member said with reference to some allegations brought to his notice about the *zulum* practice. I am again quoting from him:

"It must be recognised that in embarking on a drive and exercising as much influence as one can in order to induce small savings, there is bound to be a certain amount of room for allegations of that kind, but I would suggest to the Honourable Member that if we are entirely to refrain from this effort because of the possibility of such allegations, then we shall indeed be in a serious position."

Now, Sir, I should have expected the Honourable Member to take that opportunity to give a warning to all concerned, to the Provincial Governments and the officers of the Provincial Governments whom he employs as his agents. But he did nothing of the kind. If anything, he indirectly gave an encouragement to the Provincial Governments to go on with their methods because he was anxious to get "results". Sir, I am afraid I have no specific instance that I can quote from Bihar. I shall only read out an instance where a serious allegation is made, and it is reported in today's papers with reference to U. P. from which the Honourable the Home Member hails. As it is a matter of general importance I would beg your leave to refer to that incident, because it is a very serious allegation and the matter is going to a court of law. This would be merely by way of illustrating the point that it is the Central Government that is responsible for this kind of transaction that is taking place, particularly in the Provinces which are being administered under the provisions of section 93 of the Government of India Act. This is a case where a notice has been served by Dr. K. N. Katju, ex-Minister of Law and Justice, U. P. Government, on certain Government officers for the purpose of bringing a suit in due course against the Government. The facts are these:

"On January 16, 1945, Sarju Prasad"—that is the name of the victim—"on account of his inability to pay a sum of Rs. 50, as his contribution towards the defence savings was ordered by the Naib Tahsildar to sit down in a posture which in common parlance is known as 'Murgha Banana'." [I hope the Honourable the Home Member will assist this House by giving an ocular demonstration in order to enable us better to follow the procedure that was followed.] To continue the incident—"later by his order tied with a rope, and fastened to a door nail. Seeing no effect he ordered him to be beaten with shoes which order one of the peons carried out. Ultimately, after some higgling, the Naib Tahsildar fixed the contribution at Rs. 15, which Sarju Prasad agreed to pay."

I should perhaps now be told on the authority of the Honourable the Home Member that the U. P. Government also refused to follow the advice given by the Government of India. I am waiting for that statement from the Honourable the Home Member.

The Honourable Sir Francis Mudie (Home Member): Yes.

Mr. K. C. Neogy: It has the 'Mudie' touch in both the cases. Now, Sir, having regard to the striking similarity of actions that are being taken in these two Provinces, Bihar and U. P., I am afraid the Central Government has got to be held responsible for initiating uniform procedure so far as the Provinces administered under section 93 are concerned. Otherwise it is difficult to explain the similarity of procedure that is being followed in these two Provinces.

The Honourable Sir Francis Mudie: No similarity.

Mr. K. C. Neogy: I have reason to believe that in a very decent proportion of cases where large amounts are subscribed, the parties are taking the assistance of Banks for finding the money. What they do is merely to deposit the margin money with the Bank, getting a loan from the Bank for the purpose of purchasing these Defence Savings Certificates. Otherwise they cannot find the money with which to pay for the purchase of these certificates. They pay the Bank's interest at a higher rate than the rate at which interest on these Defence Savings Certificates are payable by the Government. Therefore it is a misnomer to call them national "savings" certificates. In this case the money comes not out of savings, but out of borrowings, thanks to the policy which the Government has enforced for the purpose of getting compulsory subscription. And here again, I would refer to the Honourable Member's observation on that particular day where he said in the course of a reply to a further supplementary question:

"I would remind the Honourable Member that it is widely believed both in this and other countries that compulsory savings are justified in circumstances such as the present."

Of course the question in that connection was the question of compulsory deductions from the pay of Government officers. But then, the statement made by the Honourable Member gives an indication of the working of his mind, when he said that even some amount of compulsion is justified in these circumstances.

Now, Sir, I should like to quote one other instance. A particular case has been brought to my notice. Unfortunately I have not got the papers with me at present. Again it was in U. P. A certain District Officer called upon the Manager of a sugar mill to submit to the officer concerned the pay roll of the factory for the month.

An Honourable Member: It was in Ghaziabad.

Mr. K. C. Neogy: My friend reminds me that it was in Ghaziabad. Certain compulsory deductions were ordered to be made from the payments made to each individual on the pay roll of that concern, including labourers, at rates prescribed by the Officer. This was a peremptory order served on the Manager of the concern. "Send me the pay-roll indicating whether you have deducted these sums from the various members of the staff". The Honourable Member should be ashamed to connive at such a procedure. Again, I say, if all these are happening today, it is because of the indirect encouragement which the Honourable Member himself gave to the provincial authorities concerned on 10th November, 1943, when he was expected to give a warning to them saying that the Government of India would not tolerate the repetition of such allegations. That is not the attitude which the Honourable Member took on that occasion; and I do hope he will atone for his past remissness in this matter, by making a statement to the effect that the Government of India would not tolerate any such allegations and that the Government of India would take the utmost care to see that such allegations cannot be made in future.

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): Sir, I fully agree with my Honourable friend Mr. Neogy in this view which he has taken that whatever is done by the officers even of the Provincial Governments, when they are executing some work on behalf of the Government of India, then they must be considered to be the agents of the Government of India, because the Government of India ask the Provincial Governments to do a certain thing which they expect must be done. The usual procedure is this. A demand is put up before the Governor of the Province. The Governor passes on the demand to the Chief Secretary. The Chief Secretary probably passes it on to the District Collectors and District Magistrates. These District Magistrates in their turn pass it on to the petty officials ordering them to collect. Now these petty officials are an irresponsible lot. They want to please the District Magistrate. The petty official does everything in a most irresponsible manner. He causes great annoyance to the public. If the District Magistrate is a wise official, it sometimes happens he takes into confidence the leading public men of

the place. He convenes a meeting of the public and he entrusts the entire work to the non-officials and the non-officials are drawn from all parties. They undertake to execute the work. They take the responsibility on themselves. Then there is no complaint that you hear from such cases. Where the district official does not care for the leading public men where he ignores everybody who has got influence in the district, he only takes the help of officials like the tahsildar or the naib tahsildar or people of the National War Front or the members of other organisations who depend entirely on the report of the district official for their promotion for rewards and for everything else. These people go and harass the public. You ask how the Provincial Government is responsible. They are responsible because it is all done for and on behalf of the Government of India.

I will give you one small instance. I do not know much about Bihar, but I have had complaints in my own province that forcible subscriptions are raised, and I did not know that the Government of India are getting any subscriptions. But some poor milk-sellers came to me and said that they had been forced to pay a sum of Rs. 3,000 as subscription. They formed a very small colony of 14 or 15 and I did not understand why they should have been asked to pay this amount of Rs. 3,000. They said it was at first fixed at Rs. 5,000, but it was reduced to Rs. 3,000 and they were applying for a further reduction. And on my asking them I was told that not only they but the entire city was asked to collect in this manner a sum of 20,000 or 10,000 from different sections of people,—sweetmeat sellers so much, pedlars so much, banias so much, ration-shop keepers so much, and so on. I made an inquiry and fortunately on the very next day one of the officials concerned in this collection came to see me. On my pointing this out to him and telling him that Government would get a bad name by this forced collection of subscriptions, he said that it was not a subscription at all but a loan which they were taking for the Government of India. That was of course satisfactory so far as he was concerned, but the people from whom the money was collected could not distinguish between a loan and a subscription.

Sir Cowasjee Jehangir (Bombay City: Non-Muhammadan Urban): Did they get a certificate?

Sir Muhammad Yamin Khan: Yes, sometimes but not at once.

Sir Cowasjee Jehangir: Have you any case where money was taken and no certificate was given?

Sir Muhammad Yamin Khan: No, that is not my allegation. My point is that these poor people do not know whether they are paying a subscription or giving a loan, or whether the receipt is one for repayment. And they are not even told clearly that it is a loan. If they understood that it was a loan which would be repaid with interest, they would not resent it so much, but that is not done. They are forcibly made to pay and some say they had to sell their cows and some had to borrow from the bania to whom they supply milk. This brings discredit on Government and creates discontent which is the worst thing that can happen in time of war. I know that during the last war I had to collect the first subscription in my province. I had an idea of collecting Rs. 80,000 but I collected 1 lakh and 67 thousand in my district, and the people gave quite willingly. No one was forced to pay anything. In the very first meeting that I addressed I collected Rs. 80,000, with the utmost good-will from the people. You have to infuse the spirit and tell them where the danger lies, and then they will willingly subscribe. But that spirit is not created. If a *hukum* is given it makes Government unpopular and creates discontent. If it is done in the proper spirit there will be no agitation. If any one does not want to pay, he should not be forced to subscribe. Why force a man to pay Rs. 15? If the case that a man was forced to pay Rs. 15 instead of Rs. 50 is true, I think the Naib Tahsildar was a most unwise person. He made himself ridiculous for this Rs. 15 and got a notice from a lawyer.

The Honourable Sir Francis Mudie: Sir, may I point out that this case has not been proved against the Naib Tahsildar? It is the allegation of Dr. Katju, that is all.

Sir Muhammad Yamin Khan: I shall be happy if it is wrong; at least in my province I do not like this kind of thing. But there certainly are many cases of forced payments and it is not properly explained that they are loans. And they are taken from people who cannot afford to raise the money but have to borrow it at high rates of interest—six, seven, eight per cent.—and you know the poor villager cannot borrow at anything less than 2 per cent. per month compound interest, which comes to something like 40 per cent. And from you he gets only 2 or 3 per cent. The man is practically ruined. I know of course that farmers have made some money these days on account of the high prices of their commodities, but all are not farmers; there are many farm labourers.

The Honourable Sir Jeremy Raisman: But the milkmen have not done too badly, in my personal experience.

Sir Muhammad Yamin Khan: They have suffered very badly. A buffalo which used to cost Rs. 60 now costs Rs. 500, and in order to feed him you require now more than Rs. 3 a day instead of Re. 1 a day as before. In the big towns where there were 500 buffaloes you do not nowadays get even 50; they have all gone. Does the Honourable Member know that instead of cows these buffaloes are being slaughtered in the big towns on account of meat for the army, because a buffalo which sold for Rs. 10 or Rs. 20 now fetches Rs. 200? And the contractors are getting these animals killed for meat. So the milkman is not a gainer; he has suffered badly because he cannot increase his income. And there are other people too. The zamindar, my class, in my province has badly suffered; he cannot increase his rent by one penny, and his expenses have gone up five times. He is a ruined man these days. He lives from hand to mouth, and he has had to discharge a lot of his servants. But to keep up appearances he has to borrow money and invest in these loans. He is therefore a great sufferer. So I say that because the Honourable Member's responsibility is there he must issue instructions to the Provincial Governments that nothing should be collected without the good will of the people. They must not force anybody to subscribe. There should be propaganda, but the actual collections should not be made in the way in which it has been done in the provinces in the past. I know that among the non-officials there are many zealous people who, in order to gain their own objects and to please the district officials, go to even greater lengths than the officials themselves. These non-officials are those who want some sort of a favour from the district authorities—for instance, a ration shop, monopoly for selling salt for the whole town, or some other contract—and in order to show their *kar guzari*, they cause terrorism amongst the people. These people are most hated in the towns and in the districts, and there are the persons who bring bad name to the Government. Such people have no following and they lose no opportunity; they want to become rich quickly and so while the war is on they try all their methods. Therefore, I say, Sir, that if the District Magistrates would take influential and leading people into confidence and ask for their help and co-operation, many of the difficulties would come to an end, and there will be no trouble whatsoever. It is wrong to say that Congress people should not be invited for such help and co-operation. It is there where you make the mistake.

Mr. President (The Honourable Sir Abdur Rahim): Honourable Member's time is up.

Sir Muhammad Yamin Khan: With these words I support the motion.

Sardar Sant Singh (West Punjab: Sikh): Sir, the Provincial autonomy has become the saving feature of the bureaucratic Government at the Centre. Whatever evil is done, it is shoved on the Provincial Government, and whatever virtue results, it is claimed by the Central Government. In matters that are directly connected with the Central Government—for instance, this very scheme for compulsory savings—the Government tries to take shelter behind the plea that every evil deed that is being done is done by the servants of the Provincial Governments. Sir, when the Honourable the Finance Member said that

Bihar Government did not agree with the instructions of the Central Government, and also the United Provinces Government did not agree with the instructions of the Central Government, I was reminded of a historical story. It is this: Mahmood Ghaznavi conquered a large part of the country over which he was ruling. One day a man was killed. His widow went up to the King and asked him to protect her. Thereupon the King replied that the place of murder was at such a great distance that he was unable to reach the murderers. The retort came, 'why not give up that portion which you cannot conveniently rule'. This is what the widow told the King at that time. May I ask the Honourable Member whether he would also not do the same if he cannot control the working of his loans and levies he will give up the provincial agency and use his own agency to familiarize the people about what he wants to be done? Why not take the censure on himself when he has used the Provincial Governments as his agents to do the job for him. "Because the Provincial Governments are guilty of evil deeds, therefore the Central Government is virtuous"—is a line of argument one fails to appreciate—

The Honourable Sir Jeremy Raisman: I have suggested to the Provincial Governments that they should allow this to be done by the Central Government, but not all Provincial Governments agree.

Sardar Sant Singh: When they do not agree, withdraw the power from the Provincial Governments. There is not much commonsense needed to find out the way of doing it. If the Provincial Governments do not agree to your methods, then say that you do not want to use the Provincial Governments for this purpose, because it is the Central Government who want these certificates to be purchased. I am one of those who believe that in order to meet the inflation, which has resulted from his printing too many notes, something must be done. The principle that he has adopted is sound, but the method which has been adopted to put it into practice is so abominable that it looks as if the Government of India is out to terrorize people under various excuses. The policy behind it is that you terrorize people. You do not want the people to be independent in their action with regard to their own property. That is the conclusion at which we have arrived. So many instances have been given by Honourable Members from other provinces. In the Punjab it is a part of the revenue collection; they get Rs. 25 per square from each zamindar for these saving certificates. The headman of my village approached me for Rs. 50 for my land and told me that this is the rate fixed by the Government. I told him, "If you want money for saving certificates, I will give you much more than that; Rs. 50 is a small sum for me. You had better tell your Tahsildar". The Tehsildar came to me and said, "You have set a bad example; the whole countryside will refuse to pay". I paid Rs. 50 because I did not want him to get a bad name. But there is no doubt that it is a common complaint. Instead of winning the love of the people Government is estranging them. It is playing into the hands of those who want Britishers to quit India. I wonder why they should censure the Government when it helps their cause. I think this is the best help Government can give. Government's methods are not democratic; this democracy and talk of freedom is all bosh—it is a big fraud. If Government of India cannot manage the Provincial Governments to do their job—which is a good job—by propaganda and by persuasion, Members of the Government are not worth the job which they are holding, and are not worth the salt which they are eating of this country. The net result is, we ask the Government to call off this collection; that is what we demand from it if there is any pretence of democracy at all—the Government of India says—we represent nobody. At any rate we represent some electorate who have voted for us, but may I know whom do the members on the Treasury Benches represent? There is not a single vote behind them and the country will be too glad to get rid of them. Therefore, I say that if the right thing cannot be done in the right manner, the Government is not worth governing this country. It is not the cause itself, but the way in which that cause is carried out which is of greater importance. A virtue done in the wrong way will get you bad name, but if an

[Sardar Sant Singh]

evil deed is done in a good way, you will get some applause for it. The Government of India forget that the procedure and the method are more important than the cause itself. Therefore, I will support this motion and throw the responsibility upon the Central Government for all the evils that have resulted in the collection of this loan.

Mr. Jamnadas M. Mehta (Bombay Central Division: Non-Muhammadan Rural): Sir, it is most satisfactory to me that the debate has gone on on a very good and high level. Nobody has objected to the Government raising loans or otherwise raising money for the conduct of the war. This is most satisfactory to me, and I hope the speeches that may be made hereafter will conform to the standard laid down by my Honourable friend, Sir Muhammad Yamin Khan, who collected Rs. 1,67,000 in the last war. Am I right?

Sir Muhammad Yamin Khan: Yes. In one collection.

Mr. Jamnadas M. Mehta: I am glad to find that he did meritorious duty last time and everybody was pleased.

Sir Muhammad Yamin Khan: I think so.

Mr. Jamnadas M. Mehta: He thinks so. If he remembers his own time there were enough detractors . . . (Interruptions.) Nobody wishes to pay money.

Sir Muhammad Yamin Khan: Probably they told you.

Mr. Jamnadas M. Mehta: Nobody wishes to pay money. He had enough detractors before he got his Knighthood. But I wish that you did collect easily. I do not mind.

Mr. Manu Subedar (Indian Merchants' Chamber and Bureau: Indian Commerce): Are you jealous of the Knighthood?

Mr. Jamnadas M. Mehta: No, Sir. When it comes to me I will transfer it to you because you are a long aspirant for it. You are sailing under false colours by sitting on those benches.

Mr. Manu Subedar: Even a G.C.S.I. would not tempt me.

Several Honourable Members: Order, order.

Mr. Jamnadas M. Mehta: I am now speaking. Let him not interrupt. For one thing that he gives me I will give him ten!

Mr. Bhulabhai J. Desai (Bombay Northern Divisions: Non-Muhammadan Rural): I must rise to a point of order. He must address to the Chair.

Mr. President (The Honourable Sir Abdur Rahim): I must insist on the Honourable Member addressing the Chair when speaking.

Mr. Jamnadas M. Mehta: I am glad that the Honourable the Leader of the Opposition has risen to a point of order. I am also of the same opinion. When you conduct a war, loans are necessary otherwise inflation will ensue. Therefore in time of war you first tax and then you raise loans. I am happy that every speaker here has confined himself to the wrong methods of raising loans. I am with them in that. So far as the raising of loans by wrong methods is concerned I am entirely with the Honourable Members who have spoken.

My submission is that in this country of 40 crores of human beings, there are only 30 lakhs of people who can contribute anything. If the Honourable the Finance Member will examine the number of income-tax payers and add to them the number of big zamindars, the number of people who can possibly buy loans will be found not to exceed 30 lakhs of people, and I think that any more person who has paid has been subjected to some sort of coercion. That is my submission to the Honourable Member and to the House.

In the city of Bombay when this question of raising loans and war bonds and certificates came before the National War Front, I told the leader and all the members that so far as the propaganda for raising money from the poor was concerned it would be a misdirected effort and I am glad to say that the leaders of the National War Front agreed with me and they have not, to my knowledge, carried on a campaign for getting war loans, certificates or bonds amongst the

poor. I do hope that the other war fronts as well as the Government machinery will bear this in mind. In this poor country barely 30 lakhs of people or a little more are in a position to pay. The middle-class today is ruined beyond redemption. Never earning more than 30 to 40 per cent. of what they earned before the war, they have today to live a life that has become 400 per cent. more costly. Therefore the middle class is incapable of paying any war subscriptions, war loans or certificates. The peasants are already in debt to the tune of Rs. 1,000 crores—a little less or a little more. I do not think an indebted man can buy loans. The industrial workers, except in some textile mills, have not got more than 40 to 50 per cent. of dearness allowance and they have to pay 400 per cent. higher for their living. Therefore, only a few in this country can pay for war loans, war bonds, cash certificates or anything. The figures which are given at the end of the page accompanying the memorandum of the current year's budget on page 28 confirm what I say. Out of a total public debt of Rs. 2,000 crores, the certificates do not amount to even Rs. 30 crores. In post office defence and saving certificates, what was Rs. 59 crores in 1938-39 is Rs. 41 crores today—Rs. 18 crores less. That shows that the poor and the middle-classes have not been able to save and they have found it necessary to withdraw Rs. 18 crores during the last four or five years to keep the domestic fires burning.

I am however quite willing to give the Honourable Member the credit that he never intended to use immoral pressure. In the last war the head of the Province of Bombay encouraged the "use of pressure and persuasion". This was in 1914-18. This is a bigger war. The amount needed is greater. Naturally the Government must keep a watch over their subordinates. If this kind of pressure will continue and the poor will be more unhappy than they were ever before,

I do not mind if the contractors pay. I do not mind anybody who gets any benefit from Government pay. I am willing to pay. Those who are making money in professions—medical, legal or any other—should also pay. Business men and industrialists should pay. Other rich men should pay. Big zamindars should pay. All of them should be asked to pay and pressure exerted on them would be legitimate. The granting of titles should be made more costly. To all that I am agreeable. Every man who can afford to give to a loan or buy a certificate should do so. It is in his interest. It is for the benefit of the masses. It is in the interest of the war effort. Therefore every honest effort in favour of raising money from those who can afford to pay is not only justified, necessary but must be encouraged by this House.

As far as these middle and poor classes are concerned, they are hopelessly incapable of paying a single pie and no attempt should be made either through the Central Government agency or through the Provincial Government agency. Under the Government of India Act, 1935, the peace and tranquility of the country is the concern of the Governor General and war needs are for preservation of peace and tranquility. Therefore, I do not see why the Central Government is not entitled to use every pressure where it can be legitimately exercised. But I do believe that a good deal of improper pressure, particularly on the poor and middle classes has been used, will be used, unless proper control is effectively exercised by the authorities concerned.

The Honourable Sir Francis Mudie: Sir, I understand that some arrangement has been come to about the timings of subsequent speeches. So I will not keep the House longer than necessary. I feel that I must disabuse the House of any opinion they may have formed of Bihar officials, particularly as the incidents quoted occurred in 1944. I was acting Governor at the time and I happen to know a good deal about how the loan was collected in Bihar. The greatest success was in the district of Purnea, where the method,—or a similar method—recommended by Sir Yamin Khan was employed. A committee was formed in each police thana (there are no fahsils in Bihar) consisting of local

[Sir Francis Mudie.]

zamindars and *raises* and people representing the tenants. They fixed the amount which each person was expected to subscribe. The Sub-Divisional Officer visited the police station on a given day and these people came and paid

the subscriptions before him to ensure that what they paid went to the war loan. That method was extremely successful. This scheme was explained to other collectors and they were told "Here is how to do it. Here is the way you get the money". One of the things on which particular stress was laid was the point raised by Sir Muhammad Yamin Khan that the subscribers should be told that what they were paying was not a *chanda* but a loan. The interesting thing was that in one or two districts in which that was not done (perhaps the District Magistrate was too lazy or something of the sort) the amount raised was comparatively small. These districts (the districts which subscribed little) were the districts from which complaints came. We found, the Government of Bihar found (and for that matter U. P. also) that it did not pay to encourage methods of the kind which are alleged today. They were the last things that any Government would encourage. So much for the officials in Bihar.

Now as to my friend the Finance Member. The Finance Department as the Finance Member has said, had a scheme of sending their own agents into provinces who would collect subscriptions direct without reference to the local officials. But I think most of the provinces (at least two I know certainly) objected. For one thing they did not think that that would be successful. It is fundamental, as Mr. Jannadas Mehta explained, that we must be successful, otherwise prices are bound to go higher and higher. They thought that while they would be able to control their own officials this would not be possible in the case of the Finance Department agents. If they started monkeying about—taking the money or any thing of that sort—the Provincial Government would not be able to control them. This business of getting these loans is bound to be abused occasionally. Provincial Governments would rather have this work done by people under their own authority and control. So that they could prevent things happening as alleged. The last people who are responsible for these things are the Finance Department of the Government of India. To repeat, in Bihar these methods are strongly discouraged and in fact were unsuccessful. I am sure the case is the same in the U. P. In as far as agents of the Provincial Government were employed they were employed not as agents of the Government of India. The reason why the Provincial Governments took the responsibility was to prevent things of this sort happening.

Nawabzada Muhammad Liaquat Ali Khan: Mr. President, although the motion, which is under discussion, refers to a particular province in India, I am sure it is within the knowledge of every Member of this House (including the Honourable the Home Member) that the allegations that are made in the motion are true throughout the country. The methods that are being used by the agents of the Government are, to put it very mildly, most objectionable and no civilised government would be proud that its agents should be using the methods that are being used to induce people to invest in the National Savings Certificates. Sir, we were told by the Honourable the Finance Member that the Government of India had put forward a certain scheme for the consideration of the Provincial Governments, by which this business would have been carried on under the control and authority of the Central Government and then they would have been in a better position to know what was being done. The Honourable the Home Member has given his reasons as to why the Province, where he was the head, did not accept that scheme and he has told us that it would have been difficult for Provincial Governments to exercise supervision over the agents of the Central Government, if they started monkeying. But from the information that is available and the personal experience of practically every Member of this House, the Provincial officers have been monkeying and donkeying more than anyone else. It seems to me that the concern of the Provincial Governments was that if there were to be any perquisites, they should go into the

pockets of the Provincial officers and not into the pockets of the Government of India agents and that appears to be the chief reason which the Provincial Governments had in rejecting the scheme which was proposed by the Government of India.

This drive for investing in National Savings Certificates can be justified on the ground that there is a great deal of inflated money in the country and it is necessary that that money should be invested in loans, so that the bad effect of inflation may be mitigated. Now, Sir, it will be admitted by every Honourable Member of this House that more than 75 per cent. of this inflated money is with the contractors of the Government of India, with the bribe-takers of the Government and with the black-marketeers working under the protection of the Government. Therefore if the intention is really to get all this money, then these are the three sources that should be tapped and only then you can get a large portion of the inflated money invested in war loans or in National Savings Certificates, or whatever you might like to call them. What happens? As the saying goes, money talks but in this country it not only talks but does lots of other things also. These people are quite secure. The burden falls on those classes of people who can least afford it. I can give one instance after another and I submit, Sir, that what is true of the Province of Delhi or U. P. is true of the Province of Bihar, because the methods are practically the same all over the country. What happens is this. It is the poorer classes that are being harassed and they are being victimised on account of this policy which is being pursued. I will give you one instance and I think every Honourable Member of this House would be or should be shocked, if he has any decency in him. There is a certain orphanage and the manager of the orphanage applied for ration cards for the children in his institution. He was asked to invest so much money in National Savings Certificates before the ration cards could be given. For three days there was no ration card given to these boys, till this manager had to write to the highest authority in the province and then and then only he was able to get ration cards.

The Honourable Sir Jeremy Raisman: Where did this happen?

Nawabzada Muhammad Liaquat Ali Khan: In Delhi.

The Honourable Sir Jeremy Raisman: Will the Honourable Member give me the names?

Nawabzada Muhammad Liaquat Ali Khan: I will: he might not like me to give the names here, but I shall give them to him later. These are really the methods that are being employed, which cannot bring any credit on any government in any land; and it is causing a great deal of hardship to the poorer classes: the richer classes do not matter: what does it matter to a man, whether you ask him to subscribe one thousand or two thousand or ten thousand when his bank balance is ten lakhs? It is immaterial. But if you ask the poor man to subscribe even five rupees, and he is either in debt or has no savings, or even if he has savings to the extent of twenty rupees—he cannot afford to subscribe even five rupees to your loans. I submit that the time has come when the Government should not be complacent about it. The time has come when they should take note of all these allegations and should not be satisfied only by saying "These are only allegations", but every allegation that is made is true; and I ask all those Members who are sitting over there, if they are convinced that no such treatment is being meted out to the people, that no such action is being taken, if the majority of those Members will stand up in their places, Mr. President, and put their hands on their hearts and say that all this is false and everything is above board

An Honourable Member: They will do it!

Nawabzada Muhammad Liaquat Ali Khan: Then I shall ask my friend to withdraw the motion. But it is not a fact. You know it; everyone knows that you are conniving at it; and that, I submit, is really the saddest part of the whole thing—that everybody knows about it: they know that people are suffering, they know that their underlings are using these methods and yet no action is being taken. They only believe in the end and it does not matter to

[Nawabzada Muhammad Liaquat Ali Khan]

them what means are being used; and this is a very wrong policy, even for this Government, to adopt.

Sir, as you have said, I do not want to give many instances from various other provinces, because as the motion says, it refers only to Bihar; but I think that if some Members from Bihar had opportunities to speak they would have been able to give you many more instances; and all these instances are true all over. All that I would like to say is this, that the manner in which the drive for small savings is taking place in this country is driving the poor mad; and every drive that is made drives so many nails in your coffin. Take care before it is too late.

Sir Cowasjee Jehangir: Mr. President, I think there is a little confusion between two kinds of drives: one is the small savings campaign and the other is subscriptions to Government loans.

Nawabzada Muhammad Liaquat Ali Khan: I am referring to the small savings drive.

Sir Cowasjee Jehangir: With regard to the small savings scheme, so far as the City of Bombay is concerned, it is the appointment of non-official agents by non-officials; and I would be most grateful if I could get an instance of any *zoolum* exercised by a non-official agent in the city of Bombay; they have 600 now.

Nawabzada Muhammad Liaquat Ali Khan: How can a non-official exercise *zoolum*? He has no authority.

Sir Cowasjee Jehangir: In the city of Bombay there are 600 non-official agents appointed by non-officials—they are appointed by me. I have taken this upon myself and I have scrutinised the list and I see that each agent is recommended by a respectable man. So far as the province is concerned, I believe the Government of Bombay has refused to allow a Government officer of any class to be appointed as agent. But it is possible that certain Government officials have been asked to appoint non-official agents. If any instance can be given of tyranny of this kind, not only would I not resent it—I have nothing to do with the province of Bombay, I am only concerned with the city—but I would certainly take it up. I have heard these allegations constantly and I agree with my Honourable friends that many of them are true; and I also agree that any *zoolum* exercised against the poor man to subscribe to the war loan is not only wrong and immoral, but does the greatest harm not only to the man but to Government; and I give away no secret when I say that when my opinion was asked I did say that the poor man should not be approached. There are certain men of the labouring classes in this country who are getting very high wages, but they are very few; and in Bombay I believe they fairly willingly subscribe; the figures show we are going up by leaps and bounds. But in the province as a whole, I should not think that applies; and if this system of appointing non-official agents has turned out a failure in the province it will be most disappointing. They are most of them non-officials. Even the Government of India lately ruled—I do not know whether the Honourable the Finance Member knows it—that Government of India officials should not be appointed in Bombay as agents. I think that ruling has now been withdrawn; but at any rate, notwithstanding any precautions that the Government of India may take, this thing will go on, unless the heads of districts are instructed that it is their responsibility to see that their subordinates do not exercise *zoolum* and that every case of *zoolum* brought to their notice will be investigated by the head of the district; and unless that is done, you will not get any improvement. When the head of the district comes to know of a case and he does not investigate it himself, the subordinates get encouragement and I will not be surprised to find cases where small subscriptions were obtained under the plea of being subscriptions and no certificate was given and the money was actually pocketed. Some cases of that sort may even be discovered. When you go and collect by little more than persuasion even ten rupees, and the poor man does not know whether it is a subscription or a loan, the man getting that loan can very well turn it to a subscription to his

own pocket. Therefore, care has to be exercised and I think personally that district officers can exercise a more beneficial influence than they are doing at present, and the remedy is that the Government of India should write to the provinces to say that such cases have been brought to their notice, that a debate did take place in this Honourable House, and that they expect that such pressure should not be put upon the poorer people. I understand that the Governor of the United Provinces—I do not know which Governor it was—made a statement that he does not desire any pressure to be put by officials or non-officials upon people in the United Provinces to subscribe to loans—I think he made that public statement. That is not sufficient. Instructions have to be given to officers that if such a case comes up and it is not investigated, they will be held responsible.

Mr. Bhulabhai J. Desai: Mr. President, it appears from all the speeches which have hitherto been made that there is not the smallest doubt that the substance of the charge for which this adjournment motion is moved is practically admitted in this House. It is perfectly true that there appears to be, so far as the two heads who have spoken here today are concerned,—one is about to speak now,—a great deal of what is called honest intention but it is not known that very often these honest intentions have paved the way to Heaven and that is the situation in which the powers of this country find themselves by reason of the epidemic of the sale of certificates which is taking place throughout this country. And it is time that, while it is *sub-rosa* acknowledged that this is being done and it is openly recognised by this House, steps are taken to prevent the scandal.

To confine myself to the province of Bihar in the first instance, those of my friends who represent that province here have given me more than enough information to justify the charges which are being made and it is no satisfaction to us to merely stand here and say this charge exists. The only satisfaction to us is that by the ventilation of these grievances we trust we will bring some real relief to those suffering from these actions and it is for that reason that this motion has acquired the importance that we attach to it. We find that this country is suffering from inflation. This is not the place to examine the causes and even the precautionary measures which might have prevented it, but as was aptly pointed out by my Honourable friend the Nawabzada a few minutes ago you go to the wrong places to cure the inflation. You don't go to the man who has made the money in the most improper ways. You don't go to the man who gets a share of these improperly made monies. You don't go to the man who has otherwise amassed money, because it is only that which is going to cure the inflation, if it is to cure it at all, but if you go to the poor man who had not made money, in order that you may show results, you must certainly be responsible, because even those with honest intention could not possibly be ignorant of the fact that the middle and the poorer classes of this country have not had the smallest possible benefit from this inflated wealth. It is for this reason that the very drive, as it is called, was in itself a crime, for they must have realised and they ought to have realised that this kind of drive can only result in pressure being exercised on people. In the constituency from which I come I have reports that until the man pays Rs. 5, no assessment receipts are given. If this is the honest method of collecting savings for the purpose of the great war effort, on which so much eloquence was wasted yesterday, then I make a present of it to my friends who were eloquent yesterday. About the Honourable Member for unoccupied Burma, I will only say that self-praise is a very good thing. It is an extraordinary thing for one's soul but when he went on to condemn others in order that he may shine, I think that self-praise is in itself a crime. It is all very well to say 'Oh, Yes, we have been the greatest supporters of the National War Front. We have done the greatest thing in the world and here, lo and behold, we deserve all the gratitude and credit for winning the war'. It is all very well to have these consolations but I do strongly object when he, whether it is relevant or irrelevant, must find an excuse in order to condemn any unfriendly

[Mr. Bhulabhai J. Desai]

person, not because he has done an unfriendly act but because he belongs to a different class. I entirely protest against that. I deliberately refrained from speaking yesterday lest I should say strong words but today in the chastened mood in which I find my Honourable friend I give him a caution and a warning.

Sir Cowasjee Jehangir: What is the caution that the Honourable Member is giving?

Mr. Bhulabhai J. Desai: The caution that I am giving is this. Self-praise is allowed but what is disallowed is that you should embellish it to make an irrelevant observation about other people's conduct.

Sir Cowasjee Jehangir: You are throwing stones when you are living in a glass house.

Mr. Bhulabhai J. Desai: I have plenty of stones. I have lived between stone walls which my learned friend will never be able to do.

Sir Cowasjee Jehangir: I am not 'learned'.

Mr. Bhulabhai J. Desai: I know enough about stones, so that let us leave that subject. But I do wish to say that the occasion ought not to be taken to introduce irrelevant issues.

Mr. Jamnadas M. Mehta: Is this relevant?

Mr. Bhulabhai J. Desai: It is perfectly relevant.

Mr. Jamnadas M. Mehta: Not a bit of it.

Mr. Bhulabhai J. Desai: I find you chastened. That is enough service done. To continue what I was saying. In the province of Bihar, the Kosi area suffered a severe epidemic and the Government issued a circular to exempt the people there from this National Certificates drive. But it remains a dead letter and a mere paper and the drive is going on worse than ever before. There is another thing that I can give you. For every rupee of the *chaukidari* tax, the proportion is Rs. 20. So far as the man is concerned, if he pays that, he gets the receipt for the payment of the *chaukidari* tax. Otherwise the receipt remains in abeyance and suspense. I could multiply instances, because they are rampant and occurring all over the country. Let us not therefore, in the name of good causes, excuse offences against the poor man. Let us remember that he is not the source from which you are going to get money which is going to keep down inflation in this country. In the case of the poor man and the middle class man, the expenses have gone high by reason of the very inflation itself, in terms of commodities, whose income has become a third and a fourth. It does not matter what agents you employ, whether it is private agents or public agents. One fact must be remembered. It is the source that you tap that matters and if that is realised I think we have rendered a great deal of service so far as this particular issue before the House is concerned.

I therefore suggest that the charge is practically admitted. It is no use saying—if you give me instances, I will try and prosecute. That you should really need to ask for an instance is itself a half acknowledgment of the charges we have made. I have great respect for my Honourable friend the Finance Member, for his integrity and his straightforwardness. Instead of merely asking for instances, he must realise that the evil has gone so deep, the suffering is so real and the exactions are so severe that this matter must be put a stop to at once. You cannot simply say 'Oh, yes, here are agitators who do not allow the war to be supported.' This is the certificate and this is the kind of excuse under which all kinds of things and all kinds of charges are excused, covered and disguised. We protest that in the name of a good cause people should be asked to do all kinds of things and that in the name of a good cause you can get up and say: "I am the only one who stands for that holy cause and all the rest are condemned". Let us, therefore, separate the cause from the actual manner in which it is being served. The cause is ill-served; it is badly served; it is dangerously served. And the people get into a state of mind and get into a bitterness and they realise that the war is an evil not merely in the largest sense of the term but because of the sufferings which it brings to them. It is

due to your work and your methods that this wrong feeling has been created. Your methods have diverted the people's mind from a really good cause as if it was a bad cause. But you are responsible for it and I hope and trust that the vote of this House on the present occasion would carry conviction to those opposite. If anyone of them is still not convinced, let him remember that time has arrived when it is only the right methods that will prevail, the right methods will succeed and the right methods will reconcile them to the people at large. Sir, I support the motion.

The Honourable Sir Jeremy Raisman: Sir, it was suggested by one of the speakers that there was no difference of opinion in this House as to the goodness of the cause in which these alleged happenings had taken place. Now, Sir, I am not quite sure whether that is correct and I am not sure whether there is even common ground up to that point. If it were so, I should find my task a good deal easier than it is. It seems to me that quite a number of the speakers based their attitude on the assumptions that unless a man is what you may call a rich man, any attempt to persuade him to embark on savings is wrong and that 99 per cent. or more of the population of the country cannot afford to contribute to war loan at all. I am not sure, as I said, whether I could accept that position. I would like to put it another way. Having regard to the well-known economic effects of continued uncontrolled inflation, can the population of this or any other country afford not to contribute to loans which are designed to prevent or mitigate inflation? I would say to my Honourable friend Mr. Jamnadas Mehta that if he is to restrict war loan activities virtually to those who can afford to pay and who are assessed to income-tax, then it is useless to criticise the Government for their failure to control inflation because you will not, in my opinion, be able to produce the desired effect by restricting your efforts of persuasion to only the wealthy or the classes which are liable to direct taxation. It must be realised that however deplorable it may be, there has been a very large increase in monetary incomes in areas and among classes who cannot at the present time utilise those incomes either to their own benefit or to the benefit of the country. This is a fundamental point. It applies not merely to India but it applies elsewhere. Why have they been so successful, for instance, in Great Britain in controlling inflation? One of the main reasons has been the success of the small savings drive.

Mr. Bhulabhai J. Desai: I did not wish to go into it and you did not begin early enough.

The Honourable Sir Jeremy Raisman: Well, if the cause is a good one, I suggest it is never too late. However, the point about Great Britain is that people who had never before invested, who had never before been lenders or held bonds or certificates have now in very large numbers, in millions, become small investors. Now, it is not the case that these people in real terms are better off than they were before. As a matter of fact, the average men in England today, the working class, are eating less, they are wearing less clothes and they are getting less of the real rewards of labour. But they are getting, either the same or slightly greater amount of money, and if you are to maintain the price level, you must do something to get them into the habit of putting that money aside during the period when it cannot possibly do them any good.

Mr. M. Ananthasayanam Ayyangar (Madras ceded Districts and Chittoor: Non-Muhammadian Rural): How many of them have died of starvation?

The Honourable Sir Jeremy Raisman: I did not say that they died of starvation. But they have submitted themselves to a condition—I won't call it semi-starvation, but, at any rate, under-feeding—which has enabled them to carry on. So, on that point I find myself somewhat in doubt on the question of principle. I find myself in doubt as to whether this House is at one with itself and certainly with the Government on the question whether it is a salutary process or not to endeavour to popularise small savings. Small savings must be addressed very largely to those classes of the population whom I would call the middle and the poorer classes. It is particularly in those classes that the importance of small savings lies.

[Sir Jeremy Raisman.]

Now, supposing we take, for instance, the figures of agricultural incomes. I am talking now not merely of the incomes of large zamindars in certain areas but of the incomes of the ordinary cultivators. It is easy to demonstrate that very large amounts of money, hundreds of crores more than ever went into the countryside, have been going into the countryside during the last two or three years. That follows simply from the fact that the prices of foodgrains have risen. Now, I know that the expenditure of the cultivator has also risen, but the fact does remain that in the present state of the availability of goods for consumption the cultivating classes of this country cannot spend their incomes wholesomely on what is available for them to buy. They cannot do it because it simply is not there. You have a condition of scarcity of things and plethora of money. In that condition, the man who may be poor and who is living on a very low standard may still be benefited by putting his money aside at this time. It is the first principle from which we begin and on which the whole of our efforts are based.

Mr. T. T. Krishnamachari (Tanjore *cum* Trichinopoly: Non-Mohammadan Rural): It does not exist anyway. That class of people whom the Honourable Member contemplates have really no surplus at all, as things stand today.

The Honourable Sir Jeremy Raisman: The point is this. If you envisage a continual rise in the price level, then of course, at every moment the surplus is taken up by the increase in price of the few things that they want to buy. That will absorb all the money they have. But if on the other hand, you can start a tendency of isolating the surplus money, then the demand will meet the supply with a lower volume of money and there would be savings and to that extent, the price level will be kept down. That is the mechanics of the thing.

Mr. T. T. Krishnamachari: I am telling you that the practical position is there is no surplus so far as my experience in my constituency is concerned which is largely agricultural, one of the largest agriculturist constituencies represented in this House. They have no surplus at all, because the cost of living has risen out of all proportion to the rise in the price of agricultural products.

The Honourable Sir Jeremy Raisman: Here we are involved in a vicious circle. My point is that if you envisage a continual rise in price level, then you will never have a surplus of money to be put aside. But if you can isolate, if you can immobilise part of the money which represents the effective demand, then you can maintain a lower price level. However, I am afraid that is rather getting into abstruse economics. The fact remains, I do believe, I honestly believe, that it is to the good of this country and that nothing is more to their good, I do believe that it is a matter on which all political parties should be at one that we should endeavour to maximise small savings. That has been our object.

On the question of methods my opinion has always been that it is necessary to go out and persuade people and that a high degree of persuasion is necessary if we are to succeed. A high degree of persuasion is necessary. Now, Sir, it is obvious that in the methods adopted to carry out that object, there is a danger that the line may be overstepped when that is your object. I am in the difficult position that I cannot say anything which will discourage the movement for small savings. I cannot agree with my Honourable friend Mr. Bhulabhai Desai that the very drive is a crime. On the contrary I believe that very drive to be necessary.

Mr. Bhulabhai J. Desai: Drive is all right, but the drive as it is done is a crime.

The Honourable Sir Jeremy Raisman: If the Honourable Member agrees with me that a drive is necessary, and he only differs about certain methods, then there is some common ground.

Mr. Bhulabhai J. Desai: They are universal now.

The Honourable Sir Jeremy Raisman: I have at different times indicated the difficulties with which we have been faced in arriving at an agreement with

Provincial Governments as to the best way in which the small savings drive should be pursued. I have tried very hard to get the Provincial Governments to accept the principle that this work should be done by authorised non-official agents who should be remunerated on the results of their work. To a large extent, in many parts now, it is these authorised non-official agents who are doing the work. I think those are the people to whom my Honourable friend Sir Cowasjee Jehangir referred.

Sardar Sant Singh: Only in Bombay.

The Honourable Sir Jeremy Raisman: That is so also in other parts of India. I have before me the actual instructions which have been issued to these agents. It is a fact that I have not until this afternoon seen these instructions. But they are instructions on which the scheme was based and which have been actually issued. I should like to read some of these instructions in order to indicate the detailed instructions and the methods to be followed which have been given by the Central Government. It starts:

"To be successful and to earn a good commission, you must know all about National Savings Certificates and be able to answer all questions promptly and correctly."

It goes on:

"Always give correct replies. If you do not, you will soon be found out and people will not trust you—you will spoil your own market and earn poor commission."

If possible before approaching a person in the hope of selling National Savings Certificates to him, find out—

- how he earns his living;
- whether he can reasonably save, and whether much or little;
- whether he spends extravagantly in any unnecessary manner."

Sir, this reminds me, if I may interrupt the subject-matter for a moment, of a very good story which I heard during my last visit to America which was actually told me by my counterpart in America, that is to say, by Mr. Morgenthau. He himself had been present at a savings drive in a country district and he saw a somewhat surly looking man standing on the edge of the crowd. He did not seem to approve of the proceedings. He addressed himself to this gentleman and said, "Well, have you bought any bonds". The man said, "No". Mr. Morgenthau then said to him "What do you do with your money". The man said, "Well, one-third I spend on drink, one-third I spend on women, and the rest I just wastes".

Well, Sir, the instructions go on to say:

"Do not immediately ask your contact to buy National Savings Certificates. Try to interest him in polite conversation. Explain how expensive everything is to buy, owing to short supplies due to war and the fact that so many people now earn more money, and so by competing for goods force up prices."

Explain that after the war prices will fall. Money saved now will earn good interest and buy more and better goods later, or it will be very useful if trade slackens, or if he should lose his job, or fall ill, or if he has children to educate or a marriage to provide for. Suit your talk to the circumstances of each particular person. If he is known to be extravagant in any way, persuade him to save instead of spending."

Explain how safe an investment National Savings Certificates are. How they earn high interest—Rs. 10 becomes Rs. 15 in twelve years (this is 4.1/6 per cent. a year), but they can be encashed any time after three years; the value for each year is given in the table below.

If your contact can be persuaded to admit that he can save something, try to find out how much he thinks he can save per month, or per week; and when you have left him, make a note of this in a note book. This will remind you to call again once a month or once a week.

If your contact earns wages, try to find out when he is paid and call on him that day or as soon after as possible, and persuade him to save, before he has spent money carelessly."

Sir, I will not weary the House by reading them out in great detail, but the whole point of these instructions is undoubtedly persuasion and indeed this type of agency is not in a position to use anything else except persuasion. His success depends entirely on persuading people to buy these National Savings Certificates, and he will only spoil his own effort if he resorts to force.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

The Honourable Sir Jeremy Raisman: Before I sit down, all I can say is that as far as the Government of India are concerned, we have never given instructions or any encouragement to the idea of using force of any kind in these matters or undue exercise of official authority.

Nawabzada Muhammad Liaquat Ali Khan: The Honourable Member's speech is enough to encourage them.

Sardar Sant Singh: Will the Honourable Member condemn collection through the revenue collecting or assessing agency?

The Honourable Sir Jeremy Raisman: I would not necessarily condemn them. That is a point on which there are more views than one possible. After all an assessing agency is in a better position to know whether a certain target should be suggested to a zamindar than some one who knows nothing whatever about the district.

Sardar Sant Singh: What about compulsory levy?

The Honourable Sir Jeremy Raisman: I wish I could feel that this House was equally clear that it had no desire to discourage war loan and war savings as I am, that the Government of India have no desire to encourage illegitimate or improper practices of this kind. I would like to feel that the House on its part has no desire to discourage the popularisation of war savings, not merely in the interests of this war but in the interests of the economic health of the country.

Several Honourable Members: The question may now be put.

Mr. President (The Honourable Sir Abdur Rahim): Does the Honourable Mover wish to reply?

(Voices of "No, no.")

The question is:

"That the Assembly do now adjourn."

The Assembly divided:

AYES 47

Abdul Basith Choudhury, Dewan.
Abdul Ghani, Maulvi Muhammad.
Abdul Qaiyum, Mr.
Ayyangar, Mr. M. Ananthasayanam.
Azhar Ali, Mr. Muhammad.
Banerjee, Dr. P. N.
Chettiar, Mr. T. S. Avinashilingam.
Chetty, Mr. Sami Vencatachelam.
Choudhury, Mr. Muhammad Hussain.
Baga, Seth Sheodass.
Das, Mr. B.
Desai, Mr. Bhulabhai J.
Deshmukh, Mr. Govind V.
Essak Sait, Mr. H. A. Sathar H.
Fazli-Haq Piracha, Khan Bahadur Shaikh.
Gauri Shankar Singh, Mr.
Gupta, Mr. K. S.
Hans Raj, Raizada.
Hegde, Sri K. B. Jinaraja.
Hosmani, Mr. S. K.
Kailash Bihari Lall, Mr.
Krishnamachari, Mr. T. T.
Lahiri Chaudhury, Mr. D. K.

Lakhichand, Mr. Rajmal.
Lalchand Navalrai, Mr.
Liaquat Ali Khan, Nawabzada Muhammad.
Maitra, Pandit Lakshmi Kanta.
Mangal Singh, Sardar.
Manu Subedar, Mr.
Misra, Pandit Shambhudayal.
Murtuza Sahib Bahadur, Maulvi Syed.
Naidu, Mr. G. Rangiah.
Nauman, Mr. Muhammad.
Neogy, Mr. K. C.
Pande, Mr. Badri Dutt.
Raghubir Narain Singh, Choudhri.
Ram Narayan Singh, Mr.
Ramayan Prasad, Mr.
Ranga, Prof. N. G.
Raza Ali, Sir Syed.
Sant Singh, Sardar.
Sham Lal, Lala.
Siddique Ali Khan, Nawab.
Sinha, Mr. Satya Narayan.
Srivastava, Mr. Hari Sharan Prasad.
Yamin Khan, Sir Muhammad.
Zafar Ali Khan, Maulana.

Ambedkar, The Honourable Dr. B. R.
Azizul Huque, The Honourable Sir M.
Bentham, The Honourable Sir Edward.
Bewoor, Sir Gurunath.
Bhagchand Soni, Rai Bahadur Sir Seth.
Caroe, Sir Olaf.
Chapman-Mortimer, Mr. T.
Dalal, Dr. Sir Ratanji Dinshaw.
Dalpat Singh, Sardar Bahadur Captain.
Ghiasuddin, Mr. M.
Habibur Rahman, Khan Bahadur Sheikh.
Haidar, Khan Bahadur Shamsuddin.
Imam, Mr. Saiyid Haidar.
Inskip, Mr. A. C.
Ismail Alikhan, Kunwer Hajee.
James, Sir F. E.
Jawahar Singh, Sardar Bahadur Sardar Sir.
Jehangir, Sir Cowasjee.
Joshi, Mr. D. S.
Kamaluddin Ahmad, Shamsul-Ulema.

Khare, The Honourable Dr. N. B.
Krishnamoorthy, Mr. E. S. A.
Kushal Pal Singh, Raja Bahadur.
Lawson, Mr. C. P.
Muazzam Sahib Bahadur, Mr. Muhammad.
Mudie, The Honourable Sir Francis.
Piare Lall Kureel, Mr.
Raisman, The Honourable Sir Jeremy.
Richardson, Sir Henry.
Roy, The Honourable Sir Asoka.
Shahban, Khan Bahadur Mian Ghulam Kadir
Muhammad.
Spence, Sir George.
Srivastava, The Honourable Sir Jwala Prasad.
Stokes, Mr. H. G.
Thakur Singh, Capt.
Trivedi, Mr. C. M.
Tyson, Mr. G. W.
Tyson, Mr. J. D.
Vaidyanathan, Mr. L. S.
Zahid Husain, Mr.

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Monday, the 12th February, 1945.

LEGISLATIVE ASSEMBLY

Monday, 12th 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. Yeshwant Narayan Sukthankar, C.I.E., I.C.S., M.L.A., (Government of India: Nominated Official).

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

REFUSAL OF PUBLIC HELP AT THE RECENT PUNJAB MAIL ACCIDENT

126. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Railway Member please state:

- (a) whether he is aware of allegations in the press by reliable witnesses of the accident to the Punjab Mail that happened about the 22nd November, 1944, that offers of help by local people were refused by the Railway authorities;
- (b) whether help when given was much later than possible;
- (c) whether Refreshment Room servants did not serve even respectable civilian passengers before all the military were served; and
- (d) if so, what steps Government have taken in the matter to see that such things do not repeat again?

The Honourable Sir Edward Benthall: (a) My attention has been drawn to a statement to this effect in the *Indian Nation* of the 14th December, said to have been made by one of the passengers of the ill-fated train.

(b) and (c). The enquiry conducted by the Government Inspector attached to the Posts and Air Department shows that neither of these allegations was founded.

(d) Does not, therefore, arise.

Mr. T. S. Avinashilingam Chettiar: May I know whether they made a specific enquiry that the refreshment room servants did not serve Mr. Sidwa, who is Mayor of Karachi and they were served with refreshments as late as 11 o'clock when they reached another place and the refreshments were served to the military personnel?

The Honourable Sir Edward Benthall: The Honourable Member's information is entirely wrong on Mr. Sidwa's own evidence before the Government Inspector. Mr. Sidwa was served with water by a military passenger. He was subsequently served with tea from the relief train, which was given free. He complained that the tea was not good but he accepted it.

Mr. Lalchand Navalrai: Does the Honourable Member deny that this House as well as some people outside think that a judicial enquiry is very necessary? Does he realise that or not?

The Honourable Sir Edward Benthall: That does not arise out of the question.

Mr. Lalchand Navalrai: May I know whether the Honourable Member is going to have the judicial enquiry?

The Honourable Sir Edward Benthall: I have already replied to that question in answer to a previous question.

CHICAGO INTERNATIONAL AIR CONFERENCE

127. *Mr. T. S. Avinashilingam Chettiar: Will the Secretary for Posts and Air please state:

- (a) the results of the Chicago International Air Conference;
- (b) whether Government have received the report of the proceedings from the Leader of the Indian Delegation; and
- (c) if so, the substance of his report with regard to India joining that body?

Sir Gurunath Bewoor: (a) to (c). I would refer the Honourable Member to the copy of the *Press Communiqué* which I laid on the table in reply to Question No. 14 by Mr. Manu Subedar on 8th February 1945 and which gives all the information asked for by the Honourable Member.

Mr. T. S. Avinashilingam Chettiar: May I know whether they have come to any tentative decision on that correspondence?

Sir Gurunath Bewoor: The proceedings of this Conference are under consideration at present and no decision has been arrived at.

Mr. T. S. Avinashilingam Chettiar: Will any decision be taken subject to the vote of this House?

Sir Gurunath Bewoor: That is not the present intention. I have kept copies of the proceedings of this Conference in the Library of the House. If after reading those proceedings there is a very strong desire on the part of the House, Government will be prepared to consider whether it is necessary to put the matter before the House.

Mr. T. S. Avinashilingam Chettiar: May I know whether the sending of the representatives of the Government of India Members to that Conference was subject to the decision of this House?

Sir Gurunath Bewoor: The sending of the delegates from India to this Conference was subject to acceptance by the Government of India.

Mr. N. M. Joshi: Will the Government of India circulate the proceedings to the Members of the Legislature?

Sir Gurunath Bewoor: I have kept five copies of the proceedings in the Library of the House. There are no more copies.

Mr. N. M. Joshi: May I ask whether Government will print more copies and circulate them to the Members?

Sir Gurunath Bewoor: These are days of paper economy. If the Honourable Member is very anxious I am prepared to send him a copy.

Mr. N. M. Joshi: All right. Thank you.

RECENT BANNU AND DERA ISMAIL KHAN KIDNAPPINGS

128. ***Mr. Abdul Qaiyum:** Will the Foreign Secretary please state:

(a) if he has seen the reports of kidnappings by tribal gangsters in the Dera Ismail Khan District published on page 12, columns 2 and 5, in the *Tribune*, Lahore, dated the 31st December, 1944, under the captions "Lorry waylaid by Tribal Dacoits" and "Kidnappings by Tribal Dacoits";

(b) the names of those kidnapped and killed, wounded or released on the two occasions; and

(c) if any compensation has been paid to the family of Rochi Ram, driver; if not, the reasons therefor?

Sir Olaf Caroe: (a) Yes.

(b) (i) Kidnapped: Punnu Ram, Hardiyal, Abdullah Khan, Hira Nand, Pritam Das, Gulbadshah, Tilok Chand, Sahib Singh and Pokhar Das.

(ii) None of these were killed or wounded.

(iii) Released: Abdullah Khan, Gulbadshah, Tilok Chand and Sahib Singh.

(c) It is understood that the military authorities have sanctioned a payment of Rs. 4,000 to the heirs of Rochi Ram.

Mr. Abdul Qaiyum: May I know if those responsible for these crimes have been traced or punished?

Sir Olaf Caroe: I think that comes in the Honourable Member's next question.

RECENT BANNU AND DERA ISMAIL KHAN KIDNAPPINGS

129. ***Mr. Abdul Qaiyum:** Will the Foreign Secretary please state:

(a) whether the offenders involved in the Bannu and Dera Ismail Khan kidnappings referred to in the preceding question have been traced;

(b) the punishment meted out to them; and

(c) whether any relatives of the kidnapped persons had to pay ransom to effect their release?

Sir Olaf Caroe: (a) The offenders involved have been traced in all cases except one, which occurred in the Bannu Railway Station quarters.

(b) Action under Section 87 of the Criminal Procedure Code was taken in one case. The remaining cases are under investigation.

(c) No.

Mr. Abdul-Qaiyum: With reference to part (a) of the question, may I know whether the offenders belong to the Settled Districts or the Tribal Area?

Sir Olaf Caroe: I have no definite information about that. I think it is probable they all belong to the Tribal Area. But I will make enquiries.

SCHEME RE COUNTRY CRAFT CARGO ON THE WEST COAST

130. ***Mr. K. S. Gupta:** Will the Honourable Member for War Transport please state:

(a) if there is any scheme of the Government of India regarding country craft cargo on the west coast;

(b) if the answer to (a) above is in the affirmative, would it be placed before the House for discussion;

(c) if the Government is prepared to circulate the scheme for eliciting opinions from the interests concerned before arriving at a final decision;

(d) if there is any representation made by the Malabar Chamber of Commerce about the contemplated route scheme, etc., affecting the rights and privileges of owners;

(e) if he is aware that the appointment of agents will destroy the entire business of vessel makers;

(f) if the Government of India realise that the creation of agencies affects the huge number of already hard-hit seasonal labour employed; and

(g) if he is aware that any regulation opposed to free movement of country craft would suppress private transport and stifle enterprise?

The Honourable Sir Edward Benthall: (a) Yes.

(b) and (c). The scheme is already in operation. Prior consultation with the Legislature was impracticable as it was essential to put the scheme into force before the commencement of the country craft sailing season which, on the West Coast, commences in August-September. As many as possible official and non-official interests concerned were consulted before the scheme was launched, and details were announced in Press Notes dated August the 15th and September the 3rd, copies of which are laid on the table.

(d) Yes.

(e) No. The Scheme is calculated to increase the livelihood of those engaged in country craft traffic. Builders of country craft will not be adversely affected.

(f) No. There have always been agencies through whom country craft have been hired. It is an essential part of the scheme to have a limited number of reliable agents through whom to operate it.

(g) No. Government's scheme organises the country craft traffic on an efficient basis and this should ensure the maximum and most economical employment of all available country craft on the West Coast.

PRESS NOTE

BETTER COUNTRY CRAFT ORGANISATION

New Scheme from next Sailing Season

A scheme for the better organisation of the country craft traffic on the West Coast has been evolved by the Government of India in consultation with Provincial Governments concerned, and will be put into effect immediately for the forthcoming sailing season.

The essentials of the scheme, which is known as the "route scheme", are the selection of definite routes on the coast with the appointment of an agent for each route or combination of routes, and the control of freight rates. Freight rates will be fixed by the Controller of Indian Shipping on the advice of Freight Advisory Committees and in consultation with Government and military authorities concerned. Rates will be published for general information, as well as any alterations in rates during the season.

Agents will be selected by the Controller of Indian Shipping and will act under the general supervision of Assistant Country Craft Officers; they will be responsible for chartering

craft and running them at the rates fixed, for seeing that craft are maintained and handled properly, for providing storage accommodation and for making suitable arrangements for handling cargo, and they will comply with any priority directions issued by a competent authority. They will be remunerated by a commission which will enable them to fulfil these obligations adequately.

In order to ensure that the best and most economical use is made of all country craft available, steps will be taken to prevent any craft from sailing except in accordance with the instructions of the agents. Co-operation between country craft agents on the coast will greatly contribute to the success of the scheme.

War Transport Department.
New Delhi, August 15, 1944.

ADVANCE COPY

Not to be Broadcast or Published before September 3, 1944.

PRESS NOTE

NEW COUNTRY CRAFT SCHEME FINALISED

Country Craft Shipping Syndicate formed "Route Scheme" Explained.

On August 16, the Government of India announced the inauguration of the new scheme for the organisation of country craft traffic on the West Coast of India. The Government of India and the Controller of Indian Shipping have since had discussions with a considerable number of official and non-official interests concerned and the scheme has now been finalised. The details of the scheme will be found in Notification No. 3G(15)/44 I, dated August 30 and published in the Gazette of India dated September 2, 1944, by the Controller of Indian Shipping in exercise of the powers under the Defence of India Rules delegated to him by the Central Government.

Schedule of Freight Rates.

The first Schedule of freight rates has been drawn up in consultation with the Country Craft Advisory Committee in Bombay, on which commercial interests are fully represented. The Schedule shows separately the nett freight, the brokerage and the agents' commission for all commodities likely to be carried over the different routes. Names of the agents appointed for these routes together with details of the routes finally selected are also published in the same notification.

Country Craft Shipping Syndicate.

For the three routes which originate from Karachi, a Syndicate of three agents was formed by mutual consent and this Syndicate (The Indian Country Craft Shipping Syndicate) will jointly be responsible for working the scheme on these routes. The remaining routes covering the ports between Cutch and Tuticorin, for which no Syndicate could be arranged, have been divided between three agents, viz., The Bombay Steam Navigation Co., and Messrs. Vishram Khimji (Bombay) and I. S. & C. Machado (of Tuticorin).

Categories Excluded from Scheme.

Certain categories of country craft will be excluded from the application of the scheme, viz., lighters ordinarily used in harbours and roadsteads for the shipment and landing of goods from steamers, etc., craft used entirely for fishing, craft used for the transport of sand in the Bombay harbour area, craft engaged in the transport of cargo to Africa or the Persian Gulf and craft used by owners for the transport of their own cargo.

"Route Scheme" Explained.

The Government of India have received representations from various interests concerned to the effect that the "Route" scheme will restrict the right of Indian nationals to ply their craft wherever they like and that this restriction is in marked contrast to the freedom enjoyed by outsiders as regards plying in Indian waters. Government wish to make it clear that there is no substance in such complaints. It is of course true of this control, as it is of every other war time control, that it limits the unrestricted freedom of craft owners, but only inasmuch as it lays down that when country craft are moving on the routes selected, they must operate under the directions of the agent appointed for each route. The sole aim of the control is to ensure that country craft will be more fully and efficiently employed than ever before; if this result is achieved, then owners and crews should earn a better livelihood.

War Transport Department.
New Delhi, September 2, 1944.

Mr. Manu Subedar: What steps have Government taken to increase the number of country craft and have more built during the war period?

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

Mr. Manu Subedar: Have you taken any steps at all?

The Honourable Sir Edward Benthall: I do not think Government have placed any orders because the orders are placed by the owners of country craft. But the object of Government is to increase, so far as possible, the amount of goods carried by country craft at reasonably profitable rates, so that country craft owners should be encouraged to build more boats and

Mr. Manu Subedar: The control is to restrict the freight rates which the country craft owners will get. If so, why have you not stimulated the building of country craft in order to increase the supply of freight available?

The Honourable Sir Edward Benthall: The answer lies in the results. Controlled rates exist. That they are profitable* is shown by the additional amount of tonnage carried. In the month of October 1943, 46,000 tons and in October 1944, 76,000 tons were carried under this scheme. Similarly the Military cargo carried in October-November-December was doubled, and the total tonnage of foodgrains exported from Karachi by country craft in the months of September to January was similarly more than doubled.

Mr. Manu Subedar: Isn't it a fact that the controlled rates are lower than the prevailing market rates? Therefore what are Government doing to compensate the country craft trade as a whole? Are they giving any cheap timber?

The Honourable Sir Edward Benthall: The principle is that the controlled country craft rates should be reasonably profitable rates, but should not allow the owners to profiteer.

Mr. Manu Subedar: The rates are much lower than the prevailing rates.

The Honourable Sir Edward Benthall: The prevailing rates are controlled rates. It is not proposed to allow the owner to profiteer at the expense of the public.

Mr. N. M. Joshi: In view of the fact that the means of transport are not at present adequate, will the Government of India consider the advisability and also the practicability of building country craft at this time?

The Honourable Sir Edward Benthall: We have considered the question but it is not at all possible for Government to build and operate these craft. The country craft trade is operated by a very large number of owners, very often owning one, two or three craft, and it is thought best to try to make the trade reasonably profitable so that the owners themselves will build the craft. I may inform the Honourable Member (though I have not got the exact figures with me) that considerable numbers of craft have been built. If the Honourable Member wishes to have more precise information, I will be very pleased to supply it.

Mr. N. M. Joshi: May I know why the Government do not build the craft instead of leaving the building to private owners?

The Honourable Sir Edward Benthall: For the reason which I have just explained.

Sir Muhammad Yamin Khan: May I know why people have been appointed as agents who do not own so many country crafts as the others and why Government is not allowing every country craft owner the same facilities as are allowed to some and why Government by appointing these agents is keeping the monopoly in its own hands?

The Honourable Sir Edward Benthall: We cannot appoint every country craft owner an agent. We have to have a limited number of agents and, as I have mentioned, I think the improvement in the movement of country craft does show that the scheme is working satisfactorily.

Sir Muhammad Yamin Khan: Is there not great discontent among the country craft owners in Bombay and some other places and is it not a fact that they resent this action of the Government?

The Honourable Sir Edward Benthall: I think there is a certain amount of resentment on the part of the people who have not been selected for the agency but I am not aware of any particular discontent among the country craft owners.

Sir Muhammad Yamin Khan: I do not mean among the people who have not been selected as agents but amongst the people who own the country crafts. Their complaint is that they are not properly utilised and are not given suitable facilities by the agents, who show favouritism to one or other.

The Honourable Sir Edward Benthall: I do not think there are any widespread complaints of that nature but I will look into the matter.

Sir Muhammad Yamin Khan: If the Honourable Member would desire it, I am prepared to present him with the complaints which I have received.

The Honourable Sir Edward Benthall: Certainly.

CONTROL OF COUNTRY CRAFT TRAFFIC

131. *Mr. K. S. Gupta: Will the Honourable Member for War Transport please state:

(a) if any representation has been made by the Southern India Chamber of Commerce with regard to control of country craft traffic;

(b) whether the Government of India would see that no injustice is done to the large body of enterprising seafarers engaged in the trade from time immemorial; and

(c) whether the Government of India would give an opportunity to the public to express their opinion in regard to the rates before they are enforced?

The Honourable Sir Edward Benthall: (a) Yes.

(b) I have no hesitation in giving the assurance asked for.

(c) The Route Scheme provides for the setting-up of Freight Advisory Committees consisting of representatives of Route Agents, craft owners, shippers and other special interests, to advise the Controller of Indian Shipping on the freight rates to be enforced. The first schedule of rates was drawn up in consultation with the Country Craft Advisory Committee, Bombay, on which commercial interests are fully represented. Freight Advisory Committees have been set up in Bombay, Karachi and Cochin. Adequate machinery has thus been provided for the public to express their opinion on freight rates.

Mr. T. S. Avinashilingam Chettiar: What is the representation of the South India Chamber of Commerce in this connection?

The Honourable Sir Edward Benthall: The shippers, the people who ship the goods by the country craft.

Mr. N. M. Joshi: May I know whether in controlling these rates the Government of India have taken any steps to see that the wages of sailors are properly regulated and fixed, so that they may not suffer on account of the control?

The Honourable Sir Edward Benthall: The rates were fixed having regard to the general conditions prevailing, but I shall require notice for a more exact answer.

Mr. N. M. Joshi: May I know whether the Honourable Member will make enquiries to see whether the rates of the seamen are properly fixed when control is exercised?

The Honourable Sir Edward Benthall: Yes, now that the matter has been raised I will look into it.

Mr. Manu Subedar: Is it not a fact that under the scheme a country craft can be directed to go from anywhere to anywhere else? If that is so, what provisions have Government made for the wages of the country craft sailors who are concerned and who may be asked to undertake a journey very much longer than what they were originally intended for?

The Honourable Sir Edward Benthall: The Honourable Member's information is not, I think, correct. The point is that country craft owners operating between certain points have to book their goods through certain agents. They cannot, I think, be directed to ship their goods by routes other than the one on which they normally operate.

Mr. Manu Subedar: On defence and priority work they can be so directed. If the Honourable Member wants information I am prepared to give it and he will see that the necessity for making some provision for extra wages to the sailors concerned is there.

The Honourable Sir Edward Benthall: According to my information the only restriction is that the rules lay down that when country craft are moving on the routes selected, they must operate under the direction of agents appointed for each route.

Mr. Manu Subedar: The route can be altered by the Government, by the Controller for war and priority goods.

The Honourable Sir Edward Benthall: That is not my information.

Prof. N. G. Ranga: Has the control been instituted in order to promote the country craft industry?

The Honourable Sir Edward Benthall: Yes, Sir.

INDIA OFFICE STAFF

132. *Mr. K. S. Gupta: (a) Will the Foreign Secretary please state what the India Office staff is?

(b) How many of them are (i) Indians, (ii) Englishmen; and (iii) Non-English?

(c) How many of the staff are, (i) retired from Indian service, and (ii) dismissed from Indian service?

(d) Is there any condition prescribed for employment at the India Office in secretarial, administrative or clerical capacity like administrative or other experience in India?

(e) How many of them had been to India?

(f) Is it not a fact that most of them have no knowledge of practical affairs in India?

Sir Olaf Caroe: This question should have been addressed to my Honourable friend the Home Member, who will answer it in due course.

DISMISSALS BY DIVISIONAL MECHANICAL OFFICER II OF DELHI DIVISIONS, NORTH WESTERN RAILWAY

133. *Mr. K. S. Gupta: Will the Honourable Member for Railways please state the number of persons removed or dismissed from service by the orders of the Divisional Mechanical Officer II of Delhi Division, North Western Railway, during the preceding three years?

The Honourable Sir Edward Benthall: The number of employees removed from service by the officer referred to since 22nd July 1943, is 47. No employees were dismissed by him. Government understand that there was no such officer on the Delhi Division of the North Western Railway prior to that date.

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

134. *Sardar Mangal Singh: Will the Foreign Secretary please state:

(a) whether his attention has been drawn to a press interview given by Mr. G. L. Mehta, Member, International Business Conference, on his return from the United States of America;

(b) whether it is a fact, as stated therein, that lakhs of rupees are spent from the Indian treasury to carry on propaganda against the Indian national movement, apart from millions spent by the British propaganda machine;

(c) whether it is a fact, as also stated therein, that the Indian Agent-General is more interested in watching the movements and activities of Indian visitors and students rather than helping them in establishing contacts between Indians and Americans; if the facts are as stated, whether the Government of India will instruct their Agent-General to stop this sort of action and adopt a helping attitude towards the Indian visitors; and

(d) whether it is a fact that Mr. Beverley Nichols is touring the United States of America at the expense of the Indian treasury?

Sir Olaf Caroe: (a) Yes.

(b) No. Every release issued and all information given by the Agent General is based on material supplied by the competent authorities in India and on reports and statements made here. All this material is published in India either simultaneously with or in advance of publication by the Agent General in America, who does not express independent view or opinions in matters of publicity. For instance, no single one of the releases in 1944, dwelt on internal differences in India or reflected in any way on national aspirations.

(c) No. The Agent General has neither the inclination nor the means at his disposal to watch the movements of Indian visitors and students. On the other hand all applications from visitors and students, whether official or non-official,

receive every consideration and the utmost possible assistance and endeavours are made, whenever asked for, to arrange contacts of every kind.

(d) No.

Sardar Sant Singh: May I ask the Honourable Member whether his attention has been drawn to an article published in the *Hindustan Times*, Sunday Edition (yesterday), in which similar allegations are made against the Government of India's activities in publishing matters anti-Indian in America?

Sir Olaf Caroe: I read the article only a few minutes ago. My impression was that it was not an attack against the Government of India and in any case it is the opinion of one organ of the Press.

Sardar Sant Singh: Is it a fact that thousands of propagandists are employed at the expense of the Government of India or His Majesty's Government to carry on propaganda against Indians there?

Sir Olaf Caroe: That is entirely untrue, Sir.

Mr. Abdul Qaiyum: May I know from the Honourable Member whether it is a fact that something like 25 lakhs is being spent per annum on propaganda in America by the Government of India?

Sir Olaf Caroe: The actual figures for the current year are Rs. 4,51,245.

Mr. Abdul Qaiyum: May I know—I heard the Honourable Member say that in the year 1944, no publication was issued dealing with internal differences in India—whether this is also true of the years 1942 and 1943?

Sir Olaf Caroe: As far as I am aware, yes: as I have said, all that the Agent General puts out is based on the material supplied by the competent authorities in India and on reports and statements made here.

Mr. Abdul Qaiyum: May I know whether the Honourable Member will deny the statement that in the year 1942, a lot of literature was published and broadcast in America dealing with internal differences in India, including Katherine Mayo's book 'Mother India'—and was very largely distributed?

Sir Olaf Caroe: I am not aware that that was put out by the Agent General.

Mr. K. C. Neogy: The Honourable Member has mentioned a figure as representing the expenditure undertaken by the Agent General on publicity: is it a fact that in addition to such grants, the Agent General has an allotment from the secret service funds at his disposal?

Sir Olaf Caroe: No.

Prof. N. G. Ranga: Will the Honourable Member be pleased to place a copy of all the publications or statements issued by the Agent General there, in the Library of this House?

Sir Olaf Caroe: I do not think it is necessary. The Agent General puts out nothing that is not put out in India. As I have already said,—I do not understand how this impression comes in—all that is put out is non-contentious matter.

Prof. N. G. Ranga: May I submit, Sir, that the Honourable Member is not competent to decide what is necessary and what is not necessary to be placed in the Library of the House? It is for the Chair to rule about it. May I have your ruling?

Mr. President (The Honourable Sir Abdur Rahim): No ruling is called for.

Prof. N. G. Ranga: There is no definite answer given to my question.

Mr. President (The Honourable Sir Abdur Rahim): I have already pointed out many times that I cannot control the kind of answers given by Honourable Members.

Prof. N. G. Ranga: Quite true, Sir. May I submit that in that case it will be competent to the Honourable Member to say that it is not in the public interest to place these things in the Library of the House?

Mr. President (The Honourable Sir Abdur Rahim): You can put it in that way: it is left to the Government Member to give a reply in any form he likes.

APPOINTMENTS OF GUARDS ON NORTH WESTERN RAILWAY

135. *Sardar Mangal Singh: Will the Honourable the Railway Member please state:

(a) the total number of appointments of Railway Guards made during 1944 on the North Western Railway;

(b) how many of them were direct appointments and how many were promoted from the qualified Railway staff; and

(c) whether fifty fifty ratio is always adhered to; if not, why not?

The Honourable Sir Edward Benthall: (a) and (b). Out of a total of 107 regular cadre vacancies of Guards, 66 were recruited direct and the rest promoted from among staff in service. In addition, 129 outsiders were recruited against a temporary emergency reserve created mainly to meet demands from other Railways.

(c) The practice of filling guards' vacancies by outsiders and by men in service in equal proportions is observed only in respect of vacancies in the regular cadre posts; deficiencies, if any, in these proportions being made good in subsequent years. As, in manning the emergency reserve, it was necessary to obtain from the staff an undertaking of willingness to accept transfer to other Railways, the recruitment of persons not already in service was effected without applying the ratio for normal recruitment.

IGNORING CLAIMS OF NIGHT VISION FAILED GUARDS

136. *Sardar Mangal Singh: Will the Honourable the Railway Member please state:

(a) the number of night vision failed Guards getting Rs. 68 and working as Luggage Guards who have been given any chance as contemplated in Circular No. 220-E/O., dated September, 1942; and

(b) whether it is a fact that their claims have been ignored while other people have been benefited?

The Honourable Sir Edward Benthall: (a) According to the information readily available, two vision-failed Guards in receipt of a pay of Rs. 68 p.m. have been promoted to higher posts, while two others are on the approved list for promotion.

(b) No, all cases of vision-failed guards are duly considered along with those of the other staff eligible for higher posts.

LEND-LEASE TRUCKS IMPORTED INTO INDIA

137. *Mr. Manu Subedar: (a) Will the Honourable the Supply Member please state the total number of Lend-Lease trucks which were received in India in (i) 1942-43 and (ii) 1943-44?

(b) How much money did Government pay in respect of these Lend-Lease trucks?

(c) How much money did Government receive in respect of them?

(d) How many have been sold to (i) Provincial Governments, (ii) Indian States, and (iii) private parties and contractors, how many have been kept by Government themselves, and how many are remaining in stock?

(e) Of what make and size were these trucks, and on what basis was the price charged to the public fixed?

(f) Was there an invoice price indicated from U.S.A.? If so, what was it for different types?

The Honourable Sir Sultan Ahmed: (a) (i) 23,405.

(ii) 30,631.

(b) Nil.

(c) Government received payment only in respect of vehicles allotted for essential civil use. Separate figures of actual amounts received in respect of Lease/Lend trucks are not available.

(d) (i) 1,214;

(ii) 429;

(iii) 3,655;

Central Civil Departments—530;

Lent to Ceylon Government—50.

Balance retained by the War Department for the use of the Defence Services.

(e) Trucks allotted for civil use were 3-ton Chevrolet chassis. Price charged to the public for the Lease-Lend Chevrolet chassis, released for civil distribution

was based on the U. S. A. cost, with additions for sea-freight, insurance, clearing charges, customs duty, assembly charges, distribution (General Motors) charges of Rs. 28 and dealers' commission of Rs. 300 plus delivery charges ex-centre of distribution.

(f) No.

Does not arise.

LEND-LEASE CYCLES AND TYPEWRITERS IMPORTED INTO INDIA

138. *Mr. Manu Subedar: (a) Will the Honourable the Supply Member please state whether any cycles and typewriters were imported into India under the Lend-Lease? If so, how many, and of what make?

(b) How many of these were distributed to various Government Departments?

(c) Is it a fact that some Departments of Government to whom these were distributed, found them unsuitable and returned these machines?

(d) How many of these machines have Government still got undistributed or unsold?

(e) How much have the Government of India paid on account of these machines?

The Honourable Sir Sultan Ahmed:

Cycles	Typewriters
(a) Yes, 8,250 (Men's Columbia Military Bikes)	(a) (i) Yes.
	(ii) 12,943.
	(iii) Used machines Rebuilt 6,491
	Underwood . . . 1,981
	Remington . . . 1,823
	Corona . . . 1,188
	Royal . . . 534
	L. C. Smith . . . 267
	Woodstock . . . 110
	Misc. . . 549
(b) All	(b) 12,861.
(c) No.	(c) Yes.
(d) None.	(d) 92.

(e) The question of payment for these machines does not arise as the articles came on Lease-Lend.

COMPLAINTS AGAINST IRON AND STEEL CONTROL

139. *Mr. Manu Subedar: (a) Will the Honourable the Supply Member please state if it is a fact that controls have been so organized with regard to iron and steel that the requirements of ordinary civil population cannot be met at all?

(b) Have Government received any complaint with regard to this fact?

(c) Will Government indicate the system by which licences under the iron and steel control are given?

(d) What are the priorities fixed by Government for the guidance of the Controller, and in what order?

(e) Is it true that very large stocks of iron and steel have accumulated in Bombay and, in spite of this, licences are not freely issued because of strict control from Delhi and Calcutta, and the civil population is suffering?

(f) Have Government considered that by undue rigidity in the issue of licences for legitimate and small requirements of the civil population, the evil of the black market which they wished to prevent, is given rise to?

(g) What steps do Government propose to take for easing the situation?

The Honourable Sir Sultan Ahmed: (a) No.

(b) No.

(c) Licenses are issued by the Scheduled Departments described in the Iron and Steel (Control of Production and Distribution) Order 1941. Quotas for each

quarter are allotted to the scheduled Departments and they may issue licences up to the amount of that quota.

(d) The Iron & Steel Controller does not issue licenses for iron and steel needed by the general consumer. Scheduled Departments are instructed to issue licences for steel required for war purposes and for essential civil purposes.

(e) There are no large stocks of steel in Bombay apart from those in transit depots where the size of stock varies. These stocks are maintained to meet the needs of the whole country.

(f) Government recognises that there are certain essential small requirements of the civil population and sales of steel without licences are permitted up to certain quantities. Allotments of steel are made to stockholders from the I. & S. Department quota to enable them to meet such unlicensed sales.

(g) Government intend to continue releasing to stockholders as much steel as is available after meeting other essential demands for meeting the requirements of the small consumer through unlicensed sales. It is hoped that the position will steadily improve.

EMPLOYEES IN CERTAIN CONTROL ORGANIZATIONS

140. *Mr. Manu Subedar: (a) Will the Honourable the Supply Member please state how many employees (including officers) getting more than Rs. 200 a month (salary plus allowances) are engaged in each of the following:

- the Textile Control,
- Director-General, Munition Production,
- Iron and Steel Control,
- Coal Control,
- Import and Export Control,
- Shipping Control,
- Rubber Control, and
- the various Controls under the Department of Industries and Civil Supplies?

(b) By what method are these men recruited?

(c) What is the tenure of their office?

(d) Have Government bound themselves to any of them with regard to employment after the cessation of hostilities?

The Honourable Sir Sultan Ahmed: The information is being collected and will be laid on the table of the House in due course.

PETROL IMPORTED INTO INDIA

141. *Mr. Manu Subedar: (a) Will the Honourable Member for War Transport please state how much petrol has been imported in India in each of the years 1939-40, 1940-41, 1941-42, 1942-43, 1943-44, and 1944-45 (upto the 31st December, 1944)?

(b) How much less than the normal consumption of India is this importation, and on what basis have Government restricted the supply of petrol to private vehicles of the civilian population?

(c) Did Government send out any instructions to Provincial Governments with regard to the grant of supplementary petrol?

(d) If so, what were those instructions?

(e) Have the Government of India any control whatsoever over the distribution of petrol by military authorities to military contractors and others?

(f) In view of the fact that the position in 1945 is very different from the position in 1941 with regard to the Indian Ocean and the Mediterranean, will Government indicate when, by what stages and in what manner they propose to relax the provisions regarding the consumption of petrol by the civil population, and to ease the situation by increasing the basic grant?

The Honourable Sir Edward Benthall: (a) For security reasons I am unable to furnish the information asked for.

(b) The assumption in the first part of the question that the quantity imported in war time has any direct relation to normal peacetime consumption is incorrect. The principle followed by Government in rationing supplies of petrol

for private vehicles has been to conserve petrol to the maximum possible extent compatible with the essential needs of the civil population.

(c) and (d). The grant of supplementary rations to individual consumers is left to the discretion of the local rationing authorities who have been instructed in the sense I have mentioned in reply to part (b).

(e) Yes.

(f) Government are unable to say at present when the general position with regard to the availability of petrol for civil use is likely to improve and they regret that they see no prospect of relaxing the restrictions on the consumption of petrol or of increasing the basic ration in the near future.

Mr. Manu Subedar: Have Government considered that the owner of a private car, on the basis of the petrol supplied as basic ration, can hardly warm up the engine in this cold weather?

The Honourable Sir Edward Benthall: The Honourable Member must have a very peculiar car.

Mr. Manu Subedar: When do Government propose to alter or ease the situation a little in view of the fact that the war conditions have now become easier in the Indian Ocean?

The Honourable Sir Edward Benthall: The position as regards petrol has unfortunately not become easier, owing of course to the large military demands.

Sardar Sant Singh: May I ask if he will be pleased to tell us whether all the Provincial Governments apply this control uniformly or whether there are special restrictions for the Punjab alone?

The Honourable Sir Edward Benthall: No; there are no special restrictions for the Punjab alone; but of course there is some slight difference between the rigidity with which the scheme is applied in different provinces and states.

Sardar Sant Singh: What is the reason why in the Punjab the rigidity is more severe than in other provinces?

The Honourable Sir Edward Benthall: I am not aware that that is the case.

Mr. Manu Subedar: Has the Honourable Member considered the superfluous use of petrol by military contractors and even by military lorries who come down from Nasik to Bombay to buy a fan?

The Honourable Sir Edward Benthall: I have given a reply to that in my reply to part (e).

Mr. Manu Subedar: What about the waste of petrol by military lorries which is obvious to anybody who cares to see it? There is enormous waste. In view of this waste, will the Honourable Member institute an inquiry in order to see that some further assistance may be given to the civil population?

The Honourable Sir Edward Benthall: That is a question which I think should be directed to the War Department.

Mr. K. C. Neogy: Is it a fact that the more enterprising among the civilian population can get almost limitless supplies of petrol from the black market in every province and in every town?

The Honourable Sir Edward Benthall: If the Honourable Member will give me the information, I shall be very glad to have it.

STEPS RE POST-WAR ROAD DEVELOPMENT

142. *Sardar Mangal Singh: Will the Honourable Member for War Transport please state:

(a) what steps have so far been taken by the Government regarding post-war road development; whether the Policy Committee on Transport has submitted any report; and

(b) whether the reports of the Post-war Planning Committee will be made available to the members of this House from time to time?

The Honourable Sir Edward Benthall: (a) and (b). The report known as the "Nagpur Plan" drawn up by the conference of Chief Engineers at Nagpur, which recommended the outlines of a plan of road development throughout India at a cost of 450 crores of which 320 crores would fall upon British India, was circulated to Provincial Governments with the request that they should prepare project

estimates on the basis of the rough yardstick contained in it. These estimates are now being prepared and examined. The Nagpur report has been generally approved as a basis of planning by the Policy Committee, a copy of whose proceedings will be placed in the library of the House in due course.

Mr. N. M. Joshi: May I ask whether copies will be circulated to all Members of the Assembly?

The Honourable Sir Edward Benthall: - There are a large number of post-war policy committees dealing with a large number of subjects, and I think that is a question which should really be directed to the Honourable Member for Planning and Development, because if Honourable Members are to receive copies of all of these reports, it may require a large quantity of paper.

Mr. N. M. Joshi: May I ask whether the Government of India have taken any steps to see that labour will be properly represented on these transportation committees?

The Honourable Sir Edward Benthall: Yes; the Honourable Labour Member tells me that labour is represented.

Mr. N. M. Joshi: May I ask whether the Government of India will inquire and make sure that labour is represented?

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

SUBSIDIES TO MISS PAMELA HANKSON FOR INDIAN PROPAGANDA IN AMERICA

143. *Mr. K. S. Gupta: Will the Foreign Secretary please state if it is a fact that Miss Pamela Hankson was receiving subsidies from the Government of India and His Majesty's Government during her stay in America for addressing a large number of organizations on the social aspects of life in India? If so, what is the total amount of money paid to her from the Indian treasury?

Sir Olaf Caroe: Government understand there is a lady named Miss Pamela Hinkson, not Hankson. She is not employed by them nor has any subsidy been paid to her.

Mr. Sri Prakasa: What was the occasion for the Government of India to have knowledge of the existence of this lady when they seem to be so indifferent to her activities?

Sir Olaf Caroe: I believe that the Secretary of another Department was in Washington and learned her name.

SIDE-TRACKING OF INDIAN OFFICERS POSTED TO FRONT LINE

144. *Maulana Zafar Ali Khan: (a) Will the Honourable the Railway Member please state if it is not a fact that during the difficult situation in 1942-43 European and Anglo-Indian Officers objected to being posted to front line and only Indian Officers carried on the work under great hardships?

(b) Is it not a fact that after the transportation work on the districts had been carefully organised by the Indian officers they were replaced by European and Anglo-Indian officers?

(c) Is it not a fact that the number of Americans who are working in the American Zone is only 600 as compared with 12,000 Civilian Transportation Officers of the Bengal and Assam Railway?

(d) Is it not a fact that the Engineering Department which disallowed movement of heavier engines under civilian administration has now permitted much heavier engines to move under the same condition?

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

(c) I regret the information asked for cannot be supplied for reasons of security.

145. * [Not put.] -

DEFENCE OF INDIA CORPS ON BENGAL AND ASSAM RAILWAY

146. *Maulana Zafar Ali Khan: (a) Will the Honourable the Railway Member please state the strength of the Defence of India Corps on the Bengal and Assam Railway?

(b) How many civilian officers from Bengal and Assam Railway have joined this Corps?

(c) Is it necessary to appoint some officers from the Army who have not got Railway experience to join this Corps?

(d) Are the officers in this Corps directly under the General Headquarters?

(e) How many officers and subordinates have been tried in the court for making money by selling wagons during the war emergency?

The Honourable Sir Edward Benthall: (a) and (b). I regret that this information cannot be given for reasons of security.

(c) Officers from the Army are attached to the Corps mainly for duties in connection with military training and organization.

(d) Commissioned officers of the Defence of India Corps are under the administrative control of the General Manager.

(e) So far as the Bengal and Assam Railway is concerned the answer is 13 subordinates but I have no information as to how many, if any, were members of Defence of India Units.

PRICE INDEX OF COAL, ETC.

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

(a) Will the Honourable the Supply Member be pleased to state the price index of coal, assuming the price in August 1939 to be 100?

(b) What are the reasons for the shortage of coal, particularly steam coal for kitchen?

(c) Is it due to the shortage or the difficulties of labour?

(d) Has the Honourable Member taken any steps in nationalising the coal industry?

The Honourable Sir Sultan Ahmed: (a) Assuming the price in August 1939, to be 100, the present price index of coal in the principal coalfields is 300.

(b) and (c). The main reasons for the shortage of coal have been shortage of labour and lack of machinery. The various measures taken by Government to overcome these difficulties are described in the answer given in this House on the 1st November 1944, to Question No. 17. With regard to the shortage of steam coal for the kitchen, I may mention that this kind of coal is particularly in short supply and the present output is not sufficient to meet the full requirements of essential consumers.

(d) No.

Mr. K. C. Neogy: Is it not a fact that when there are wagons there is a shortage of coal and when coal raisings improve there is a shortage of wagons?

(No reply.)

An Honourable Member: No reply has been given.

The Honourable Sir Sultan Ahmed: No reply is needed.

Mr. N. M. Joshi: Is it not a fact that the shortage of labour in the mining area is due to the shortage of wages which are paid to the miners?

The Honourable Sir Sultan Ahmed: I am not aware of it.

Mr. N. M. Joshi: Will the Government inquire?

The Honourable Sir Sultan Ahmed: Government have inquired and they are satisfied that that is not the reason for the shortage of labour.

Sir Muhammad Yamin Khan: Is not the shortage of labour due to wages being inadequate?

Prof. N. G. Ranga: Is it not a fact that the increase in the wages of labour is not in proportion to the 300 per cent. increase in the price of coal?

The Honourable Sir Sultan Ahmed: There has been quite adequate increase in the wages.

Prof. N. G. Ranga: What is meant by 'adequate'? Is it adequate in comparison with the rise in the price of coal?

The Honourable Sir Sultan Ahmed: The Government of India think that the payment is quite adequate. It is sufficient under the circumstances of the case.

Mr. T. Chapman-Mortimer: Is it not a fact that one of the reasons for the shortage of labour was the large amount of diversion by Government, of labour in other directions.

The Honourable Sir Sultan Ahmed: I am not aware of that.

Mr. N. M. Joshi: Will the Government of India arrange that questions of this nature should be replied to by the Honourable the Labour Member?

The Honourable Sir Sultan Ahmed: If the question had been addressed to the Labour Member, I am sure he would have replied.

COMMUNAL COMPOSITION OF RAILWAY BOARD STAFF

148. *Mr. Piare Lal Kureel: Will the Honourable the Railway Member be pleased to state:

(a) the total number, separately, of permanent and temporary gazetted and non-gazetted officers of the Railway Board and how many of them are Scheduled Castes, Hindus, Muslims, Sikhs and others; and

(b) whether Government are satisfied with the present representation of the Scheduled Castes in the Railway Board; if not, what practical steps do they propose to take to secure their due representation in the Railway Board?

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

(b) Government are satisfied that the representation of scheduled castes in the Railway Board's office cannot at present be increased due to the non-availability of candidates with the necessary qualifications.

Statement showing the total number, separately, of permanent and temporary gazetted and non-gazetted officers of the Railway Board and their distribution community-wise

(Position as on 5th February, 1945)

	Gazetted	Non-Gazetted
Permanent	17	117
Temporary	47	309
Scheduled Castes	1	7
Hindus (other than Scheduled castes)	26	286
Muslims	7	100
Sikhs	2	13
Others	28	15
TOTAL	64	426

Prof. N. G. Ranga: Is there any member of the Scheduled Castes working in the Railway Board?

The Honourable Sir Edward Benthall: Yes.

Mr. Piare Lal Kureel: Does the Honourable Member propose to reduce the educational qualifications for various posts in the case of the Scheduled Castes in view of the fact that they took to education very late and cannot at present compete with other communities?

The Honourable Sir Edward Benthall: That is the policy of Government.

COMMUNAL COMPOSITION OF DIRECTOR GENERAL OF POSTS AND TELEGRAPHS OFFICE STAFF

149. *Mr. Piare Lal Kureel: Will the Secretary for Posts and Air be pleased to state the communal representation including that of the Scheduled Castes on the gazetted and non-gazetted staff of the office of the Director General of Posts and Telegraphs?

Sir Gurunath Bewoor: I lay on the table a statement giving the information required by the Honourable Member.

Name of service, etc.	Hindus			Minority Communities Recognised for Purposes of Communal Representation.				Other communities	Total
	Euro- peans	Hindus other than Depressed Classes	Depressed Classes	Muslim	Domiciled Europeans and Anglo- Indians	Sikhs	Indian Christians		
Superior Non-Gazetted Staff									
1. Chief Superintendents	Nil	2	Nil	Nil	Nil	Nil	Nil	Nil	2
2. Superintendents	Nil	15	1	3	Nil	Nil	Nil	Nil	19
3. Accountants Superintendents	Nil	2	Nil	Nil	Nil	Nil	Nil	Nil	2
4. Stenographers	Nil	17	Nil	7	2	Nil	1	Nil	27
5. Accountants	Nil	10	Nil	1	Nil	Nil	Nil	Nil	11
6. Assistants	Nil	55	Nil	23	Nil	1	3	Nil	79
7. II Division clerks	Nil	62	1	32	1	4	Nil	Nil	103
8. III Division clerks	Nil	56	4	27	1	4	Nil	Nil	92
9. Draftsmen	Nil	2	Nil	5	Nil	Nil	Nil	Nil	7
10. Tracers	Nil	Nil	Nil	2	Nil	Nil	Nil	Nil	2
11. Building Overseers	Nil	Nil	Nil	Nil	Nil	1	Nil	Nil	1
12. Assistant Secretary	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	1
13. Sorting Inspector	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	1
14. Motor Driver	Nil	1	Nil	Nil	Nil	1	Nil	Nil	1
15. Carpenter	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1
16. Engineering Supervisor	Nil	2	Nil	1	Nil	Nil	Nil	Nil	3
Total	Nil	226	6	101	4	11	4	Nil	352
Gazetted Staff									
	9	20	Nil	7	9	Nil	Nil	Nil	46
Grand Total	9	246	6	108	13	11	4	Nil	398
Inferior Staff									
	Nil	114	Nil	69	Nil	1	1	Nil	Nil

MOTION FOR ADJOURNMENT

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COMMUNAL COMPOSITION OF EXTERNAL AFFAIRS DEPARTMENT STAFF

150. *Mr. Piare Lal Kureel: (a) Will the Secretary for External Affairs be asked to state the total number of gazetted and non-gazetted posts, both temporary and permanent, in the External Affairs Department?
(b) How many of these posts are held by Scheduled Castes, Hindus, Muslims, Christians and others?

Sir Olaf Caroe:

	Permanent	Temporary
(a) Gazetted posts	10	7
Non-gazetted post	86	82
(b) Gazetted Posts	Number	
Scheduled castes	Nil	
Hindus	6	
Muslims	Nil	
Sikhs	Nil	
Christians	1	
Others	10	
Non-gazetted posts		
Scheduled castes	4	
Hindus	89	
Muslims	35	
Sikhs	9	
Christians	3	
Others	23	
Vacant	15	

Sardar Sant Singh: Will the Honourable Member state the reasons why there is no representation of the Sikhs for the gazetted posts under him?

Sir Olaf Caroe: Until a year ago, there was one but none happen to be coming up just now.

Mr. N. M. Joshi: What special steps are the Government of India taking to secure adequate representation of the Scheduled castes in regard to all these appointments?

Sir Olaf Caroe: As regards gazetted posts, there is no question of appointments on a communal basis, because promotion does not go on a communal basis. As regards non-gazetted posts, if adequate candidates offer themselves they will of course be considered.

Sardar Sant Singh: Government is always pressing upon this House that there is no communal consideration in the case of the gazetted posts for selections but in practice one minority community gets all the consideration from the hands of the Government, while Sikhs and others are not given consideration.

(No answer.)

Mr. N. M. Joshi: Is the Government of India aware that there is great difficulty in the matter of proper representation of the Scheduled castes in these services and will the Honourable Member take special steps to secure adequate representation of the scheduled castes?

Sir Olaf Caroe: There are a number of members of the Scheduled Castes in non-gazetted posts in the Department.

MOTION FOR ADJOURNMENT

FAILURE TO APPRISE THE GOVERNOR GENERAL ABOUT SITUATION RE RECRUITMENT TO INDIAN CIVIL SERVICE AND INDIAN POLICE SERVICE

Mr. President (The Honourable Sir Abdur Rahim): I have received notice of an adjournment motion from Nawab Siddique Ali Khan. He wishes to discuss a definite matter of public importance, namely, the failure of the Government of India to apprise the Governor General with the correct situation regarding the Indian Civil Service and the Indian Police Service to enable him to review the

[Mr. President]

question of recruitment to these Services and recommend to the Secretary of State for India to stop recruitment of non-Indians to the Indian Civil Service and Indian Police.

How does the Honourable Member know that as a matter of fact the Government of India failed to apprise the Governor General as regards the matter he complains of?

Nawab Siddique Ali Khan (Central Provinces and Berar: Muhammadan): In view of the reply given by the Honourable the Home Member the other day . . .

Mr. President (The Honourable Sir Abdur Rahim): Have you got the answer?

Mr. Abdul Qaiyum (North-West Frontier Province: General): I remember the Home Member distinctly said that they had made no representation to the Governor General on the subject.

Mr. President (The Honourable Sir Abdur Rahim): Then the next difficulty is—are the Government of India under any obligation to give advice to the Governor General in the matter?

Nawab Siddique Ali Khan: I believe it is the primary duty of the Honourable Members sitting on those Benches to advise the Governor General and to keep him informed on these matters, with regard to public opinion in the country.

Mr. President (The Honourable Sir Abdur Rahim): I think the Honourable Member is referring to section 244. That is a matter in which the Governor General acts in his discretion in giving information to the Secretary of State. I want to know whether the Government of India is under any obligation to give any advice or give any information to the Governor General in this matter.

Nawab Siddique Ali Khan: That is the normal obligation of the Honourable Members to advise the Governor General. They are his advisers.

Mr. President (The Honourable Sir Abdur Rahim): What is the meaning of his acting in his discretion? The Honourable Member is raising a very important question. It really affects the entire scheme of the Government of India Act of 1935.

Nawab Siddique Ali Khan: Sir, it is the duty of the Honourable Member to give advice; and it is for the Governor General to accept it or not.

Mr. K. C. Neogy (Dacca Division: Non-Muhammadan Rural): Sir, I shall make a very brief submission on this point. I am perfectly aware of the distinction made in the Government of India Act as regards the powers of the Governor General which he has to exercise at his discretion, and the other class of powers, but I have before me a copy of the draft Instrument of Instructions to the Governor General which was laid before the Parliament. In clause 17 of that Instrument of Instructions this is what I find:

"Although it is provided in the said Act that the Governor General shall exercise his functions in part in his discretion and in part with the aid and advice of Ministers, nevertheless it is Our will and pleasure that the Governor General shall encourage the practice of joint consultation between himself, his Councillors and his Ministers."

This injunction applies to the powers of the Governor General to be exercised at his discretion. I should like to know whether this particular provision is being carried out in its spirit.

Mr. President (The Honourable Sir Abdur Rahim): I should like to know what the Government Member has to say in the matter.

The Honourable Sir Francis Mudie (Home Member): As regards the last point, the Instrument of Instructions to the Governor General, I understand that what was read out was the draft Instrument of Instructions on the assumption that Federation had come into full force. Leaving out that point, the point that has been raised by Mr. Neogy makes it very clear that the intention of this motion is to censure the Governor General. (*Voices of "No, no"*) Mr. Neogy quotes the Instrument of Instructions from His Majesty to the Governor General and from that he assumes that the instructions are to us, which obviously is not the case. If Mr. Neogy's case is to be based on the Instrument of Instructions

then clearly the case must be against the Governor General. (*Voices of "No, no"*) As regards section 244(4) of the Act, as you yourself pointed out, Sir, it is perfectly clear from sub-section (4) that a duty is imposed on the Governor General in his discretion and not on the Governor General, i.e., the Government of India. It is quite clear that the object of Parliament was that this function should not be performed either directly or indirectly by the Governor General in Council. Sub-section (4) reads:

"It shall be the duty of the Governor-General to keep the Secretary of State informed as to the operation of this section, and he may after the expiration of such period as he thinks fit make recommendations for the modification thereof."

In discharging his functions under this sub-section, the Governor-General shall act in his discretion."

The intention of the adjournment motion is clearly to censure the Governor General for not having made a particular recommendation to the Secretary of State under this sub-section. That is the clear intention, though the drafting may be otherwise, and I submit that it will be quite impossible to discuss this motion without in fact bringing in the action of the Governor General. That, as you know, Sir, is ruled out by Standing Order 29, which says:

"(1) The matter of every speech shall be strictly relevant to the matter before the Assembly."

"(2) A member while speaking shall not—

(iv) reflect upon the conduct of His Majesty the King or the Governor-General"

I maintain that it would be quite impossible to discuss this motion without introducing arguments reflecting on the conduct of the Governor General. That is clearly shown by Mr. Neogy's argument.

Mr. President (The Honourable Sir Abdur Rahim): This motion of adjournment raises a very important question, as to whether this Assembly can by a motion of this character censure the Government of India for having failed to advise the Governor General as regards a matter which under the Government of India Act lies in his discretion. I am fully aware that the subject-matter to which this motion relates is one of considerable importance, that is, the recruitment to the Indian Civil Service and the Indian Police, but the difficulty is that these are services to which recruitment is made by the Secretary of State, and as regards any review or re-consideration of the position in respect of these services, the Governor General, acts in his discretion to keep the Secretary of State informed as to the situation. Now, if a motion like this were to be admitted, it would be tantamount to the Assembly expressing its opinion on whether the Governor General did or did not act properly with respect to his obligation to keep the Secretary of State informed regarding the situation. This would be calling in question the action or the omission to act on the part of the Governor General in a matter in which he is to act in his discretion. The position is made still more clear by Standing Order 29 which prohibits any speech in the Assembly reflecting on the conduct of the Governor General. Under these circumstances, I must hold that this motion is not in order.

THE INDIAN TEA CONTROL (AMENDMENT) BILL

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I move:

"That the Bill further to amend the Indian Tea Control Act, 1938, be taken into consideration."

Sir, very few words are needed from me to explain the objects of the Bill. The Statement of Objects and Reasons attached to the Bill shows that certain difficulties have arisen in the working of the Act, and this amending Bill is brought forward to provide for a more equitable distribution of quota. Sir, I move.

Mr. President (The Honourable Sir Abdur Rahim): The question is: "That the Bill further to amend the Indian Tea Control Act, 1938, be taken into consideration."

The motion was adopted.

Clause 2 was added to the Bill.

Clause 1, was added to the Bill.

The Title and the Preamble were added to the Bill.

The Honourable Sir M. Azizul Huque: Sir, I move:

"That the Bill be passed."

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

"That the Bill be passed."

The motion was adopted.

THE INDIAN COMPANIES (AMENDMENT) BILL.

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I move:

"That the Bill further to amend the Indian Companies Act, 1913, be taken into consideration."

Sir, the object is merely to put into the Act clearly the intention which was originally behind the legislation. It has been interpreted that the provisions of the Act preclude the withdrawal from a provident fund, and it is merely not to affect the right of an employee under the rules of the provident fund to withdraw money that we thought this necessary change should be made. Sir, I move.

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

"That the Bill further to amend the Indian Companies Act, 1913, be taken into consideration."

Mr. T. S. Avinashilingam Chettiar (Salem and Coimbatore *cum* North Arcot: Non-Muhammadian Rural): Sir, we are in agreement with the purpose of the amendment incorporated in the Bill. The purpose of the amendment is to enable an employee to take money from his provident fund. The provident funds were instituted under certain conditions in certain companies for their servants. Some of the servants who were subscribing to the provident fund wanted to take money out of the fund. Certain Registrars of Joint Stock Companies objected to this and held that there was no provision in the Companies Act for such withdrawal. The proposed amendment wants to allow the company's servants who want money out of their provident fund to get it. The only object with which I stand up to speak on this motion is to point out that the amendment which the Government have brought forward in this Bill does not actually serve that purpose. Usually provident funds are meant for the protection of the individuals concerned in the latter portion of their life when they retire. Provident funds are usually instituted in the absence of pensions, and for temporary accommodation, loans are given out of the provident fund, subject to certain restrictions and subject to repayment. In the proposed amendment, the word used is 'withdraw'. Now, Sir, I submit that the word 'withdraw' does not mean that it must be paid back. The word 'withdraw' does not mean 'advance', nor does it mean 'borrow'. 'Withdraw' means you take money which may or may not be put back. But that is not the intention with which the provident fund system was introduced in companies. I do not think it is necessary for me to labour the point. From provident funds, withdrawals are made only finally when the man retires from the company's employment. It is always borrowing or advances. In the General Provident Fund Rules, instituted by the Central Government, this meaning is clearly brought out in the Rules. Rule 16 says:

"An advance shall be recovered from the subscriber in such number of equal monthly instalments as the sanctioning authority may direct."

I therefore submit that the word to be put in the amendment is not 'withdraw', but 'borrow'. If the Honourable Member wants, I can give him the dictionary meaning of the word 'withdraw'.

The next point which I should like to say about the amendment is this. This amendment does not put any restrictions on the amount to be withdrawn. In every provident fund whether it is instituted by Local Governments or private educational institutions or even by the Central Government, always these 'advances', as it has been stated here, are subject to certain restrictions. He is not entitled to withdraw all the amount in his name, because it may happen

that in the urgency of the moment, he may withdraw the whole amount and suffer later on in life. That will not be 'provident', but 'improvident'. Therefore, restrictions are absolutely essential in order to regulate borrowings subscribed to the provident fund. Even under the rules governing the General Provident Fund Central Services Rules, there is this restriction:

"An advance shall not except for special reasons exceed three months pay or half the amount at the credit of the subscriber to the fund."

So, I find that in every provident fund, there have been rules for regulating and restricting the amount that the subscriber borrows. Secondly, it is 'borrowing' and not 'withdrawing'. Borrowing means returning back the money. Withdrawal does not mean putting back the money. For these reasons, I hope the Honourable Member will accept the amendment which I have given notice of expressing this intention clearly, and I do hope the Honourable Member does not differ from the views expressed by me.

The Honourable Sir M. Azizul Huque: Our object is quite clear. We want to give effect to the rules of the provident fund, not only to withdraw finally, but also to withdraw temporarily.

Mr. T. S. Avinashilingam Chettiar: "Withdraw" does not mean—take money temporarily.

The Honourable Sir M. Azizul Huque: After all, "borrow" is one term of "withdrawal".

Mr. T. S. Avinashilingam Chettiar: "Withdraw" does not mean—pay back, while "borrow" means—pay back.

The Honourable Sir M. Azizul Huque: The language "withdraw" is in all provident fund rules and it means "withdraw" both temporarily and permanently. As I say, this is a question of interpretation and I am advised that the word "withdraw" really includes both. If I find there is any difficulty in the actual operation of this provision, I should have no hesitation in coming again to this House to remove the difficulty.

Mr. T. S. Avinashilingam Chettiar: Why don't you make it clear here and now. Why do you wait till a difficulty arises?

The Honourable Sir M. Azizul Huque: I think it is already clear. It is very risky to incorporate words in a statute without getting proper legal advice. That is my difficulty. I am entirely at one with my Honourable friend. That is my intention. I feel that the present language, as I am advised at present, is enough. But if at any time, I find that that is not enough, I will certainly bring in another amendment. That is all I have to say.

Mr. Bhulabhai J. Desai (Bombay Northern Divisions: Non-Muhammadian Rural): I wish to point out that it is not a matter of such simple interpretation. It is perfectly obvious that unless there is withdrawal with an obligation to repay, *prima facie*, it means money to that extent is reduced. I think in a matter of this kind, there ought not to be any room for doubt left. I have no objection to the retention of the word "withdraw" provided you add the words "repayable within a period of three or six months". It is perfectly wrong simply to say "withdraw". So far as I know the language, if you say "withdraw", there is no obligation to repay.

The Honourable Sir M. Azizul Huque: It is not simply "withdraw", it is "withdraw" according to the rules. When he "withdraws" he has to put it back.

Mr. T. S. Avinashilingam Chettiar: "Withdraw" does not necessarily mean put it back.

Mr. Bhulabhai J. Desai: That is precisely what we want. Make it "withdraw" with an obligation to pay back.

The Honourable Sir M. Azizul Huque: "Withdraw" covers, "withdraw" under the rules and pay it back. Pay it back is also under the rules. So when he withdraws under the rules, he has to put it back also under the rules.

Mr. Bhulabhai J. Desai: You cannot interpret an Act by reference to the rules.

The Honourable Sir M. Azizul Huque: The language of the amendment is clear. "Nothing in sub-section (2) shall affect any rights of an employee under the rules of the provident fund to withdraw". Under the rules, he has the right to withdraw not only finally but also temporarily and then put it back.

Mr. Bhulabhai J. Desai: I have never known an Act which is to be interpreted with reference to the rules made thereunder. We insist on the amendment being made clear so as to make it obligatory on the employee to put back what he withdraws.

The Honourable Sir M. Azizul Huque: I am afraid my Honourable friend has misunderstood the scope of the section. The scope of the section is to give effect to the rules of the provident fund. Therefore if the rules are to be given effect to this Act is to be interpreted with reference to those rules, and whatever those rules are—which we do not know—we say that it does not affect the rights of any person under those rules. I can assure the House that if there is any difficulty in interpretation I will have no hesitation in changing it.

Mr. T. S. Avinashilingam Chettiar: If there are rules to withdraw temporarily there is no need for this amending Bill at all and the Registrars of Joint Stock Companies will not object to it. The fact that they did object to it itself means that their rules are not clear, and that is why they have come to the Legislature. But it will only make it worse if you put in that word.

The Honourable Sir M. Azizul Huque: What I am prepared to do is this. After this consideration stage is finished the clauses may be left over. In the meantime I will take legal advice and if any amendment is necessary I will suitably change it.

Mr. Bhulabhai J. Desai: I suggest a simple phrase,—“withdraw with liability to pay or reimburse within a period of three months”. After all it does not require any such very deep consultation, as far as I can see.

Sir George Spence (Secretary, Legislative Department): Sir, I do not think the amendment suggested by the Leader of the Opposition would quite do, for this reason that for precisely the same reasons as the Registrars held that it would be in violation of the existing section to let a man take what in common parlance is called a loan from the provident fund, they would be likely to say that he could not take out the amount at his credit when it became due for final payment. We should be careful that we are not precluding that. I think there is a case for letting the department concerned and the Government draftsman work out a suitable formula before an amendment is adopted.

Mr. T. Chapman-Mortimer (Bengal: European): Sir, I should like to make a few observations on this. First, I cannot understand why it is that—only in very recent days apparently—this point has been raised by some Registrars of Joint Stock Companies. I should like to know when they raised it; why it is that it has never been raised before; what was the position before they raised it; and who were the particular Registrars who did so. The second point is this. Am I to understand that the Honourable the Commerce Member is proposing that, having discussed this Bill at the consideration stage, the third reading should not be taken up today but later? Is that correct?

The Honourable Sir M. Azizul Huque: The clauses may be left over.

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

“That the Bill further to amend the Indian Companies Act, 1913, be taken into consideration.”

The motion was adopted.

The Honourable Sir M. Azizul Huque: Sir, I suggest that further consideration may be left over for the time being and if there is a suitable draft we will consider the matter.

Mr. President (The Honourable Sir Abdur Rahim): Very well.

THE INDIAN MERCHANDISE MARKS (AMENDMENT) SUPPLEMENTARY BILL

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I move:

“That the Bill to amend the Indian Merchandise Marks (Amendment) Act, 1941, be taken into consideration.”

The object has been made clear in the Statement of Objects and Reasons. There is a desire in a certain section of the House, which we have considered very carefully, that a Bill of this nature should at least go to the Select Committee. Therefore, without wasting the time of the House I merely move that the Bill be taken into consideration, but Government will be quite prepared to accept the suggestion that it should go to Select Committee.

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

“That the Bill to amend the Indian Merchandise Marks (Amendment) Act, 1941, be taken into consideration.”

Mr. T. Chapman-Mortimer (Bengal: European): Sir, I move:

“That the Bill be referred to a Select Committee consisting of the Honourable the Law Member, the Honourable the Commerce Member”

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has not yet given the names. I have pointed out before that the names of members of the Select Committee should be supplied before the motion is moved. Therefore the motion will now stand over until the names are given in proper form.

Mr. T. S. Avinashilingam Chettiar (Salem and Coimbatore cum North Arcot: Non-Muhammadan Rural): Sir, I would offer only one suggestion in this matter. The purpose of Government has been to bring out for stamping different numbers, etc., on two new things, crochets and handicraft threads. It is good for the purpose of trade to get crochets and handicraft thread also stamped with the particulars. But the difficulty is this. Crochets and handicraft threads are manufactured in cottages as cottage industries; and if this is imposed upon cottage industries it will create a lot of trouble and hardship for thousands of workers in the villages. Government also recognise this difficulty but they have an odd way of trying to get out of the difficulty. They take power under the Act itself to say that all manufacture of crochet and handicraft thread along with others should be stamped, whether manufactured in factories or outside them. Previously the Act wanted a stamp only on thread manufactured in the factories, but now by this amendment in Clause 2(a) (ii) they say: “in any premises not exempted by rules made under section 20 of this Act”. That means that when this amendment becomes law, crochet and handicraft threads as well as sewing and darning threads wherever manufactured will be liable to stamping. And now they say they want to exempt cottage industries. And how do they propose to do it? They take power under the rules to exempt certain things. What I want to put before this House is that instead of leaving the rules to be made by the Central Government, why not put it in the Act? Why not you specify that crochet and handicraft threads, which are made in the cottage industries, are exempted from the operation of this section. Instead of taking powers under the Act to frame rules, you may put it in the Act itself. You will say that it is difficult to define it. If it is difficult to define it, we will help you. It is more convenient for 140 people, or more, to put it in the Act now, than to leave it to one Secretary to define the cottage industries later on.

I am glad that the Honourable Member has agreed to accept a motion for Select Committee when it will be moved by my Honourable friend later on. This is the main difficulty which we would like to meet and I would suggest that the Select Committee should go into this matter, make a proper definition, exclude the cottage industries from the operation of this section, and take off the clause which gives the Government the right to give exemptions.

Sir, I support the motion.

Mr. Ananthasayanam Ayyangar (Madras ceded Districts and Chittoor: Non-Muhammadan Rural): First of all I would like to say that the Indian Merchandise Marks Act is extended so as to include two other items which were

[Mr. Ananthasayanam Ayyangar]

not there originally. Opinions have been received, as it is stated in the Statement of Objects and Reasons, and it is proposed that these items also ought to be included and an amendment ought to be made to the original Act. May I know from the Honourable the Mover in what quantities these articles have been and are being produced year after year, and how the non-inclusion of these is affecting or affects the production of other articles that have been marked or have been brought under this Act? Opinions there are, but may I know what is the nature of those opinions? Are those opinions expressed by persons who are the producers of the other items that they want to introduce these also so as to avoid competition amongst themselves and so that the other items that are included may not compete in the market with those items with respect to which the Act already applies. I would also like to know if it does not affect the hand-spinning industry. What is the object of making the provision relating to these things which are produced in the factories and extending the operation even to premises which are not strictly speaking factories, indirectly with the object of killing the hand-spinning industry?

Further, this Bill tries to introduce two very dangerous elements which have not yet crept into the original Act. They are taking power not only to make rules with regard to particulars which have to be put on by way of marks on these articles that are produced, but also for a general definition of premises and bringing under that item every kind of factory. It is open to the Executive to let their political considerations influence their judgment in many cases. Sometime ago we found that persons were charged for merely putting on Gandhi caps. The other day we read a news in the press that in Gorakhpur, Congress flags were used as dusters. They may say that you should not crop in a particular manner, and so on. Therefore we do not know what decisions Government may take in certain circumstances; they may prohibit the production of certain articles if it does not suit their taste, and therefore allowing such power to remain in the hands of the Executive is a dangerous precedent. Sir, I would oppose, whatever may be the reason and however convenient it may be, I would oppose granting powers to the Executive to frame rules so as to exempt or not to exempt and to include or not to include certain categories of premises within the operation of this Act.

Then, Sir, I would also like before the Bill goes to the Select Committee that a provision should be made to this effect: Rules which are framed under any particular Act ought to be submitted to the House for being scrutinized by a Standing Committee of the House relating to that Department. Rules ought to be placed on the table of the House and these should be examined by the Standing Committee appointed for the department concerned. The House has no time to look into these matters in detail. I think, Sir, that a provision must be made in this Act that the Standing Committee must look into these rules and unless and until they have passed those rules they should not be considered as final. That alone will be a wholesome provision, otherwise it will be a farce. Dummy rules will be framed and that will become law, and it will appear as if the Assembly has taken the responsibility of framing those rules. I therefore press that a provision ought to be made that the rules should be placed before the Assembly and scrutinized by the Standing Committee and unless and until the Standing Committee has had an opportunity to modify and pass them, they should not to be included in the Act.

Sir Henry Richardson (Nominated Non-Official): Sir, we in this Group with the support of other sides of the House have frequently brought to Government's notice the difficulties that are made not only for themselves but also for us when legislation is rushed through or endeavoured to be rushed through this House. We have a motto 'Marry in haste, repent at leisure'. I would suggest that it be changed for this purpose to 'Legislate in haste and legalize at leisure'. This Bill was published in the Gazette of India on the 1st of

February. Now, I think it was a year ago, at my suggestion, that Government accepted that Bills should, as far as possible, be published in the Gazette to enable us to have some opportunity of consulting our constituents on these measures before we meet, and they have, to a certain extent, followed out their acceptance which the Leader of the House kindly gave for doing that and we are grateful, but we do not want them to delay publishing these measures so late as has happened in this case. I have in my hand a telegram from a Calcutta constituent in which it says that the Gazette in question was received in Calcutta only on the 6th of February and here we are only six days later, being asked to consider and pass an important measure. Government, I know, have their difficulties and it is not our desire in any way to do anything to delay the business of Government. If through their own delay in publishing what I do not think is a very difficult thing to do—after all it has to be considered by them and I do not see why it should not be published much earlier but they delay in doing so—then the delay in Government business cannot be laid at our door, and I do plead once again seriously to consider whether it is not possible to give far more time to us and to have these Bills published so that we may enable our constituents to consider them and give notice of any necessary amendments that may have to be made.

Another point is, that we are ourselves suffering at the present time from severe shortage of staff, owing to our having allowed our assistants and Europeans to go and help the war. Now it was bad enough three or four years ago when our effective personnel was reduced to 50 per cent. Now owing to deaths and illness that percentage is being even more lowered and therefore it is all the more necessary to give more time than was usual for us to have to consider these measures. I am very grateful to the Honourable the Commerce Member for his agreement to refer this matter to Select Committee if the motion is passed later on, and I would like also to say that he has to a certain extent, or intends. I believe, to a certain extent to meet us on the same points in regard to another Bill which is coming forward.

With these few remarks I do urge on Government to take notice of this protest of ours which is supported by our constituents and endeavour to give us as much time as possible in future.

Mr. T. Chapman-Mortimer: Sir, I move:

"That the Bill to amend the Indian Merchandise Marks (Amendment) Act, 1941, be referred to a Select Committee consisting of the Honourable Sir Asoka Roy, the Honourable Sir M. Azizul Huque, Dewan Abdul Basith Choudhury, Sir F. E. James, Mr. Ram Narayan Singh, Pandit Nilakantha Das, Mr. T. T. Krishnamachari, and the Mover, and that the number of members whose presence shall be necessary to constitute a meeting of the Committee shall be five."

I understand that it is also necessary for me to mention the name of Mr. Y. N. Sukthankar, the Commerce Secretary, which was left out by mistake in this draft.

I need not add, in supporting this amendment, to what my leader has already said. We in this Group along with others in this House have protested many times at the attempts by Government to rush through important legislation without giving us adequate time to consider the matter, and for that reason we should like this particular Bill to be referred to a Select Committee. We understand that Government are agreeable to accept the motion.

Sir, I move.

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

"That the Bill to amend the Indian Merchandise Marks (Amendment) Act, 1941, be referred to a Select Committee consisting of the Honourable Sir Asoka Roy, the Honourable Sir M. Azizul Huque, Dewan Abdul Basith Choudhury, Sir F. E. James, Mr. Ram Narayan Singh, Pandit Nilakantha Das, Mr. T. T. Krishnamachari, Mr. Y. N. Sukthankar, and the Mover, and that the number of members whose presence shall be necessary to constitute a meeting of the Committee shall be five."

The Honourable Sir M. Azizul Huque: I have only to suggest to the Honourable Member to fix a definite date. Otherwise under the rules I cannot move it within time.

Mr. T. Chapman-Mortimer: We are quite prepared to do that and we suggest some date like the 5th of March: "with instructions to report by the 5th March".

Mr. President (The Honourable Sir Abdur Rahim): The amendment move will now read:

"That the Bill to amend the Indian Merchandise Marks (Amendment) Act, 1941, be referred to a Select Committee consisting of the Honourable Sir Asoka Roy, the Honourable Sir M. Azizul Huque, Dewan Abdul Basith Choudhury, Sir F. E. James, Mr. Ram Narayan Singh, Pandit Nishantha Das, Mr. T. T. Krishnamachari, Mr. Y. N. Sukthankar, and the Mover, and that the number of members whose presence shall be necessary to constitute a meeting of the Committee shall be five, with instructions to report by the 5th March, 1945."

Prof. N. G. Ranga (Guntur cum Nellore Non-Muhammadan Rural): I am not at all happy at this suggestion that this Bill should be sent to Select Committee immediately. Unfortunately, as it so happens, these cottage industries and those people interested in them are not organised and therefore Government is not able to obtain their views; nor are the non-officials able to get their views from Provinces. I do not know, Sir, as my Honourable friend Mr. Ananthasayanam Ayyangar has said, who has suggested this particular alteration so soon after the previous Act of 1941. I have a fear that bigger people are interested somehow or other to rope in these cottage industry workers, so that it may be possible for them to escape from the competition of cottage industries or kill those industries. The mischief of this Bill is likely to affect a very large number of people in different Provinces. We gain an idea of the scope of this particular Bill from the power given to Government to give exemptions to certain premises. And what are these premises? They are premises used for the manufacture, bleaching, dyeing or finishing of cotton yarn and thread and so on. These premises number thousands in my own Province of Madras, and in Madura town alone there are hundreds of such premises. Do we understand that the Government is to be empowered to give exemption to everyone of these people? That means that every one of these people has to come to some specified officer of the Government of India to obtain some exemption.

The Honourable Sir M. Azizul Huque: No.

Prof. N. G. Ranga: My Honourable friend says, no. If so, what is the significance of this power? These people have to obtain exemption themselves. I certainly do not want all these people to be put to this particular trouble at all. What do they propose to do? They want to escape from the limitations placed on the Government of India by the Factory Act, 1934, and take for themselves the power to notify any premises, without any limitation of the number of workers employed therein. If Government feel that there are premises or factories or concerns in which more than twenty workers are employed, which ought to be brought within the mischief of that Bill, let them say so. Then we will know where we are. Instead of that, they take power to make rules and from the mischief of those rules various concerns are expected to escape by simply asking for exemption from Government. This sort of things is likely to create any amount of trouble for these workers who are not used to so much office work and running after these Government officials and getting these exemptions. If Government are really anxious to encourage cottage industries and not to throttle them, then they ought to come forward with more definite information and give a definite assurance to this House that this Bill or any such Bill is not expected to give any more trouble than what they are suffering from now, and that on the other hand every one of the legislative steps they propose to take is intended to help the cottage industry and not to create any more trouble. On the face of this, the present Bill seems to be going against cottage industries and I do not know how it would be possible for my Honourable friend to so amend it in the Select Committee as not to harm the interests of the cottage industries at all. And that is why I am not at all happy at the idea of this Bill being sent to the Select Committee and my fears are still increased from the fact that this notion of Select Committee has come from a quarter which has not been known

for its friendliness towards cottage industries. That particular quarter has been interested in developing factories in this country at the cost of cottage industries, and they have been committed to the idea that cottage industries must go to the wall, that only by developing factories and factory economics in this country it will be possible for people to be employed in better-paying employments and so on. We know for a fact that in this country with its four hundred million people full employment cannot be guaranteed by the development of this kind of factory system, to which my Honourable friends of the European Group have been committed for a long long time, almost for the last 150 years. On the other hand, full employment can be provided in this country mostly through cottage industries which can utilise labour capital to a much greater extent than cash capital or bank capital. Therefore I am extremely anxious that the Select Committee as well the Honourable Member should take special care to see that the interests of cottage industries are specially safeguarded. If by any means they find that it is not possible within the purview of this particular Bill to safeguard the interests of the cottage industries, I would submit to my Honourable friend, the Member in charge of this Bill, to withdraw this Bill, consider this matter more deeply and come back again to this House with a more helpful Bill for this purpose.

The Honourable Sir M. Azizul Huque: I can assure Prof. Ranga that it is really to help the cottage industries and other industries as well that I have thought it desirable to bring some of these pieces of legislation before the Assembly. It will be interesting to know that this originated from certain difficulties which were felt by those concerned in the sale of the cottage industry products as also the products of other industries and my friend will agree that that is a matter worth looking into. We have taken all possible steps. We did not rush. In fact I would ask my Honourable friend Sir Henry Richardson to look into the files of the Chamber of Commerce as to when we first consulted them as to what was their opinion on the matter.

Sir Henry Richardson: The rush was not there but it is here.

The Honourable Sir M. Azizul Huque: When we got a view which was generally supported by the Provincial Governments as also by the largest bulk of the Chambers of Commerce in this country, I thought that it was a matter which was worth looking into. As regards delay, of course I am not responsible for the Postal department. Neither am I responsible for the fixing of the dates.

Nawabzada Muhammad Liaquat Ali Khan (Rohilkund and Kumaon Divisions: Muhammadan Rural): Your Colleague!

The Honourable Sir M. Azizul Huque: To me it is quite indifferent whether it is taken early or late but the House had two days at its disposal and we thought that it would be better to bring the Bill before it now and not in the midst of the Budget Session, specially when the matter is practically of a non-contentious character. The suggestion was that at present the length was allowed to be marked. That is meaningless. We suggest that length should be allowed to be marked as an alternative to the weight of the thread. Under the Merchandise Marks Act the grist number should be given. That is a technical expression which is not used in the particular trade itself. So it is proposed to amend the Act to delete the expression 'grist number' and require such description as might be understood. After all this is not an original Bill. It is merely to give effect to the provisions of the Merchandise Marks Act that these changes are necessary.

As regards the power, of course I know that it is difficult to find out a formula by which you can altogether take away the power of the Government and leave it merely to the operation of the law. There is always a certain amount of power which has to be exercised by Government and if they exercise that power it is because it should be exercised in the interests of the people concerned. Our intention is that just as we have done with cotton textiles we want to exempt those products which are manufactured in cottages where a certain number of men are engaged. I do not think the idea of

[Sir M. Azizul Huque]

getting a certificate of exemption from the nearest available District Magistrate or Sub-Divisional Officer ever came to our mind, because economic laws affecting the whole country cannot be administered, where everybody has to take a permission. Our intention was to exempt it by the operation of the law itself and then to allow the law to operate if anybody violates it. So I can assure my Honourable friend that our intention is not to ask anybody to get a certificate but generally, in the rules which will be published, to make a declaration that such and such categories are exempted. As I said before, there are one or two points which have been raised. I think that as the matter is going into Select Committee, the Committee might very well look into these matters there. I would say this much that in these days when, as Sir Henry Richardson said, there is such a shortage of staff, they will also realise our difficulties, if we have to carry on matters for two years and thereafter we found that we must wait for another three months. This matter began in June 1943. I have been consulting Chambers of Commerce and I have been consulting the Provincial Governments and I came to the conclusion, unfortunately just before the Session, that the matter should come before the Legislature but I can assure my Honourable friend that I myself am quite anxious to accommodate the Members of the House as much as possible in the matter of getting time for this piece of legislation. I fully support the motion for the Select Committee and Government have no objection to it.

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

"That the Bill to amend the Indian Merchandise Marks (Amendment) Act, 1941, be referred to a Select Committee consisting of the Honourable Sir Asoka Roy, the Honourable Sir M. Azizul Huque, Dewan Abdul Basith Choudhury, Sir F. E. James, Mr. Ram Narayan Singh, Pandit Nilakantha Das, Mr. T. T. Krishnamachari, Mr. Y. N. Suktankar, and the Mover, and that the number of members whose presence shall be necessary to constitute a meeting of the Committee shall be five, with instructions to report by the 5th March, 1945."

The motion was adopted.

THE INDIAN PATENTS AND DESIGNS (AMENDMENT) BILL

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): As regards the Bill further to amend the Indian Patents and Designs Act, 1911, I have been requested by the different sections of the House that it should not be taken up now, so that the Members may have time to study the provisions of the Bill. I have no objection and I do not propose to take it up today.

The Honourable Sir Sultan Ahmed (Leader of the House): I am afraid there is no business for tomorrow and I would request you, Sir, to cancel the meeting for tomorrow.

Mr. President (The Honourable Sir Abdur Rahim): As regards the questions for tomorrow, according to usual practice, the answers will be printed in the Debates.

The Assembly then adjourned till Eleven of the Clock on Wednesday, the 14th February, 1945.

LEGISLATIVE ASSEMBLY

Wednesday, 14th February, 1945.

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

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS.

†151*—191*

REVIEW OF THE CASE OF S. SARDUL SINGH CAVEESHAR

192. *Sardar Mangal Singh: Will the Honourable the Home Member please state:

(a) whether the case of S. Sardul Singh Caveeshar is being reviewed from time to time, and when it was reviewed last;

(b) whether any charge sheet was sent to S. Sardul Singh Caveeshar, and whether he has submitted any explanation in reply thereto;

(c) whether it is a fact that S. Sardul Singh Caveeshar has, in his reply to the charge sheet, completely dis-associated himself from the activities of Babu Subhas Chander Bose which he had been carrying on after he disappeared from India;

(d) whether this fact was taken into consideration when his case was reviewed last time; and

(e) who reviewed his case; whether it has been done departmentally or there is some judicial machinery set up for this purpose?

The Honourable Sir Francis Mudie: (a) Yes. It was last reviewed in December, 1944.

(b) He has been informed of the grounds for his detention as required by Section 7 of Ordinance III of 1944, and has submitted his representation in reply thereto.

(c) Under Section 11 of Ordinance III of 1944, the contents of his representation cannot be disclosed.

(d) All the circumstances of the case, as required by law, were taken into consideration before deciding to keep the order of detention in force.

(e) The Central Government reviews his case. It is an executive, and not a judicial, function.

Mr. Abdul Qaiyum: May I know what has been the effect of this latest review by the Central Government?

The Honourable Sir Francis Mudie: I do not understand the question.

Mr. Abdul Qaiyum: What was the out-come of the review?

The Honourable Sir Francis Mudie: He has remained in jail.

Mr. Badri Dutt Pande: When was the case last reviewed?

The Honourable Sir Francis Mudie: I have answered that question in part (a).

FAMILY ALLOWANCE FOR S. SARDUL SINGH CAVEESHAR

193. *Sardar Mangal Singh: Will the Honourable the Home Member please state:

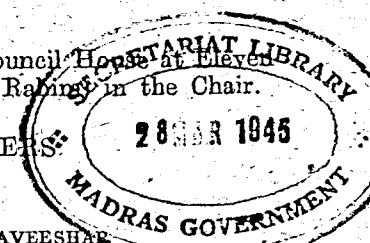
(a) whether any family allowance has been sanctioned for S. Sardul Singh Caveeshar;

(b) whether it is a fact that he is not allowed to look after even his personal business through ordinary channels of correspondence or interviews; and

(c) whether Government propose to reconsider this point and permit S. Sardul Singh Caveeshar to look after his personal business through correspondence or personal interview?

The Honourable Sir Francis Mudie: (a) and (b). I would refer the Honourable Member to the replies given to Maulana Zafar Ali Khan's unstarred questions Nos. 18 and 21 on 12th February 1943.

†For these questions and answers, see pages 320-43 of these debates.



(c) As the replies I have just quoted made clear, the correspondence and interviews allowed are sufficient to keep him in touch with his personal affairs but the rules do not permit him to carry on the business of the firms with which he is connected.

Mr. T. S. Avinashilingam Chettiar: May I know whether a detenu is allowed under the rules to interview those with whom he is connected in business and not only relatives?

The Honourable Sir Francis Mudie: Yes: I have answered that question.

Mr. T. S. Avinashilingam Chettiar: It is not clear from the answer.

The Honourable Sir Francis Mudie: I will repeat it:

"As the replies I have just quoted made clear, the correspondence and interviews allowed are sufficient to keep him in touch with his personal affairs, but the rules do not permit him to carry on the business of the firms with which he is connected."

Mr. T. S. Avinashilingam Chettiar: What is the meaning of that reply? Is it that he is not allowed to see anybody else other than his relatives?

The Honourable Sir Francis Mudie: I will have to ask for notice of that: I have not looked up that point.

Mr. Badri Dutt Pande: Is his business manager allowed to see him or not?

The Honourable Sir Francis Mudie: The rules do not permit him to carry on the business of the firms with which he is connected.

Mr. Badri Dutt Pande: In view of the attitude of the Government, may I know if they will permit him to have a branch office in jail?

(No answer was given.)

Sardar Mangal Singh: Is the Government aware that he has large interests in the firm of which he is the Managing Director and so in a way it is his personal interest to look after the business of the firms in which he has a large number of shares?

The Honourable Sir Francis Mudie: No.

Sardar Mangal Singh: Are Government prepared to take up the responsibility for any damages that may be caused?

The Honourable Sir Francis Mudie: I am sorry I have nothing to add.

SOLITARY CONFINEMENT OF S. SARDUL SINGH CAVEESHAR

194. ***Sardar Mangal Singh:** Will the Honourable the Home Member please state:

(a) whether it is a fact that S. Sardul Singh Caveeshar is kept in virtual solitary confinement in an out of the way place;

(b) whether the Government of India will advise the Punjab Government to keep him in a jail where he can enjoy the company of other political prisoners; and

(c) whether it is a fact that he is not keeping good health in jail; when he was last examined and by whom and what the latest report about his health is?

The Honourable Sir Francis Mudie: (a) He is kept along with another security prisoner in the hospital ward of the Dharamshala sub-jail, which consists of three rooms and a kitchen.

(b) Government do not propose to ask the Punjab Government to alter these arrangements.

(c) The latest medical report is that he is keeping good health, except for a complaint of slight pain in the left leg. He has gained 14 lbs. in weight since admission to the jail. He was last examined by the Civil Surgeon, Dharamshala on the 29th January, 1945 and is also examined daily by the Sub-Assistant Surgeon in charge of the Police Hospital, Dharamshala.

Mr. T. S. Avinashilingam Chettiar: Is he kept for purposes of health in the hospital? If I understood properly he is kept in a hospital?

The Honourable Sir Francis Mudie: That was what I said: he is kept in a hospital.

Mr. T. S. Avinashilingam Chettiar: Is he kept there for purposes of health?

The Honourable Sir Francis Mudie: I said he was in good health.

Mr. T. S. Avinashilingam Chettiar: Is it not contradictory that he is in good health and yet is kept in hospital for bad health?

The Honourable Sir Francis Mudie: I imagine—I have not been to the Dharamshala jail myself.

Mr. T. S. Avinashilingam Chettiar: Do not imagine: give us the facts.

The Honourable Sir Francis Mudie: I imagine that the hospital was found convenient place to put him in—it is probably a separate place and a nice place.

Mr. Abdul Qaiyum: Is there any hospital for healthy people?

(No answer was given.)

SENTENCES OF DEATH, TRANSPORTATION, ETC., UNDER DEFENCE OF INDIA ACT AND RULES

195. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Home Member please state:

(a) the number of prisoners sentenced to death under the Defence of India Rules in all the Provinces;

(b) the number of prisoners sentenced to transportation for life in all the provinces;

(c) the number of prisoners sentenced to over seven years under the Defence of India Rules;

(d) the number of prisoners sentenced to over one year under the Defence of India Rules; and

(e) the total number of prisoners convicted under the Defence of India Act?

The Honourable Sir Francis Mudie: (a) to (d). I have no information and he labour involved in collecting it would not be justified in war time.

(e) The total number of persons convicted under the Defence of India Rules from the beginning of this war up to 31st December, 1944 is 1,20,436. I may point out that a large proportion of these were convicted of offences, e.g., black marketing, breach of lighting restrictions, etc., which have nothing to do with politics.

Mr. T. S. Avinashilingam Chettiar: May I know whether the Honourable Member will collect figures at least for people sentenced to transportation for life and to death for being connected with politics as he imagines?

The Honourable Sir Francis Mudie: I will consider that. I do not know how much labour will be involved in that.

Mr. T. S. Avinashilingam Chettiar: May I know whether he has received any petitions for mercy in cases in which people have been sentenced to death?

The Honourable Sir Francis Mudie: Petitions for mercy go to the Provincial Governments: beyond that, to the Governor General in his discretion.

Mr. T. S. Avinashilingam Chettiar: Do they go through his Department?

The Honourable Sir Francis Mudie: No.

Mr. Abdul Qaiyum: Is it not a fact that if the Provincial Governments reject the same, the mercy petitions go to the Governor General?

The Honourable Sir Francis Mudie: The Governor General in his discretion.

Mr. T. S. Avinashilingam Chettiar: Is the advice of the Honourable Member or of his Department taken in the disposal of those petitions?

The Honourable Sir Francis Mudie: That is a matter for the Governor General: some may come to me; some may not.

Mr. T. S. Avinashilingam Chettiar: Have any come to him till now?

The Honourable Sir Francis Mudie: No.

Mr. Lalchand Navalrai: Is it not a fact that the Law Member goes into these petitions?

(No answer was given.)

NEGOTIATIONS RE UTILIZATION OF INDIAN STERLING ASSETS IN ENGLAND

196. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Finance Member please state:

(a) at what stage the Government of India's negotiations with the Government of the United Kingdom are in regard to the utilisation of Indian sterling assets in England;

(b) what will be the extent of our sterling assets in England at the end of the current financial year; and

(c) the extent sterling resources that have been set off by imports of consumers goods in the course of the current financial year?

The Honourable Sir Jeremy Raisman: (a) I would refer the Honourable Member to the reply which I gave to Dr. Sir Zia Uddin's starred question No. 66 on the 3rd November 1944. No programme for formal discussions has yet been arranged.

(b) I am not in a position to give a definite figure. The Honourable Member can inform himself of the latest position and of the rate of accrual by a study of the published weekly statements of the affairs of the Reserve Bank of India.

(c) The figures are not readily available in the form asked for by the Honourable Member, but information concerning imports into India will be found in the monthly accounts relating to the Sea-borne Trade and Navigation of British India, which is a priced publication.

Mr. T. S. Avinashilingam Chettiar: May I know in what form they are available, if they are not available in the form in which I have asked for them?

The Honourable Sir Jeremy Raisman: The Honourable Member asked for the extent to which sterling resources have been set off by imports of consumers goods in the course of the current financial year. On my understanding of that question, it would require a monograph of two or three pages to deal with. It would require some original research. The facts on which it would be based are largely given in a published document and I am afraid I must invite my Honourable friend to undertake the necessary research.

Mr. T. S. Avinashilingam Chettiar: The Honourable Member has the necessary staff for this kind of research. The latest figures are not available to us. They are available only to the Honourable Member.

The Honourable Sir Jeremy Raisman: I think fairly recent figures are available of the imports.

Mr. T. S. Avinashilingam Chettiar: What is the latest figure available in the published reports?

The Honourable Sir Jeremy Raisman: Up to October, I think.

Mr. M. Ananthasayanam Ayyangar: Has there not been a favourable balance of trade during the last three years?

The Honourable Sir Jeremy Raisman: Yes.

Mr. M. Ananthasayanam Ayyangar: How much of these sterling balances has been wiped out by the consumers goods?

The Honourable Sir Jeremy Raisman: The Honourable Member is quite right. The sterling balances which have already been accumulated would not be wiped out at all unless the imports exceeded the exports, which is not the case. An increase in the imports tends to slow down the rate of accrual of the sterling balances.

Mr. T. S. Avinashilingam Chettiar: I would submit to the Honourable the President that his reference to books is not really convenient to us. The books are not supplied to us and we are far away. I would submit that this reference to books should not be made. They must give us the figures. They have got the staff and the materials?

Mr. President (The Honourable Sir Abdur Rahim): They are in the Library?

Mr. T. S. Avinashilingam Chettiar: They are here to give us information. In this way they can refer to some book in answering every question. I would ask you to direct that they should give us the facts and the figures.

The Honourable Sir Jeremy Raisman: The figures that the Honourable Member asks for could not possibly be given in that simple manner. As I

have already said, it would require a certain amount of research in order to establish anything like conclusions.

Mr. T. S. Avinashilingam Chettiar: You will be all the better for the research.

CONCLUSIONS ABOUT BRETTON WOODS CONFERENCE RESOLUTIONS

197. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Finance Member please state:

(a) whether Government have considered the resolutions of the Bretton Woods Conference regarding the institution of the world monetary fund; and (b) if so, what conclusions they have come to in the matter?

The Honourable Sir Jeremy Raisman: (a) The Government have under examination various aspects of the Final Act of the Bretton Woods Conference in its relation to India.

(b) Until the scheme has been discussed by the American and British Legislatures it appears premature to attempt to formulate any final conclusions. Should the proposals be accepted by the United States of America and the United Kingdom an opportunity will be given to the House at a suitable date to discuss the question of India's adherence to the International Agreements in question.

Mr. T. S. Avinashilingam Chettiar: Have you seen in the newspapers that the American Government have rejected these proposals?

The Honourable Sir Jeremy Raisman: Today's information is that the President of the United States has recommended the proposals to Congress.

Prof. N. G. Ranga: Will a copy of the Resolutions of this Conference be given to the Members?

The Honourable Sir Jeremy Raisman: I am prepared to supply the Honourable Member or anybody interested with a copy. It will certainly be supplied at the time when the matter is taken up for discussion in this House.

Mr. Manu Subedar: Will the Honourable Member indicate whether there would be any advantage to India in joining either the Fund or the Bank?

The Honourable Sir Jeremy Raisman: I intend that material should be placed before the House on the lines which the Honourable Member now mentions and which he previously suggested, when the House is invited to consider the question.

Mr. M. Ananthasayanam Ayyangar: Will the Honourable Member say how the formation of the International Bank will affect our Banking Legislation that has been set on foot here, so far as our Assembly is concerned?

The Honourable Sir Jeremy Raisman: As far as I appreciate the position, the scheme for an International Bank would not affect our domestic banking legislation.

TENTATIVE CONCLUSIONS ABOUT POST-WAR PLANNING

198. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member for Planning and Development please state:

(a) whether Government have come to tentative conclusions about post-war planning;

(b) whether the Government have considered the matter for arranging for trained personnel to execute these plans; and

(c) if so, what arrangements he has made in the matter?

The Honourable Sir Ardesair Dalal: (a) The question is couched in too general terms to admit of a precise answer. The Honourable Member is requested to specify the points on which he desires information.

(b) and (c). I invite the Honourable Member's attention to a *Press Communique* which was issued recently regarding technical education of Indian students overseas. I place a copy of the *communique* on the table of the House. I also place on the table a copy of a letter sent recently by the Labour Department to Provincial Governments and to Industries through

Chambers of Commerce, Employers' Organisations, etc., regarding training abroad of skilled technicians, for post-war industrial development.

-PRESS COMMUNIQUE

1. Numerous enquiries are being received from students desirous of proceeding overseas for courses of study in the near future. As has already been announced by the Honourable Member in charge of the Department of Planning and Development (Sir Ardeshir Dalal), it is hoped to send abroad in the autumn of this year about 500 students for courses in technical subjects directly related to the various plans for post-war development now under consideration or in preparation. Some of these students will be selected direct by the Central Government; others will be selected, in the first instance, by Provincial Governments. In the former case the Central Government will provide the financial assistance required to enable the students to complete an approved course. In the latter case the cost of such financial assistance will be shared equally between the Central and Provincial Governments. The selected students will be required to give an undertaking that on completion of the course abroad they will enter such employment in this country as may be indicated by the Central or Provincial or State Government as the case may be. Although no guarantee can be given, every effort will be made on the student's return to this country to find him employment on terms commensurate with the qualifications which he may have obtained.

A special selection committee will be established by the Central Government to deal with applications received. It has been suggested to Provincial Governments to appoint similar selection committees in Provinces. Special arrangements will also be made to place the students selected in suitable Universities or similar institutions abroad and to look generally after their welfare while they are overseas. Free passages and reasonable travelling expenses from India to the institution selected will be provided as well as return passages on the satisfactory completion of the prescribed course. The main courses for which awards will be available are set out below :-

1. Agricultural Subjects (including Animal Husbandry).
2. Educational Science and Practice.
3. Mechanical Engineering.
4. Electrical Engineering.
5. Civil Engineering.
- *6. Chemical Engineering.
- *7. Aeronautical Engineering.
- *8. Marine Engineering.
9. Architecture, Regional Planning, Building Construction.
10. Applied Chemistry (including preservation and distribution of food stuffs).
11. Applied Physics.
- *12. Geology.
- *13. Metallurgy.
14. Other forms of Applied Science.
15. Technical subjects not covered above.

Courses other than those set out above will be considered only if directly related to probable post-war needs.

(N. B.—Separate arrangements are being made by the Central Government in consultation with Provincial Governments in the case of students who may be sent abroad for courses in Medical Subjects. These will be announced shortly.)

The numbers selected for each course will be strictly limited and will be determined solely by post-war requirements. Preference will normally be given to students who have already completed a degree at a University in India or elsewhere but this will not apply to students who possess special qualifications or experience that would make them suitable for one of the courses specified above. Advertisements inviting applications will shortly be issued by the Governments concerned and applicants residing in a Province are advised to comply with the instructions which will be contained in these advertisements as to the method of submitting applications. Applicants resident in the Centrally Administered Areas or areas administered by the Crown Representative (or those for awards for courses starred above) should submit their applications to the Secretary, Education, Health and Lands Department, Government of India, marked "OVERSEAS STUDENTS".

The subjects starred on the above list at present concern the Central Government only, but there are other subjects in which both the Central and Provincial Governments are interested. Applicants for courses in these subjects may submit their applications either to the Central Government or to their Provincial Government.

2. It is anticipated that in addition to the students mentioned above who will be sponsored by the Central and Provincial Governments for technical courses in connection with post-war

developments, a large number of students will no doubt desire, as in the past, to proceed overseas for study at their own charges. Others may be sent abroad by firms or private bodies or persons who will bear the whole cost or will share it with the student. The Government of India are anxious to do more than has been done hitherto to provide advice and guidance to such students in regard to suitable courses of training abroad, and as the qualifications which they would require for admission to such courses. With this end in view, the Central Government have asked Provincial Governments and Universities to set up Students Advisory Bureau as soon as possible with a view to affording such advice and assistance. It is also Government of India's intention to establish machinery for helping these students to obtain admission to Universities and other Institutions abroad and for looking after them generally during their stay in the foreign country. Here again it has generally agreed by the educational authorities both in India and in Great Britain and U. S. A. that students will derive the greatest benefit from courses abroad if they have first completed a degree at an Indian University and it is understood that preference will as a rule be given to those who have done this. It is therefore suggested that all students, who desire to proceed abroad at their own expense for courses of study as soon as travelling conditions permit, should ascertain from their Provincial Governments or from their Universities whether such Advisory Bureaux or Committees have been established, and if so, should take full advantage of the facilities offered. It is intended that these Advisory Bureaux should deal with all students, other than sponsored students, whatever the nature of the studies they may intend to pursue abroad.

3. It should be emphasised that the arrangements set out above apply only to British Indian subjects and not to subjects of Indian States. It is understood that a number of Indian States contemplate making similar arrangements. So far, however, as the placing of students in institutions abroad and looking after their general welfare are concerned the machinery referred to above will be available for those students from Indian States who desire to take advantage of it.

Education, Health and Lands Department.
New Delhi, January 27, 1945.

GOVERNMENT OF INDIA DEPARTMENT OF LABOUR

No. TRCII—1140.

Dated New Delhi, the 12th December 1944.

From

S. Lall, Esquire, C.I.E., I.C.S.,

Joint Secretary to the Government of India.

To

All Provincial Governments and Administrations.

SUBJECT :—*Training abroad of higher technical personnel for post-war industrial development.*
Sir,

I am directed to forward a copy of a letter addressed by the Government of India to all Chambers of Commerce, Employers' Associations, etc., on the question of training abroad of higher technical personnel for post-war industrial development. The Provincial Government may desire to send their own technicians for higher training abroad in connection with their normal or post-war schemes and, if so, the Government of India would be glad to arrange the necessary facilities, but the full costs of such training will be borne by the Provincial Government. I am to request that if the Provincial Government have any technicians whom they would wish to send for higher training abroad, their names and other particulars may kindly be communicated as early as possible to this Department in the form attached to the enclosed letter.

I have the honour to be,

Sir,

Your most obedient servant.

S. LALL,

Joint Secretary to the Government of India.

Copy to all Departments of the Government of India (except Legislative, Legislative Assembly, Commonwealth Relations and Military Finance Departments.) With the request that if they have any technicians requiring training of the kind referred to in the above letter the necessary particulars may kindly be sent to this Department as early as possible.

Copy to the Political Department (with a copy of the letter addressed to Chambers of Commerce, etc.), with the request that the scheme of higher training referred to therein may be communicated to all Indian States and the recommendations of the States regarding suitable technicians may kindly be obtained in the form attached to the enclosed letter and transmitted to this Department. It may please be pointed out to the States that the cost of higher training will be borne by them in full.

N. C. KUPPUSWAMI,

Assistant Secretary to the Government of India.

[14TH FEB. 1945]

No. TRCII-1140.

Dated New Delhi, the 12th December, 1944.

From

S. Lall, Esquire, C.I.E., I.C.S.,
Joint Secretary to the Government of India.

To

- (i) The Employers' Federation of India, Bombay.
- (ii) All-India Organisation of Industrial Employers, New Delhi.
- (iii) Indian Engineering Association, Calcutta.
- (iv) Engineering Association of India, Calcutta.
- (v) All Chambers of Commerce.
- (vi) All-India Manufacturers Association, Bombay.

SUBJECT:—Training abroad of higher technical personnel for post-war industrial development.

Sir,

I am directed to address you on the action which the Government of India propose to take to make good the serious deficiency in skilled technicians particularly of the higher categories, which will constitute one of the most serious bottle-necks in the industrial development of the country. India will need, for example, large numbers of chemical engineers, mineralogists, electrical and other technicians, including those who can design and build machine tools of various kinds. For these higher technical posts the training for the present will inevitably have to be abroad. Steps will have to be taken to ensure that our technicians on their return to India will be capable of developing, planning, organising various branches of industry according to the needs of the programme of future industrial development.

2. With a view to ascertaining the actual requirements of industry certain preliminary enquiries were made in January last and on the basis of the information furnished, the Government of India have been exploring the possibilities of securing the necessary facilities. Unfortunately, it has been found that little progress can be made unless, in the case of each candidate definite information is available as to his theoretical qualifications, past industrial experience, the specific of the training required and also the industry for which this training is required. Unless these particulars are furnished training institutions and firms abroad are not in a position to indicate what facilities can be made available to Indian technicians.

3. The Government of India feel that, though there may be difficulties in the case of special trades, India's requirements in regard to advanced technical training can be met substantially in the United Kingdom and the United States of America. To enable them to take further action in the matter it is necessary to have the names and the full particulars indicated above of any candidates which your Association or any of your associate members consider should be sent abroad for higher technical training. The candidates will in most cases be persons with a University degree in Science or engineering or equivalent diploma and at least three years' industrial experience in India. The duration of the training abroad will be about a year but in special cases it may be extended up to two years. As regards the subject for training and its exact nature, the Government of India would be glad to have the suggestions of your Association in each case. The trainees may be required to take refresher courses in theory, but industrial experience in factories and workshops abroad of the kind on which they will be employed on return to India will constitute the most important part of their training.

4. As regards cost, the Government of India have no doubt that in most cases industrial firms, or associations will be able to meet the full expenditure on account of their own trainees provided of course facilities are secured through the Government of India in accordance with their requirements. In special cases, e.g., where training is required for new industries or industries whose development is considered desirable in the national interest and the industrial firm or association concerned is unable to bear the full cost, the Government of India would be prepared to consider giving financial assistance, where such assistance is necessary in respect of trainees who are sent during the war or within six months thereafter. From enquiries so far made, the cost per annum including passage, fees, allowances, etc., for each trainee deputed to the U. K. is estimated at roughly Rs. 7,500. In the case of the U. S. A. it is estimated at roughly 1800 dollars plus the cost of a return passage. These are, however, only tentative figures and the Government of India understand that in the U. S. A. it is possible that trainees may be offered stipends by firms during the period of training. A more detailed estimate of cost will be worked out for each trainee in consultation with the authorities in the U. K. or the U. S. A.

5. I am to request that your Association will kindly assist the Government of India in this matter by obtaining from your associate members a list of their recommendations and the full particulars of each candidate in the enclosed form. I am to add that individual firms are not being addressed as the Government of India hope that your Association and the other Associations to whom this letter is being addressed will be able to furnish the necessary information.

I have the honour to be,

Sir,

Your most obedient servant,

S. LALL,

Joint Secretary to the Government of India.

PARTICULARS OF CANDIDATES RECOMMENDED FOR HIGHER TECHNICAL TRAINING ABROAD.

1. Name :
2. Father's Name :
3. Religion and caste, if any :
4. Province of domicile.
5. Date of birth or Age :
6. Address :
Present :
Permanent :
7. General Education. (State Schools or Colleges attended and examinations passed).
8. Technical Education (give particulars of technical schools or colleges attended and examinations passed).
9. Details of Apprenticeship. (State the names of workshops or factories where apprenticeship was undergone and the period of apprenticeship).
10. Industrial Experience. (State the appointments held from time to time, duration of each appointment, nature of duties performed and pay).
11. Specific nature of Training required and the Industry for which it is needed.*
12. Whether the Employer is willing to meet the expenditure on training.
13. Remarks by the Employer.

*Note.—The types of training contemplated are given below, but the list is not exhaustive. The Government of India would be prepared to explore the possibility of securing facilities for other types of training, if required.

1. Mechanical Engineering.
2. Electrical Engineering.
3. Radio-Manufacture.
4. Ship-building.
5. Aeronautical Engineering.
6. Marine Engineering.
7. Civil Engineering.
8. Structural Engineering.
9. Metallurgy.
10. Generation of Electricity.
11. Locomotive Construction.
12. Chemical Engineering.
13. Fertilisers.
14. Plastics.
15. Glass.
16. Steel Manufacture.

Mr. T. S. Avinashilingam Chettiar: May I know whether the Government have come to any definite conclusions as to the specific industries which they propose to set up in this country.

The Honourable Sir Ardeshir Dalal: The Government are appointing a large number of panels for developing a large number of industries and in answer to a previous question I think I have placed a statement to that effect on the table of the House.

Mr. T. S. Avinashilingam Chettiar: Can you tell me whether any definite industry is proposed to be set up, so that they may make their arrangements?

The Honourable Sir Ardeshir Dalal: It is a most comprehensive list of industries that are proposed to be set up.

Prof. N. G. Ranga: Is it also proposed to get some agronomists trained abroad?

The Honourable Sir Ardeshir Dalal: If a suggestion to that effect is made by any Government, it will certainly be considered. The list of persons to be trained is a comprehensive one.

Mr. N. M. Joshi: May I ask whether in appointing all these panels for various industries, labour in those industries will be represented on those panels?

The Honourable Sir Ardeshir Dalal: These panels are not meant to be representative of any particular interest or class or community or creed. They

are composed of people who are specially interested in those industries and of experts.

Mr. N. M. Joshi: May I ask whether in the opinion of the Honourable Member people who work in that industry at least for eight hours, if not more, have got no special knowledge of that industry and people who don't even enter a factory are the specialists in those industries?

The Honourable Sir Ardeshir Dalal: We are not prepared to admit that those who work in factories are necessarily experts in those particular industries. If any such workers are found who are experts in those industries, we will certainly consider appointing them to the panel.

Mr. Lalchand Navalrai: Will the people be sent for training solely on the recommendation of the Provincial Governments or will they be sent by Selection Boards?

The Honourable Sir Ardeshir Dalal: Selection Boards are proposed to be established.

Mr. Lalchand Navalrai: Will they be sent on the recommendation of the Provincial Governments. The Honourable Member said that they will be sent on the recommendation of the Provincial Governments?

The Honourable Sir Ardeshir Dalal: There are several classes of people to be sent. The Provincial Governments have been requested to select people whom they would subsequently employ for their own purposes. Their expenses will be paid by the Provincial Government and the Central Government but over and above that there are a number of people who want to go at their own expense. The Universities have also been addressed and they will appoint Selection Boards which will select such people. Government will not pay their expenses but they will arrange the passage, look after the training of the boys in the foreign universities and so on.

Sir Muhammad Yamin Khan: Is it not the duty of the Government to encourage even those who have never entered into the industry and who have not taken any part in the industry or is it the duty of the Government to encourage only those who have been in the industry so far?

The Honourable Sir Ardeshir Dalal: There is no such intention on the part of the Government.

Sir Muhammad Yamin Khan: Then what is the proposal of the Government when the Honourable Member said it is not in the interests of any community or race or creed? What did the Honourable Member mean by that?

The Honourable Sir Ardeshir Dalal: I think my Honourable friend has completely misunderstood me. The answer that I gave to the Honourable Member here was in connection with the composition of panels, whereas this question is with regard to the training of students.

Prof. N. G. Ranga: If the ordinary University academic qualifications are insisted upon for any one to qualify himself for a scholarship under question, will not the chances of the industrial workers who today are employed in these industries be blocked?

The Honourable Sir Ardeshir Dalal: As my Honourable friend will see from the answer, there are two different kinds of training. There is the training which is sponsored by the Labour Department for skilled technicians to acquire further experience in their own lines. Such training is a separate scheme from the training of students.

Pandit Lakshmi Kanta Maitra: May I know if any batch has been sent so far?

The Honourable Sir Ardeshir Dalal: No, but individual students are going.

Sardar Mangal Singh: May I ask to what countries the students will be sent—to the United Kingdom or to America also?

The Honourable Sir Ardeshir Dalal: To both, United Kingdom and America.

Mr. President (The Honourable Sir Abdur Rahim): Mr. Manu Subedar Question 199.

Mr. T. Chapman-Mortimer: Sir, before that question is answered, I rise on a point of order. I should like to inquire whether in your opinion this question is in order, because Standing Order 15, among other things, says that the questions shall not be of excessive length.

Mr. President (The Honourable Sir Abdur Rahim): I have taken that point into consideration as it is for me to decide whether a particular question is or is not in order.

Indian News Parade AND INFORMATION FILMS

199. *Mr. Manu Subedar: Will the Honourable Member for Information and Broadcasting be pleased to state:

(a) the respective number of issues of the Indian News Parade produced and released in cinemas in this country during the official year 1943-44 and those released or contemplated to be released in 1944-45 and 1945-46;

(b) the actual or budgeted expenditure and income from the Indian News Parade in each of the years mentioned under (a);

(c) the respective number of Information Films produced by Government in 1943-44 and produced or contemplated to be produced in 1944-45 and 1945-46;

(d) the actual or budgeted expenditure and income from the Information Films in each of the years mentioned under (c);

(e) the respective number of non-Indian films certified under the Defence of India Rule 44-A in 1943-44 and certified or expected to be certified in 1944-45 and 1945-46;

(f) the actual purchase price paid for the films under (e);

(g) the actual or budgeted expenditure, in addition to the purchase price of the films mentioned under (e), and actual income derived or expected to be derived from them in each of the years mentioned under (e);

(h) the number of Information Films produced by Indian producers other than Government and purchased by Government for release through Government's own distribution establishments;

(i) the average price per film paid for films under (h) and the income derived by Government therefrom;

(j) the respective number of cinemas in British and Indian India in which the Indian News Parade and the Information Films have been shown in 1943-44 and shown or expected to be shown in 1944-45;

(k) the respective income from the cinemas in British and Indian India referred to in (j);

(l) what led Government to produce the Newsreel and the Information Films themselves instead of asking the Indian Film industry to undertake that responsibility;

(m) whether the industry ever agreed to produce and distribute on its own at least the Information Films; and

(n) whether Government propose to ask the industry to shoulder the responsibility hereafter of producing both the News Parade and the Information Films?

The Honourable Sir Sultan Ahmed: (a) to (k). Statements are laid on the table of the house.

(l) In the interest of war publicity and instruction in problems arising out of the war, Government considered it necessary to produce Information films and a newsreel. There was no documentary film producer or newsreel industry in India. The film industry had no experience of productions of this nature and technicians had to be trained specially for this purpose. Besides, for want of large profits nobody in the Industry was prepared to venture in this direction. Government was, therefore, obliged to make their own arrangements for the production and distribution of films and newsreels.

(m) Arrangement has been made for the production by the film industry of 60 shorts per year. There is no indication at present, however, of any organization set up by the industry to distribute these films.

(n) The scheme I have mentioned at (m) is evidence of Government's desire to encourage the production of short films by the film industry. Government cannot discontinue the production and distribution of shorts and newsreel until there are definite indications that shorts and newsreel of the required standard and in sufficient quantity are being produced by the trade.

Statements

(a)	1943-44	29
	1944-45	52
	1945-46	52

(b) and (d): Figures of expenditure are not available separately for Information Films of India and Indian News Parade. The total expenditure is as follows:

	Rs.
1943-44	10,27,587
1944-45	22,65,000
1945-46	24,13,000

The figures of income from Indian News Parade are as follows:

	Rs.
1943-44	50,064
1944-45	4,63,446
1945-46	4,63,446

The figures of income from Information Films of India are as follows:

	Rs.
1943-44	75,859
1944-45	3,63,629
1945-46	5,86,500

(Including revenue from films purchased by us or received free from other countries on a reciprocity basis)

(c)	1943-44	35
	1944-45	44
	1945-46	50

(e)	1943-44	18
	1944-45	50
	1945-46	50

(f)	1943-44	Nil
	1944-45	15,080
	1945-46	15,000

	<i>Expenditure</i>	
(g)	1943-44	Nil
	1944-45	2,00,000
	1945-46	3,00,000

	Income	
1943-44		Nil
1944-45		2,00,000
1945-46		3,00,000

(h) Three already paid for. Purchase of two more sanctioned. Purchase of another two under negotiation.

(i) Average price paid per film is Rs. 7,200

Income derived from the films purchased by Government from the trade is Rs. 27,306. Against this should be debited the cost of dubbing the film in languages other than the original and the cost of the copies required for distribution to cinemas.

(j) 1943-44, Information Films of India: 1,119 cinemas in British India, 13 cinemas in the Indian States.

Indian News Parade: 832 cinemas in British India, 14 cinemas in the Indian States.

1944-45: Information Films of India: 1,216 cinemas in British India, 45 cinemas in the Indian States.

Indian News Parade: 1,069 cinemas in British India, 40 cinemas in the Indian States.

(k) Information Films of India films:

	1943-44:	Rs.
	British India	1,48,403
	Indian States	1,788
	Indian News Parade:	
	British India	49,230
	Indian States	834

1944-45

Information Films of India films:	Rs.
British India	5,30,498
Indian States	18,946
Indian News Parade:	
British India	4,46,730
Indian States	16,716

Mr. Manu Subedar: Do Government claim that what has been produced by them is of a superior standard as compared to what is produced by the film industry?

The Honourable Sir Sultan Ahmed: Yes.

Mr. Manu Subedar: Even if that is so and whatever the circumstances may have been in the past, will Government consider the desirability of discontinuing this white elephant which they have set up and requisition the film enterprise of the country to do whatever Government desires to do?

The Honourable Sir Sultan Ahmed: I do not admit that it is a white elephant at all. Apart from that, the film industry has been given the permission to produce 60 shorts per year. If we find that they can produce satisfactory shorts, we will certainly give them more. As a matter of fact for 1945-46 also we are giving 60 shorts.

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

EXEMPTIONS FROM CUSTOMS DUTY AND INCOME-TAX IN RESPECT OF BRITISH ARMY, AMERICAN ARMY, ETC., IN INDIA

200. *Mr. Manu Subedar: (a) Will the Honourable the Finance Member please state if it is a fact that all ordinary commodities received in India for the consumption of (i) British Army, (ii) American Army, and (iii) Chinese, West African, Australian and New Zealand troops and personnel, are permitted to enter this country without duty?

(b) Is it a fact that no income-tax is charged to the personnel of the British, American, Chinese, West African, Australian and New Zealand Armies?

(c) If no customs duties and income taxes are collected from the above personnel, under what treaty, arrangement or law, and sections of the Indian Customs Act and Indian Income-tax Act, are these exemptions given?

(d) Have Government made any estimate of the amount of money lost to India in this manner?

(e) Does India get any credit anywhere, material or moral, in respect of these items?

(f) Is the expenditure incurred in the transport of the British, American, Chinese, West African, Australian and New Zealand Armies recovered by the Railway Department?

(g) If so, in what way and to whom is it debited?

(h) Is it regarded as a normal expenditure of India on defence, or, is it a special debit?

(i) Will Government lay on the table a statement of the amounts under (f) incurred in 1939-40, 1940-41, 1941-42, 1942-43, 1943-44 and 1944-45 (up to the 31st December, 1944)?

The Honourable Sir Jeremy Raisman: (a) The troops specified by the Honourable Member do enjoy certain concessions in the matter of customs duty mostly on articles imported by Government for supply to them or sent to them as gifts.

(b) British Indian income-tax is not levied on the salaries paid to the personnel of the American, Chinese, Australian and New Zealand Armies. British and West African Army personnel serving in India, save those who are in transit or who are here only for very brief periods, do however pay tax.

(c) The Customs exemptions have mostly been given under section 23 of the Sea Customs Act. The income-tax exemptions are in the nature of executive concessions in line with the exemptions conferred by section 4(3)(x) and (xi) of the Indian Income-tax Act.

(d) No.

(e) Most of the concessions are on a reciprocal basis.

(f) Yes.

(g) By debit to the Defence Services Estimates.

(h) To the extent to which the expenditure exceeds the pre-war level it is regarded as abnormal expenditure arising out of the war, and is allocated between India and His Majesty's Government in accordance with the principles of the Financial Settlement. Such of this expenditure as relates to movements of United States of America Forces is, however, borne wholly by India under Reciprocal Aid arrangements.

(i) No separate records of expenditure by the different classes mentioned in the question are maintained. A statement showing the total expenditure on movements of personnel (other than United States of America Forces) in excess of the pre-war level in each of the different war years is however laid on the table. Separate figures have been given in the statement in regard to expenditure on the movements of United States of America Forces.

Statement

	In lakhs of rupees
1939-40	12
1940-41	100
1941-42	288
1942-43	781
1943-44	1,200
1944-45 up to 31st December 1944	840
The expenditure on movements of United States of America Forces in India is—	
1942-43	62
1943-44	271
1944-45 (up to 31st December 1944)	280

Mr. Manu Subedar: I think the Honourable Member said in answer to part (a) of the question that certain concessions are given in customs. May I ask what are those concessions? Is it the total exemption from duty or partial exemption?

The Honourable Sir Jeremy Raisman: It is a difficult thing to give in reply to a question, but what I indicated was that on articles imported by Government for supply to troops, customs duty was not charged on many such articles and on articles sent to the troops as gifts from overseas customs duty is not charged. That does not apply to certain types of articles. For instance, spirits as far as I remember, are never exempted from the customs duty.

Mr. Manu Subedar: With regard to part (d) of the question, may I know why Government have made no estimate? Cannot the Honourable Member give us even a rough guess as to whether India is losing 2 crores or 5 crores by the concessions which he has just mentioned?

The Honourable Sir Jeremy Raisman: If you decide that income-tax will not be levied from certain categories of personnel, you do not then continue to maintain records of what the income-tax would have amounted to if you had levied it.

Mr. Manu Subedar: Has the Government in the Defence Department no particulars of the number of persons who are likely to be involved and could they not make some kind of estimates? What I want to know from the Honourable the Finance Member is whether India gets any credit material or moral, for the sacrifices which she is making and which she is forced to make?

The Honourable Sir Jeremy Raisman: My reply was that most of the concessions are on a reciprocal basis.

Sir F. E. James: With reference to the answer to part (h) of the question, would my Honourable friend explain who are liable to British Indian income-tax

among those troops? I do not quite understand my Honourable friend's reply to that. What I want to know is which personnel serving in India are liable to British Indian income-tax?

The Honourable Sir Jeremy Raisman: I mentioned the nationalities of the troops which are exempt and which are not. Is that what my Honourable friend wishes to know?

Sir F. E. James: I really wanted to know whether the distinction is between British personnel serving in the Indian Army, and British personnel serving in the British Army but actually at present in India?

The Honourable Sir Jeremy Raisman: That is not the line of distinction.

Mr. Manu Subedar: May I know if the transport charges incurred for American troops are borne entirely by India?

The Honourable Sir Jeremy Raisman: It forms part of the reciprocal aid which is set off against lend-lease benefits received from U.S.A.

Mr. Manu Subedar: If lend-lease benefits are set off, then are they received by India or by the United Kingdom?

The Honourable Sir Jeremy Raisman: I am referring to the lend-lease benefits received by India on her own account.

Mr. M. Ananthasayanam Ayyangar: The Honourable Member said that on principles of reciprocity, income-tax is not chargeable for officers here. May I know how much we lose, or how much we gain by our officers being in those countries? How many of our officers are in those countries?

The Honourable Sir Jeremy Raisman: I am afraid I cannot give figures for that. These matters are settled on the question of principle and not merely with reference to the actual amounts involved. I must point out that the question of levying a tax on salaries of troops sent to India who are engaged in war does involve a question of principle.

Mr. T. T. Krishnamachari: With reference to part (g), may I know whether this question of set off of the charges that are likely to be debited to the American Government in respect of transport of the American Army is on the basis of definite mutual aid agreement or merely on the basis of an arrangement on the administrative level?

The Honourable Sir Jeremy Raisman: As I have explained, I think, previously in this House, the mutual aid arrangements between India and U.S.A. are on a similar basis to the arrangements with other countries, but for reasons, of which I have no doubt, the Honourable Member is aware, India has not formally signed the mutual aid agreement.

Mr. Manu Subedar: In certain quarters, India is accused of profiteering. May I know whether the Honourable Member would prepare an estimate of the sacrifices imposed on India in the directions mentioned in this question and place it before the House at the time of the Budget?

The Honourable Sir Jeremy Raisman: I will consider that matter. But I must point out that from the point of view of the countries concerned, I doubt whether they would admit that to refrain from levying tax on armies which proceed to your country in order, among other things, to assist in the defence of your country, involves an element of actual loss.

Mr. Manu Subedar: It is not what they would agree, but it is what we are likely to lose that we want to know.

The Honourable Sir Jeremy Raisman: I doubt whether I would agree.

Mr. Manu Subedar: People on this side have a feeling amongst all parties and that is why I am asking whether the Honourable the Finance Member, in view of the feeling in the country that undue sacrifices are imposed on this country, he will get these figures and place them before us at the time of the Budget?

The Honourable Sir Jeremy Raisman: I have already said that I will consider that suggestion.

Pro. N. G. Ranga: Since these concessions are supposed to have been made on reciprocity basis, is it not the duty of the Finance Department to

it constantly under their examination whether we lose more or gain more, or whether it is really *quid pro quo* between our Government and the other Governments.

(No answer.)

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

Prof. N. G. Ranga: There is no answer to my question.

Mr. President (The Honourable Sir Abdur Rahim): It is no question. It is an argument.

EXPENDITURE ON A. R. P., NATIONAL WAR FRONT, ETC.

201. *Mr. Manu Subedar: (a) Will the Honourable the Finance Member please state what expenditure has been incurred by, or contribution made by the Central Government, towards (i) A. R. P., and (ii) National War Front, during the years: (i) 1940-41, (ii) 1941-42, (iii) 1942-43, (iv) 1943-44, and (v) 1944-45 (up to December 31, 1944)?

(b) What were the measures of civil defence which were adopted, and what was the cost incurred by the Central Government towards this purpose in each of the years: (i) 1940-41, (ii) 1941-42, (iii) 1942-43, (iv) 1943-44, and (v) 1944-45 (up to December 31, 1944)?

(c) Have Government any information as to the expenses incurred by Provincial Governments over the items mentioned in (a) and (b)? If so, what are the expenses incurred by Provincial Governments during each of the periods mentioned?

(d) Is all the expenditure incurred over A. R. P., National War Front and Civil Defence included in the expenditure of the Defence Department?

(e) Is any of this expenditure reckoned with regard to the allocation of expenditure between His Majesty's Government and the Government of India over the question of defence?

(f) What is the existing position with regard to the defence expenditure incurred in India as between His Majesty's Government and the Government of India?

(g) Has any pressure been brought from the United Kingdom to alter this position? If so, at what time and in which manner?

(h) Have Government of India ever represented to His Majesty's Government the necessity of putting a ceiling on expenditure connected with the war, so far as India is concerned?

The Honourable Sir Jeremy Raisman: (a), (b) and (c). A statement giving the required information is laid on the table of the House.

(d) and (e). No, Sir.

(f), (g) and (h). I would refer the Honourable Member to the replies given by me to parts (a) to (d) of his starred question No. 295 on the 13th November 1944.

Statement.

(a) Expenditure incurred or contributions made by the Central Government on (i) A. R. P. and (ii) National War Front:—

(i) A. R. P. and Civil Defence.

(Figures in lakhs of Rupees)				
1940-41 Actuals	1941-42 Actuals	1942-43 Actuals	1943-44 Final Estimates	1944-45 Revised
7.71	67.43	600.30	503.40	325.71

(ii) National War Front—

(i) 1940-41	Nil
(ii) 1941-42	Nil
(iii) 1942-43	Rs. 24,72,067
(iv) 1943-44	Rs. 44,04,268
(v) 1944-45 (up to 31st December 1945).	Not readily available.

(b) Expenditure on Civil Defence measures is the same as in reply to part (a) above. As regards Civil Defence measures adopted, a list showing broadly the various items of Civil defence on which expenditure has been incurred is attached.

(c) The reply is in the negative so far as the National War Front is concerned. Figures expenditure incurred in the Provinces on A. R. P. (and Civil Defence measures) are as follows:—

1940-41 (Actuals)	1941-42 (Actuals)	1942-43 (Actuals)	1943-44 (Final Estimates)	1944-45 (Revised)
1 65	141.61	621.67	405.22	107.77

(In lakhs of Rupees)

ist showing the Headings of the Major A. R. P. and C.D. measures adopted in India.

1. Directive organisation and staff, e.g., A. R. P. officers, etc.
2. Wardens service.
3. Training and education of public.
4. Warning and control centres, including messenger service, and A. R. P. depots.
5. Lighting restrictions, except that owner (whether a Government, Railway Coy., Local body, or private party) has to meet the cost of actual shading or obscuration.
6. Fire-Fighting: Provision of—
 - (a) Equipment, opening of new fire stations, expansion of existing fire brigade only in far as this is above peace time requirements. Payment to members of auxiliary Fire service.
 - (b) Provision of reservoirs, utilisation and reinforcement of existing sources of water supply.
7. (a) First aid.
- (b) Casualty clearing hospitals for medical aid including ambulance service.
- (c) anti-gas measures (limited).
8. Rescue work.
9. Provision of shelters.
10. Disposal of unexploded bombs.
11. Evacuation.
12. Air Raid Precautions for public utility undertakings, e.g., water, electric supply, gas, sewers, etc.:
 - (i) Where these concerns are privately owned no expenditure will fall on Government except in the case of structural precautions in electrical concerns which are ordered by the Electrical Commissioner under Rule 51C of the Defence of India Rules when 50 per cent. of the cost will fall on the owners of the concern and the remaining 50 per cent. will be pooled.
 - (ii) Where these concerns are owned by local bodies, the Provincial Government will determine the share to be paid by the local body and the remaining expenditure will be pooled, and
 - (iii) Where these concerns are owned by the Provincial Government the whole of the expenditure will be pooled.
13. Camouflage (civil share).
14. Care of persons rendered home by air attack (up to seven days in each case).
15. Provision of aids to movement in darkened streets.
16. Clearance of debris.
17. Salvage.
18. Repair of slightly damaged buildings.
19. Extensive demolitions and demolitions involving the use of explosives.
20. Regional plans in connection with food, fuel, sanitation, etc.
21. (a) Civilian war deaths organisation and recording and notification of casualties.
- (b) Corpse disposal.
22. Prevention of spread of epidemics arising out of damage by air raids to sanitary services.

Mr. Manu Subedar: Since 13th November, 1944, may I know whether there has been any communications between His Majesty's Government and the Government of India with regard to the excessive burden of defence expenditure on India and some means of reducing it?

The Honourable Sir Jeremy Raisman: No, Sir.

Mr. Manu Subedar: Will Government consider the advisability of representing to His Majesty's Government that beyond a certain ceiling figure, India cannot possibly bear the extraordinary military charges which are being imposed on her?

The Honourable Sir Jeremy Raisman: I believe the Honourable Member is also one of those who suggested that some limit should be placed on the accrual of sterling balances. Now, Sir, if you take both these propositions together,

you arrive at the position that the cost of the war is too great, in which respect I entirely agree with my Honourable friend, but I do not see that it is in my power not in anybody's power at the present time to reduce it.

Mr. Manu Subedar: The Honourable Member is evading my question. I want to know whether the Government of India will represent to His Majesty's Government that India's capacity to bear the military expenditure has already reached its peak and that a limit must now be put to it? Will he make such representation, in view of the feeling which is universally held in this country in all quarters?

The Honourable Sir Jeremy Raisman: What the Honourable Member suggests is in effect a revision of the financial settlement in regard to military expenditure between the Government of India and His Majesty's Government. I do not think it would be to our advantage to raise that point.

Mr. Manu Subedar: Cannot some ceiling be put without revising the financial arrangement?

The Honourable Sir Jeremy Raisman: It would be essentially a modification of the basis of the arrangement.

Mr. Manu Subedar: It is not a question of revising the arrangement, it is merely putting the maximum figure beyond which India should not bear the military expenditure, and the balance should be defrayed by United Kingdom. Cannot the Honourable Member represent to His Majesty's Government, whatever his own personal feelings may be, that in this country there is now a general feeling that defence expenditure is excessive and cannot be borne by this country?

The Honourable Sir Jeremy Raisman: These are matters of argument which have been continually under discussion for a long time.

Mr. Manu Subedar: Will he represent to His Majesty's Government?

Mr. T. S. Avinashilingam Chettiar: In the current year, has there been any exception to the accepted general principles of financial arrangement. There was one that was pointed out in the Public Accounts Committee Report.

The Honourable Sir Jeremy Raisman: The one that was mentioned in the Public Accounts Committee report is not really an exception.

Mr. M. Ananthasayanam Ayyangar: Are these accounts settled year by year?

The Honourable Sir Jeremy Raisman: Yes, Sir.

Mr. T. S. Avinashilingam Chettiar: Do the Government suggest that what was mentioned in the Public Accounts Committee report was in accordance with the accepted general principles?

The Honourable Sir Jeremy Raisman: Yes, Sir.

REFUGEES AND EVACUEES ARRIVED IN INDIA

202. ***Mr. Manu Subedar:** (a) Will the Honourable the Home Member please state how many refugees and evacuees from all countries between Poland and Hongkong have arrived in India (i) between 1935 and the beginning of hostilities, and (ii) since the beginning of the hostilities?

(b) How many of these are Jews?

(c) Under what law do such people acquire Indian nationality, and how many of them have sought to acquire this nationality?

(d) Which class of refugees and evacuees acquires as a matter of fact voting rights for (i) municipal and local purposes, (ii) Provincial Assemblies, and (iii) Central Legislative Assembly and the Council of State?

(e) Are citizen rights in India free even to people who have not sought naturalisation?

(f) If the reply to the above is in the affirmative, what steps do Government propose to take in this matter?

The Honourable Sir Francis Mudie: (a), (b) and (c). British nationality limited to British India can be acquired under the Indian Naturalisation Act, 1926; British nationality not so limited can be acquired under the British Nationality and Status of Aliens Act, 1914.

The detailed information asked for is not readily available and its collection would involve an amount of time and labour that would not be justifiable in war time.

(d) A refugee or evacuee who is not a British subject is not qualified to vote in any election to the Provincial or Central Legislature. As far as I am aware the same condition applies in respect of elections to local bodies.

(e) I do not know what the Honourable Member means by "citizen rights" but if he means the right to franchise then the answer is contained in reply part (d).

(f) Does not arise.

Mr. Manu Subedar: Do these people acquire these rights merely by the mere fact of stay here or by any definite legal process?

The Honourable Sir Francis Mudie: I have answered this point in reply to parts (a), (b) and (c) of the question.

Mr. Manu Subedar: All that the Honourable Member referred to was certain sections of the Act. I want to know whether Indian citizenship rights are so limited that they acquire them merely by the length of their stay in this country.

The Honourable Sir Francis Mudie: British nationality requires, I think a certain minimum stay. Subject to that, it is entirely within the discretion of the Government.

Maulana Zafar Ali Khan: How long does it require?

The Honourable Sir Francis Mudie: I believe it is five years, as far as I am member.

Mr. M. Ananthasayanam Ayyangar: May I know how many of these refugees have applied for acquiring Indian nationality?

The Honourable Sir Francis Mudie: The information is not readily available with me. We could find the number of persons whose applications reached the Government of India if we looked through all our files. A certain number are, I understand, withheld by the Provincial Governments owing to the fact that the applicants are not eligible.

Mr. Manu Subedar: What steps are Government taking in order to watch these refugees that they are not enemy agents and they are not up to any mischief?

The Honourable Sir Francis Mudie: Adequate and full steps.

HEALTH OF CONGRESS WORKING COMMITTEE MEMBERS IN DETENTION

203. ***Mr. Abdul Qaiyum:** Will the Honourable the Home Member please state the latest information about the health of Members of the Congress Working Committee now in detention?

The Honourable Sir Francis Mudie: The Honourable Member is referred to my reply to question No. 106 of Mr. Satya Narain Sinha on the 10th February, 1945.

Mr. Abdul Qaiyum: May I know if the Honourable Member has read the statement of Dr. Ghosh, dated the 15th of January?

The Honourable Sir Francis Mudie: It does not arise out of this question.

Mr. Abdul Qaiyum: That deals with the health of the members of the Congress Working Committee?

The Honourable Sir Francis Mudie: A supplementary question should have been put when I answered another question on the same subject four days ago.

Mr. Abdul Qaiyum: May I know if it is a fact that Sardar Vallabhbhai Patel is suffering from a spastic colon?

The Honourable Sir Francis Mudie: The Honourable Member is referred to my reply to Mr. Satya Narayan Sinha's question No. 106.

Mr. Abdul Qaiyum: Is the Honourable Member sure that this supplementary question was covered at the time when that question was answered. I am putting three or four supplementaries which were not answered at that time.

The Honourable Sir Francis Mudie: Fully covered.

Mr. Abdul Qaiyum: Is it a fact that Maulana Abul Kalam Azad had six attacks of fever during the last year?

The Honourable Sir Francis Mudie: I have no information.

Mr. Abdul Qaiyum: May I know whether it is a fact that Pandit Govind Ballabh Pant is suffering from double hernia?

The Honourable Sir Francis Mudie: Answered in my previous reply.

Mr. Abdul Qaiyum: May I know if Dr. Sitaramayya has developed diabetes since January 1943?

The Honourable Sir Francis Mudie: Also answered.

Mr. Abdul Qaiyum: Sir, I seek the assistance of the Chair. My question is, "Will the Honourable Member please state the latest information about the health of the Members of the Congress Working Committee now in detention"? The Honourable Member referred to a previous question answered by him. Now the supplementary questions which I have put today according to my recollection did not arise when the previous question was answered.

Mr. President (The Honourable Sir Abdur Rahim): I have not got the answer with me. The Honourable Member says that he has given the answer.

Mr. Abdul Qaiyum: I put certain supplementary questions about the health of four members of the Congress Working Committee. My information is based on what it was published in the press. I want to know from the Honourable Member whether this definite statement is correct and whether these particular persons are suffering from those diseases?

The Honourable Sir Francis Mudie: I submit that on the 10th of February I replied to a question on this very point. I gave full information about the health of the members of the Congress Working Committee. If any information had been required by the Honourable Member, he could have put supplementary questions on the 10th of February. But the question having been fully answered on the 10th of February, I do not see any reason why they should be repeated today.

Mr. Abdul Qaiyum: I had given notice of this question long long before. The other question to which the Honourable Member refers was a Short Notice Question which was put subsequent to my question.

The Honourable Sir Francis Mudie: It was not a Short Notice Question.

Mr. Abdul Qaiyum: I would like to know from the Chair whether it is a bar to ask supplementaries to a question if supplementaries had not been asked on another question on the same subject on a previous day?

Mr. President (The Honourable Sir Abdur Rahim): If the information had not been supplied before and the Honourable Member is in possession of the information as regards the question which is now put, I think he might give it to the House.

The Honourable Sir Francis Mudie: It was given in the previous reply—I hope the Honourable Member will remember it.

(The Honourable Member then read out parts (a) and (b) of the reply given to Starred Question No. 106).

I would also call the attention of the Honourable Member to the item in today's newspaper that he is well.

(The Honourable Member then read out parts (c) and (d) of the reply given to Starred Question No. 106).

Mr. Abdul Qaiyum: I want to know whether Mr. Sitaramayya is suffering from Diabetes since his incarceration?

The Honourable Sir Francis Mudie: At present he is well.

Mr. Badri Dutt Pande: As regards Pandit Govind Ballabh Pant, may I enquire whether hernia is going to be operated upon and whether Dr. Joshi's hospital is not suitable for this purpose?

The Honourable Sir Francis Mudie: We are making arrangements to have Pandit Pant operated upon.

Prof. N. G. Ranga: The Honourable Member has just now said that Mr. Sitaramayya is well at present, but is it a fact that he developed diabetes after he has been incarcerated this time, and has he been treated for diabetes and, if so, has he been cured of it now?

The Honourable Sir Francis Mudie: I am not aware of his medical history. I only know his present state of health.

Prof. N. G. Ranga: The Honourable Member is expected to give us as full information as he has got about the medical history of these eminent gentlemen who have been incarcerated in these two and half years?

The Honourable Sir Francis Mudie: If a question is put asking information about the medical history of any person, it will doubtless be answered, but that is not the question put.

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

PREVENTIVE DETENTIONS BY THE CENTRAL GOVERNMENT.

204. *Mr. Abdul Qaiyum: Will the Honourable the Home Member please state:

(a) the total number of persons now subjected to preventive detention by the Central Government;

(b) how many such persons were released since the 1st November, 1944; and

(c) the total number of such persons in the North-West Frontier Province?

The Honourable Sir Francis Mudie: The answer, so far as persons detained under the orders, or at the instance, of the Government of India in the Home Department are concerned, is as follows:—

(a) 56 on February 1, 1945.

(b) 9.

(c) Nil.

Mr. Abdul Qaiyum: May I know with reference to part (c) of my question that not a single person now detained in the North-West Frontier Province is so detained under the orders of the Central Government? Is that the meaning of it?

The Honourable Sir Francis Mudie: I did not follow the Honourable Member's question.

Mr. Abdul Qaiyum: I will be more specific: Is Khan Abdul Ghafar Khan being detained under the orders of the Central Government or the Provincial Government of the North-West Frontier Province?

The Honourable Sir Francis Mudie: The answer to the question was that there was no person detained by the Central Government in the North-West Frontier Province.

Mr. Abdul Qaiyum: There is some confusion. It has been given out by the Provincial Government that Khan Abdul Ghafar Khan is being detained under the orders of the Central Government and the Honourable the Home Member would have us believe that the Central Government has nothing to do with it.

The Honourable Sir Francis Mudie: The question was about the total number of such persons detained in the North-West Frontier Province. I have not the least information whether Khan Abdul Ghafar Khan is detained, or whether he is detained in the North-West Frontier Province. But all I can say is this: that if he is detained by the Central Government—which, as far as I know, is not case—he is not detained in the North-West Frontier Province.

An Honourable Member: Where is he detained?

The Honourable Sir Francis Mudie: I do not know.

Mr. M. Ananthasayanam Ayyangar: Though he may not be under detention today under the orders of the Central Government, was he at any time detained since his first detention, under the orders of the Central Government, and, if so, when were those orders passed?

The Honourable Sir Francis Mudie: I have no idea.

Mr. T. S. Avinashilingam Chettiar: Is Khan Abdul Ghafar Khan one of the 5C people detained under the orders of the Central Government.

The Honourable Sir Francis Mudie: I don't think so as far as I remember.

Mr. Abdul Qaiyum: With reference to part (a) of the question, are any of those 56 persons at present detained in the North-West Frontier Province?

The Honourable Sir Francis Mudie: I refer the Honourable Member to the answer I have just given.

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

INDIAN NON-COMBATANTS IN OUTSIDE THEATRES OF WAR

205. *Mr. Manu Subedar: (a) Will the War Secretary please state the status of non-combatants recruited in India and taken outside to theatres of war and to other countries in connection with the war?

(b) Have any of these groups of non-combatants been demobilised abroad, or is it a contract with Government that they will be demobilised after being brought back to India?

(c) What is the total number of such men taken outside India?

(d) What is the total number of such men who have not been brought back or who have been demobilised outside India?

(e) Have the services of Indian non-combatants been used for civil purposes either of the Allied Governments or of the countries in which they are at any time or in any place?

Mr. C. M. Trivedi: (a) and (e). When overseas, non-combatants are subject to the Indian Army Act and are members of His Majesty's Forces. They wear uniform but do not bear arms. They are included in the establishment of a Formation or Unit of the Army and therefore cannot be used for civil purposes, either by an allied Government or by the Government of the country in which they are.

(b) I have no information of any of these non-combatants being demobilised overseas, but the discharge of enrolled non-combatants while serving overseas is governed by section 18 of the Indian Army Act.

(c) Approximately 1,12,450 from the outbreak of war to the 31st December 1944.

(d) Approximately 44,500 are still serving overseas. The remainder have either been repatriated to India or have become casualties overseas.

Mr. Manu Subedar: The Honourable Member spoke of enrolled non-combatants. I want to know about the other non-combatants who are menials, taken by contractors, and anyhow, without any rights or protection and are thrown away, and whether such cases have not occurred?

Mr. C. M. Trivedi: I am afraid I have not the information with me but I will enquire into it.

Mr. Manu Subedar: Are there with the forces any Indians taken from India who are not combatants and who are not enrolled as non-combatants?

Mr. C. M. Trivedi: Does my friend refer to non-enrolled non-combatants?

Mr. Manu Subedar: Yes.

Mr. C. M. Trivedi: These are mainly employed by the Military Accounts Department and Military Engineering Service.

Mr. Manu Subedar: Are they not sent overseas?

Mr. C. M. Trivedi: Yes, they are.

Mr. Manu Subedar: May I know what happens when for disciplinary or for any other reason they are thrown out and whether such labour corps have not been made use of by allied Governments and other foreign Governments, and if so, whether Government have any responsibility for the welfare of this particular section which is really Mr. Joshi's pigeon!

Mr. N. M. Joshi: I was not listening.

Mr. C. M. Trivedi: I understood the question to refer to enrolled non-combatants. I will enquire into the position of non-enrolled non-combatants.

Mr. Manu Subedar: Will the Honourable Member give the total number of the people I refer to?

Mr. C. M. Trivedi: I am not quite sure whether 112, 450 at (c) does not include non-enrolled non-combatants, but I will also enquire into this.

(At this stage Mr. Manu Subedar rose in his seat.)

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

INFLATION OF CURRENCY

206. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Finance Member please state:

(a) whether the note issue of the Reserve Bank of India has exceeded 1,000 crores; if so, by how much up-to-date; and

(b) the reason for this expansion of currency and inflation when Government is making efforts to control inflation?

The Honourable Sir Jeremy Raisman: (a) I would invite the Honourable Member's attention to the weekly accounts of the Reserve Bank which are published in the *Gazette of India*.

(b) The amount of currency in circulation depends upon a number of factors, such as the volume of cash disbursements on Government account, the intensity of commercial and industrial activity, the general level of prices, the degree of liquidity preference on the part of institutions and the public generally, and the effectiveness of the Government's anti-inflationary measures of a monetary character.

Mr. T. S. Avinashilingam Chettiar: I did not want a textbook answer. I wanted to know the particular reason for this inflation inspite of Government's efforts to control it.

The Honourable Sir Jeremy Raisman: The Honourable Member has a way of asking questions which he thinks are very simple and which can be answered in three words, but, which, in my opinion, require an essay.

Prof. N. G. Ranga: Is it not a fact that the most important reason is the readiness of Government to pay for its war expenditure by printing currency notes and paying for them?

The Honourable Sir Jeremy Raisman: I did not notice that the Honourable Member was particularly helpful to me the other day in regard to our measure for obviating the printing of further notes.

Mr. T. S. Avinashilingam Chettiar: Apart from the enforced collection for war efforts, what steps are being taken on the expenditure side to control expenditure so that it may not increase?

The Honourable Sir Jeremy Raisman: We are exercising continuous efforts to control expenditure on the expenditure side and on the revenue side we must depend on taxation and borrowing and the assistance of the country at large including my Honourable friends opposite.

Prof. N. G. Ranga: Isn't it a fact that the continued increase in inflation can be checked if my Honourable friend will accept the suggestion of Mr. Manu Subedar by suggesting to His Majesty's Government that a ceiling should be placed to war expenditure for the Government of India in this country and abroad?

The Honourable Sir Jeremy Raisman: I understand that Mr. Manu Subedar was suggesting a financial ceiling. It is a fact that the Government of India have suggested a ceiling in terms of personnel to His Majesty's Government and that has been mentioned in previous Budget speeches. As regards the Honourable Member's suggestion, however, it is not the case that if a ceiling were placed on the Government of India's financial liability that would affect inflation. What affects inflation is the total outgo whether on the Government of India's account or on account of other Governments. It is the total outlay in India which affects inflation, regardless of the particular Government to whom that outlay is debitable.

Mr. M. Ananthasayanam Ayyangar: Why not take the articles free of any cost instead of making these inflations, so far as war purposes are concerned?

The Honourable Sir Jeremy Raisman: If the Honourable Member is prepared to make war supplies free of charge, I do not think he will find any difficulty on the part of the Government of India.

(At this stage several Honourable Members rose in their seats.)

Mr. President (The Honourable Sir Abdur Rahim): Order, order. Mr. Chettiar.

Mr. T. S. Avinashilingam Chettiar: What steps have the Government taken to control the high expenditure on war contracts on aerodromes, etc., which is the real cause of inflation?

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

PROSECUTIONS, ETC., OF AMERICANS IN INDIA

207. *Sardar Mangal Singh: Will the Honourable the Home Member please state:

(a) how many Americans have been prosecuted for offences committed in India, and how many of them have been convicted, and how many acquitted; and

(b) what sentences have been awarded generally?

The Honourable Sir Francis Mudie: (a) The number of American service personnel prosecuted for offences against the civil population of India during the years 1942, 1943 and 1944 was 129, of whom 104 were convicted and 25 acquitted.

(b) The sentences have been those that the courts considered adequate.

Mr. Hooseinbhoj A. Lalljee: May I know whether they were tried in the British Courts?

The Honourable Sir Francis Mudie: By Court-martial.

Mr. T. S. Avinashilingam Chettiar: Are the real cases of delinquents much more in excess than the real number of prosecutions launched?

The Honourable Sir Francis Mudie: I fail to understand the question.

Mr. T. S. Avinashilingam Chettiar: Are the cases of delinquents much greater in number than the cases of prosecutions launched?

The Honourable Sir Francis Mudie: I have no knowledge.

Sardar Mangal Singh: May I know what Court tries these cases—a British court or an American court?

The Honourable Sir Francis Mudie: As in the United Kingdom, American court-martials try these cases.

Sardar Mangal Singh: Is there anyone on behalf of the Government of India to supervise those courts?

The Honourable Sir Francis Mudie: Courts are not supervised by the Executive in this country. We of course watch proceedings and satisfy ourselves that the result is satisfactory, and, Sir, we are so satisfied. Recently the Provincial Government of Assam reported that the sentences of these courts had often been very severe. The thing is watched and the result on the whole has been satisfactory.

(Several Honourable Members rose in their seats.)

Mr. President (The Honourable Sir Abdur Rahim): Order, order. Sir Muhammad Yamin Khan.

Sir Muhammad Yamin Khan: May I know whether the sentences were of imprisonment or fine?

The Honourable Sir Francis Mudie: Up to life sentences.

Mr. K. C. Neogy: What is the machinery for watching these proceedings on behalf of the Government of India.

The Honourable Sir Francis Mudie: It is principally the function of the Provincial Governments who are responsible for law and order. They know what the charge is and they know what the result is. Surely it is not their business to say where it is a question of a sentence of four months, and that the accused should have been given six months. The thing is being constantly watched.

Mr. K. C. Neogy: May I know from the Honourable Member whether there is any regular procedure by which these proceedings are being watched either by the Provincial Government or by the Central Government?

The Honourable Sir Francis Mudie: That is just the ordinary procedure: one watches what is happening and one gets a report.

(b) WRITTEN ANSWERS

SETTLING OF LANGUAGE POLICY OF ALL-INDIA RADIO

208. *Mr. Govind V. Deshmukh: Will the Honourable Member for Information and Broadcasting please state, with reference to my starred question No. 170, put on the 8th November, 1944, in respect of Anti-Hindi policy of the All-India Radio and answers and supplementaries thereto:

(a) whether he has consulted the representatives of the Hindi Sammelan and representatives of the Anjuman-i-Taraqqi Urdu and his standing committee to settle the question of language policy of the All-India Radio and other matters connected with it; if not; why not; and

(b) in case there has been a consultation, what the conclusions arrived at are as regards language, personnel and the character of music to be broadcast?

The Honourable Sir Sultan Ahmed: (a) and (b). The attention of the Honourable Member is invited to the Press Communique, which is being issued by the Government of India today, a copy of which is placed on the table of the House.

PRESS COMMUNIQUE

The Honourable Sir Syed Sultan Ahmed, Member in charge of the Department of Information and Broadcasting, met in special conference the representatives of the Anjuman-i-Taraqqi-e-Urdu consisting of Dr. M. Abdul Haq, Dr. Abdul Sattar Siddiqui and Pandit Brij Mohan Dattatriya Kaifi and of the All-India Hindi Sahitya Sammelan, consisting of Sri Pandit Sampurnanand, Sri Mauli Chandra Sharma and Swami Bhadant Anand Kausalyan, and the Honourable Syed Hosain Imam, Member Council of State, to arrive at a satisfactory solution of the Hindi-Urdu language problem in All-India Radio.

After giving very careful consideration to the views expressed by the representatives of the two bodies and by Mr. Syed Hosain Imam, the Government of India have taken the following decisions:

I. News, News Commentaries and Announcements.

(1) There should not be separate Urdu and Hindi broadcasts of news, news commentaries and announcements, the language used being of the simplest variety, which is understood by the vast majority of the listeners in Hindustani speaking areas.

(2) Where there is no appropriate Hindustani word, and a foreign word has to be imported, the basis of selection from an indigenous language, Persian, Arabic or English should be the widest intelligibility of that word in Hindustani speaking areas.

(3) Whenever foreign words are used, their deflections should conform to the grammar, not of the language from which they are taken, but of the grammar of Hindustani (e.g. if the word "station" were taken from English and adopted by Hindustani, the plural form should be "stationon" and not "stations"; similarly, "qaida" and "qaide" and not "qaida" and "qawaid"; "fkr" and not "afkar", etc.). No word should be deliberately rejected merely on the ground that there is another word which expresses the same meaning. This should, however, be subject to the general principles that the more widely understood words are to be preferred.

(4) As regards pronunciation,

(a) the more current form of pronunciation should be preferred to the purist literary and etymological form.

(b) the name of a person should, as far as possible, be pronounced as he pronounces himself; and

(c) for names of places, rivers, etc., the most widely current form should be preferred.

II. Composite Programmes, e.g., Women's and Children's Programmes

The atmosphere of these programmes should not be exclusively allied to any one particular community.

III. Talks.

Talkers should generally be given latitude to use the style of language to which they are accustomed, but attempts should nevertheless be made to persuade them to use as simple language as possible, so that the talk reaches the largest number of listeners.

In the selection of talkers every effort should be made to ensure equitable representation of talent drawn from all sections and communities and to reflect cultural and social needs and interests of the areas served by each station.

Information and Broadcasting Department

New Delhi, February 14, 1945.

COMMUNAL COMPOSITION IN INDIAN NAVY AND ARMY

209. *Mr. Govind V. Deshmukh: Will the War Secretary please state:

(a) the percentage in the Indian Navy of (i) Hindus; (ii) Muslims, and (iii) Sikhs amongst officers and other ranks;

(b) the percentage in the Indian Navy according to Provinces and States in India;

(c) the percentage in the Indian Army of (i) Hindus, (ii) Muslims, and (iii) Sikhs amongst officers and other ranks;

(d) the percentage in the Indian Army according to Provinces and States in India;

(e) the percentage in the Indian Air Force of (i) Hindus, (ii) Muslims, and (iii) Sikhs amongst officers and other ranks; and

(f) the percentage in the Indian Air Force according to Provinces and States?

Mr. C. M. Trivedi: (a) and (e); (b) and (f) and (d). I lay three statements on the table, giving such information as is available.

(c) I would refer the Honourable Member to the statement laid on the table in reply to starred question No. 708 by Mr. K. S. Gupta in the last Session of this House.

Statement showing the percentage of Hindus, Muslims and Sikhs amongst officers and other ranks in the Royal Indian Navy and the Indian Air Force [Reply to parts (a) and e.]

	Royal Indian Navy		Indian Air Force	
	Officers	Ratings	Officers	Other Ranks
Hindus	32.3	35.8	47.6	59.5
Muslims	18.1	42.8	16.6	17.0
Sikhs	3.5	1.0	11.7	4.2

Statement showing percentages of officers and other ranks in the Royal Indian Navy and the Indian Air Force by Provinces and States [Reply to parts (b) and (f)]:

	Royal Indian Navy		Indian Air Force	
	Officers	Ratings	Officers	Other Ranks
(A) Provinces—				
Madras	7.6	23.6	13.9	27.1
Bombay	30.0	12.3	10.0	10.4
Bengal	8.3	15.8	10.0	12.8
United Provinces	8.9	5.7	9.6	6.2
Punjab	25.5	18.3	32.8	15.8
Bihar	0.8	1.2	1.4	4.1
Central Provinces and Berar.	3.1	1.0	3.0	3.9
Assam	0.5	1.4	1.0	...
North-West Frontier Province.	1.5	2.5	3.0	1.3
Sind	3.5	0.7	...	0.4
Orissa	0.1	0.4	...	0.4
(B) States—				
Hyderabad	0.8	1.2	1.4	1.4
Jammu and Kashmir.	0.8	1.2	1.2	0.5
Mysore	0.2	0.9	2.5	1.9
Travancore	1.0	8.1	1.7	7.0
Cochin	0.3	2.1	0.4	1.7
All other States	2.2	1.0	3.1	...

Statement showing approximate percentages by Provinces States of present strength of Indian Army [Reply to part (d)]

Percentages		Percentages	
(A) Provinces—		(B) States—	
Madras	17.8	Hyderabad	0.8
Bombay	4.1	Jammu and Kashmir	2.5
Bengal	6.4	Mysore	0.5
United Provinces	13.5	Travancore	2.9
Punjab	24.7	Cochin	0.8
Bihar	3.2	Eastern States	0.5
Central Provinces and Berar.	1.9	Rajputana States	2.1
Assam	0.8	Punjab States	2.7
North-West Frontier Province.	3.8	Central India States	0.9
Sind	0.4	Baroda, Western India and Gujarat States.	1.2
Orissa	0.5	All other States	0.8

LEAVE RESERVE FOR TEMPORARY STAFF IN AUDIT AND ACCOUNTS OFFICES

210. *Seth Yusuf Abdoola Haroon: (a) Will the Honourable the Finance Member please refer to his reply to my starred question No. 269 (d) of the 13th November, 1944, in which it has been stated that the leave reserve in Audit and Accounts Offices is 12½ per cent. of the sanctioned strength of each grade?

(b) Is it a fact that in all Audit and Accounts Offices the strength of the temporary staff in Upper and Lower Divisions is little less than half? Is it also a fact that no leave reserve is sanctioned for the temporary staff of the above two cadres? If so, why?

(c) Is it a fact that for want of leave reserve against the temporary strength leave to the entire temporary staff is sanctioned against the leave reserve sanctioned for the permanent staff in each grade and on this score leave cannot be freely granted to the permanent staff even on medical grounds and when medical certificates are produced they are sent to the Chief Medical Officers for countersignature?

(d) Do Government propose to sanction 12½ per cent. leave reserve for the temporary staff as well to mitigate the hardship caused to the permanent staff in the liberal grant of leave to them? If not, why not?

The Honourable Sir Jeremy Raisman: (a) Yes.

(b) The answer to the first part is in the affirmative. But a considerable number are employed against permanent posts in deputation vacancies which are covered by the 12½ per cent. leave reserve. No leave reserve has been sanctioned for additional temporary posts, as the rules permit the recruitment of substitutes for temporary staff who may be given leave.

(c) No. Leave granted to temporary staff need not be counted against the permanent leave reserve for the reason given in my answer to parts (a) and (b). As regards countersignature on medical certificates I would invite the Honourable Member's attention to my reply given to part (c) of his starred question No. 269 on the 13th November 1944.

(d) Government are prepared to consider the creation of a suitable leave reserve for temporary additional posts sanctioned for the duration of the war, should this be found to be in the public interest.

PAUCITY OF SUBORDINATE ACCOUNTS SERVICE PASSED CLERKS IN THE OFFICE OF DEPUTY ACCOUNTANT GENERAL, POSTS AND TELEGRAPHS, DELHI

211. *Seth Yusuf Abdoola Haroon: (a) Will the Honourable the Finance Member please refer to his reply to my starred question No. 81 (b) of the 3rd November, 1944, in which it has been admitted that four Madras Subordinate Accounts Service passed clerks were brought to officiate as Accountants in the office of the Deputy Accountant General, Posts and Telegraphs, Delhi, on account of the paucity of the passed clerks?

(b) Is it a fact that the paucity of Subordinate Accounts Service passed clerks in the above office was due to the transfer on deputation of as many as

over thirty Subordinate Accounts Service men to other offices in the last four years? If so, why so large a number of Subordinate Accounts Service passed men were sent on deputation from this single office?

(c) Is it a fact that two more Madras Subordinate Accounts Service passed men have been brought to officiate in the Subordinate Accounts Service cadre in the office of the Accountant General, Posts and Telegraphs, Simla, and in the office of the Deputy Accountant General, Posts and Telegraphs, Delhi, during the last six months?

(d) Is it a fact that there are some most efficient and experienced non-Subordinate Accounts Service clerks in the office of the Deputy Accountant General, Posts and Telegraphs, Delhi, who have at times officiated in the Subordinate Accounts Service cadre during the last six months? If so, why were Madras Subordinate Accounts Service passed clerks brought from Madras and Nagpur?

(e) Do Government propose to reconsider the position and stop such immigration in the interest of economy? If not, why not?

The Honourable Sir Jeremy Raisman: (a) and (b). Thirteen men of this office who are members of the Subordinate Accounts Service or who have passed the Subordinate Accounts Service Examination are on deputation to outside offices, mainly offices directly connected with the war. If the latter offices are to be efficiently staffed, such deputations are an administrative necessity. The number in this case is not proportionately higher than the number of men sent from other postal audit offices.

(c) Yes, as a temporary arrangement to meet shortages.

(d) Clerks who have not passed the Subordinate Accounts Service Examination are not eligible to officiate in the Subordinate Accounts Service Cadre and do not so officiate. They are only allowed to hold charge of Subordinate Accounts Service posts till qualified men are available. No supersession of the claims of men in the Delhi Audit Office therefore took place.

(e) The Honourable Member's attention is invited to my reply to part (e) of starred question No. 81, dated the 3rd November, 1944.

INADEQUATE DEARNESS AND WAR ALLOWANCES TO LOW PAID STAFF

212. *Seth Yusuf Abdoola Haroon: (a) Will the Honourable the Finance Member please refer to his reply to my starred question No. 176 (d) of the 8th November, 1944, in which it has been admitted that the present rates of dearness allowance only compensate in part for the increased cost of living and that Government have the matter continually under review and state whether the official increase in prices is near about 238 per cent. over the pre-war rates?

(b) If the reply to (a) above be in the affirmative, do Government still consider the grant of present rates of dearness and war allowances to their low paid staff to be commensurate with the rise in prices over the pre-war rates to the extent of 238 per cent.? If not, will Government please revise the existing rates of dearness and war allowances commensurate with the rise in prices with immediate effect to mitigate the long and unbearable sufferings and hardships of their low paid staff? If not, why not?

The Honourable Sir Jeremy Raisman: (a) There is no all-India cost of living index at present and the rise in the cost of living has not been uniform throughout India as a whole. The increase in prices has however, been overstated in this part of the question.

(b) I have nothing to add to the reply which I gave to the Honourable Member's former question on this point.

INADEQUATE DEARNESS ALLOWANCE, ETC., OF LOW PAID STAFF OF AUDIT AND ACCOUNTS OFFICES

213. *Seth Yusuf Abdoola Haroon: (a) Has the Honourable the Finance Member read the statement issued by the Working Committee of the All-India Audit and Accounts Offices Conference of the 5th December, 1944, copies of which were also sent to the Honourable the Finance Member?

(b) Are Government aware of the growing unrest and disaffection that prevails in all Audit and Accounts Offices in India due to the meagre relief

afforded to the low paid staff whose maximum in their scales is up to Rs. 200 only?

(c) Will Government please state their decision in regard to the revising of the present dearness and war allowances and for the revision of the existing low scales of pay?

The Honourable Sir Jeremy Raisman: (a) Yes.

(b) Government are aware that in these offices the measure of relief so far afforded to the lower paid staff is regarded by them as inadequate.

(c) Government cannot undertake a revision of pay scales at a time when the post-war level of prices is so uncertain. The situation has to be dealt with for the present by granting temporary relief in the shape of dearness and war allowances, revised from time to time in the light of major movements in the cost of living.

TRAVELLING ALLOWANCE FOR REST AND RECREATION

214. *Seth Yusuf Abdoola Haroon: (a) Will the Honourable the Finance Member please refer to his reply to my starred question No. 176 (g) of the 8th November, 1944, in which it has been stated that Government do not propose to give travelling allowance for rest and recreation to those who were in receipt of dearness allowance prior to 1st July, 1944, and state if it is a fact that dearness allowance of Rs. 14 per month is being paid to those of their employees who are getting pay up to Rs. 140 per month?

(b) Is it a fact that those of the Government employees who are getting pay from above Rs. 140 to Rs. 1,000, war allowance at the rate of 10 per cent. of their pay is being paid from the 1st July, 1944?

(c) Is it a fact that the grant of travelling allowance for rest and recreation has been refused to those whose pay was above Rs. 140 to Rs. 200 in all Audit and Accounts Offices although they were also in receipt of war allowance from the 1st July, 1944, like those whose pay was from above Rs. 200 to Rs. 1,000? If so, are Government prepared to reconsider the whole position with a view to extending the above concession to all officers of the Central Government whose pay is from above Rs. 140 to Rs. 1,000? If not, do they propose to stop this concession altogether?

The Honourable Sir Jeremy Raisman: (a) Yes, in places which are classified as Area 'B' for the purpose of the grant of dearness allowance.

(b) Yes, except that single gazetted officers drawing pay up to Rs. 750 are paid the allowance at the rate of five per cent. of pay.

(c) The position is that the travelling allowance concession is not admissible to Government servants so long as they remain eligible for dearness allowance. The travelling allowance concession has from the very beginning been granted to persons not drawing dearness allowance, and the grant to such persons of the option to take war allowance instead of dearness allowance where the former is greater does not alter their position in this respect. This travelling allowance concession was introduced in order to assist and induce those who had for several years together carried the heaviest responsibilities and suffered the greatest strain from work in war conditions, to take each year a period of leave for rest and recreation. With this object in view it was obviously logical to draw a line below which the concession was not essential for the war effort. There was the further practical difficulty that extension too far in the scale would have imposed an intolerable additional burden on lower class staff of travel. The most appropriate line of demarcation was the pay limits of dearness allowance and these limits were consequently adopted.

As stated in my reply to starred question No. 176 (g) of the 8th November last, Government are unable to extend the scope of this decision by making exceptions from the criterion then adopted. Further Government are not prepared to withdraw the concession from those to whom it has already been granted since Government are convinced that the need for it continues to exist.

CASUALTIES AMONG INDIAN FORCES DEPUTED TO GREECE

215. *Mr. Badri Dutt Pande: (a) Will the War Secretary be pleased to state the number of casualties among the Indian Force (number killed and wounded) that was deputed to Greece to quell the internal disturbances there? (b) What was the number of Indian army deputed to Greece and under whose orders did they go there?

Mr. C. M. Trivedi: (a) and (b). Indian troops were moved from Italy to Greece under the orders of the Commander to whom they were allotted, in order to follow up the German withdrawal. After arriving in Greece the Indian troops assisted in the task of distributing relief to the Greek population. Subsequently when trouble arose in Greece, they were necessarily involved in them, though happily to a small extent. It is not in the interests of security to disclose the number of troops deputed and the number of casualties among them, but I would add that the casualties have been very light.

MR. BOZMAN'S TOUR IN AMERICA

216. *Mr. T. T. Krishnamachari: Will the Honourable Member for Information and Broadcasting please state:

(a) whether it is a fact that Mr. Bozman, Secretary of the Information and Broadcasting Department, recently made a tour of the United States of America;

(b) the purpose of his visit;

(c) whether any scheme was evolved by him for inviting to India American and British journalists; and

(d) if the answer to the above is in the affirmative, whether these journalists will be taken round India on a conducted tour?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) To inspect the work of the Indian Information Services in Washington, and to acquire first hand knowledge of publicity requirements in America.

(c) and (d). No such scheme was evolved. But since it is only natural that, as the European war draws to a close, more correspondents from both Britain and America will visit India and the Far Eastern war zone, arrangements have been made to assist them over such matters as travel, accommodation, etc. There is no intention to arrange conducted tours.

INDIAN GOVERNMENT MAGAZINES STARTED IN RUSSIA AND CHINA

217. *Mr. T. T. Krishnamachari: Will the Honourable Member for Information and Broadcasting please state:

(a) whether the Government of India have started any magazine or magazines in Russia; and

(b) whether any magazine or journal has been started for distribution in China?

The Honourable Sir Sultan Ahmed: (a) Yes. *Indian Chronicle* and the Russian versions of *Dunya* and *Mizan Newsletter*. Copies† are tabled.

(b) Yes, the magazine *India* was started for China; and *India 1944* and the *Mizan Newsletter* are also distributed in China. Copies† are tabled.

INDIAN GOVERNMENT PROPAGANDA CARRIED ON IN ARABIA, PERSIA, ETC.

218. *Mr. T. T. Krishnamachari: (a) Will the Honourable Member for Information and Broadcasting please state the type of propaganda carried on by the Department direct or through the British Ministry of Information in Arabia and Persia and in the Middle East countries?

(b) What amount of money is spent by the Government of India for propaganda in these countries?

The Honourable Sir Sultan Ahmed: (a) The following publicity is carried on by the Information and Broadcasting Department in Middle East countries:

(i) News Services, Photographs, Photogravures, Pamphlets, and the periodical *Indian Information*—by the Bureau of Public Information;

(ii) Magazine publicity by the Publications Division;

(iii) Radio broadcasts by All-India Radio; and

(iv) Documentary films by Information Films of India, and News Films by Indian News Parade.

A certain amount of this is done direct, but for the majority of it we are dependent on the good offices of the British Ministry of Information to facilitate distribution.

(b) In respect of the Bureau of Public Information, Information Films of India and Indian News Parade, it is not possible to separate from their budgets the exact amount which is expended upon publicity to these countries. The Publications Division spend approximately Rs. 4,00,000 a year on magazine publicity in the Middle-East. This includes production costs and salaries of special staff, and to it must be added a proportion (which it is not possible to assess) of the salaries of the general staff. The current budget for the Middle-East broadcasts of All-India Radio is Rs. 2,15,000.

A payment of Rs. 50,000 per annum is made to the Ministry of Information in return for the services rendered by that organisation.

REFUSAL TO INTERVIEW THEIR RELATIVES BY DETAINED CONGRESS WORKING COMMITTEE MEMBERS

219. *Mr. K. S. Gupta: (a) Is the Honourable the Home Member aware of the fact that the Government version as to the reason why the Congress Working Committee Members in detention refused to have interviews with their relatives has been contradicted by Dr. P. C. Ghosh?

(b) Is it not a fact that they refused the interviews because of the general treatment meted out to them and their interviewers by Government?

(c) Is it not a fact that Maulana Abul Kalam Azad is in correspondence about his matter with the Government of India?

(d) Would the Government of India release the correspondence to let the people know the true state of affairs since their version has been challenged? If not, why not?

The Honourable Sir Francis Mudie: (a) Government have seen reports in the press to that effect.

(b) According to the letter sent by Maulana Abul Kalam Azad to the Jail Superintendent, interviews were refused because "The general attitude of the Government towards us during the past 26½ months and the rigorous isolation to which we have been subjected even in spite of personal tragedies are not calculated to incline us to take advantage of this personal facility".

(c) and (d). Maulana Abul Kalam Azad addressed certain letters on this subject not to the Government of India but to His Excellency the Viceroy. The question of their publication is, therefore, not one for the Government of India.

HARDSHIP ON PEASANTS DUE TO PRESENT TOBACCO EXCISE DUTY

220. *Prof. N. G. Ranga: Will the Honourable the Finance Member be pleased to state:

(a) if he is aware—

(i) that the present tobacco excise duty is hitting hard the peasant masses who have been smoking or using habitually neither cigarettes nor manufactured cigars but only the home made cigars or have been using chewing tobacco, habitually;

(ii) that even these peasants who grow tobacco for their own home use are being taxed if they produce more than four maunds or 100 lbs. per annum;

(iii) that most of the peasants need, at least three maunds per head per annum for their own consumption;

(iv) that they are obliged to supply freely chewing tobacco or home made cigars to their servants, to the tune of two maunds per head;

(v) that in certain parts their women too use chewing tobacco to the extent of one maund per head; and

(vi) that, therefore, the present maximum limit of exemption of peasant's production of tobacco is too low and, therefore, increases the total costs of cultivation and standard of living of peasants; and

†Not printed in these Debates, but the copies have been placed in the Library of the House.

(b) the special objections that Government have to exempting all that tobacco grown by peasants for their own family and agricultural use and not for commercial purposes from the present excise duty?

The Honourable Sir Jeremy Raisman: (a) Tobacco grown for the personal consumption of the grower or members of his household is by Rule exempt from the payment of duty if the proper officer is satisfied that tobacco is intended for such consumption. The quantity consumed by growers varies, of course, from place to place and in order to guide assessing officers in operating this concession Collectors of Central Excise have, after investigating the habits and customs of the growers in the principal growing areas, fixed maximum limits up to which tobacco declared to be for the personal consumption of growers and their households can be exempted from duty under this provision of the Rules; and these limits are raised or lowered if in practice or on further investigation they are found to be too low or too high. In applying this concession provision is made for the female members of the grower's family, where it is the local custom for women to consume tobacco, and for such of his labourers as form part of his household. So far from imposing hardship on growers, the concession is, in general, being generously applied and the limits imposed by the Collectors have been liberally calculated.

(b) As stated in reply to part (a) of the question, exemption is already granted in respect of tobacco intended for the personal consumption of the members of the grower's household. Tobacco intended for agricultural purposes is exempt from duty under item 9 I (3) (c) of Schedule I to the Central Excises and Salt Act, 1944.

DESIRABILITY OF RELEASING MAULANA ABUL KALAM AZAD, ETC.

221. *Mr. K. S. Gupta: Will the Honourable the Home Member please state:

- (a) if it is not a fact—
- (i) that Maulana Abul Kalam Azad has lost 42 pounds in weight;
- (ii) that Pandit Jawaharlal lost 15 pounds in weight and that his health has deteriorated considerably;
- (iii) that Sardar Vallabhbhai Patel has been suffering from aggravated Spastic Colon and being an old man of 70, his condition should cause anxiety;
- (iv) that Pandit Govind Vallabh Pant suffers from giddiness of head and pain in the spines, besides double hernia; and
- (v) that Dr. Pattabhi Sitaramiah is suffering from acute diabetes; and
- (b) if so, whether the Government of India would see the wisdom of releasing the above leaders on medical grounds; if not, why not?

The Honourable Sir Francis Mudie: (a) The Honourable Member is referred to my reply to question No. 106 of Mr. Satya Narain Sinha on the 10th February, 1945.

(b) Because in the opinion of the Government of India such grounds do not exist.

PAYMENT OF JOURNEY EXPENSES OF DEPENDANTS OF BRITISH MILITARY OFFICERS AND TROOPS IN INDIA

222. *Shrimati K. Radha Bai Subbarayan: Will the Honourable the Defence Member please state:

- (a) whether the Government of India pay journey expenses of the wives and dependants of British Military Officers and troops in India whenever they travel and, if so, what the rules governing such payments are;
- (b) if there is any annual limit to these payments, and whether they are made in cash or in the form of permits for travel by rail, road or air; and
- (c) if the wives and dependants of Indian Military Officers and troops are also given similar facilities for travel; and, if not, the reason for the discrimination?

Mr. C. M. Trivedi: (a) Wives and children of British officers are conveyed at Government expense:

- (i) when the head of the family is moved on permanent transfer to another station;
- (ii) on the death of the head of the family;

(iii) when proceeding to the husband's leave station each year up to a limit of 600 miles in each direction.

Families of British other ranks are allowed conveyance as in (i) and (ii) above. In addition they are moved to and from a hill station for climatic reasons during the hot weather.

(b) The amount of payment is dependent on the number of transfers and the distance travelled. Payment is made in cash for journeys of officers' families by rail and road. Families are not conveyed by air by Government. Families of other ranks travel on railway warrants.

(c) Families of Indian officers are also entitled to conveyance as in (a)(i), (ii) and (iii). Families of Indian other ranks are allowed conveyance as in (a)(i) and (ii) and when they accompany the head of the family granted sick leave or proceeding on discharge. Families of Indian other ranks do not go to the hills annually at Government expense as there is no demand for it in their case.

CARE AND WELFARE OF FAMILIES OF INDIAN OFFICERS AND TROOPS IN INDIA DURING WAR

223. *Shrimati K. Radha Bai Subbarayan: Will the Honourable the Defence Member please state:

(a) the arrangements made by the Government of India (i) regarding the care and welfare of the families of Indian Officers and troops in India during the war, and (ii) for ensuring that the families receive the allowance they are entitled to and are supplied with information about their relations in the Army whether they be stationed in India or abroad;

(b) whether the Government of India have appointed any authorities in the Provinces and Districts to maintain contacts with, and to reply to, all inquiries by the families of Indian Officers and troops; and, if so, whether these authorities submit a report of their work to the Government; and

(c) the facilities provided for free medical aid to the families of the British and Indian Officers and troops in India?

Mr. C. M. Trivedi: (a), (b) and (c). I lay a statement on the table of the House.

Statement

Part (a) of the question.

1. *Arrangement for the care and welfare of the families of Indian Officers and troops.*

Two organisations have been set up to care for the welfare of the families of Indian Officers and Other Ranks. The first of these is a civil organisation known as the Sailors', Soldiers' and Airmen's Board. The working unit is the District Sailors', Soldiers' and Airmen's Board established at the headquarters of a district. The Collector is the President of the District Sailors', Soldiers' and Airmen's Board, the members comprising a certain number of officials and non-officials, and representatives of ex-service personnel nominated by the Collector. Each Board has a paid Secretary, usually an ex-V.C.O., and a small staff to attend to the routine work.

2. The function of the District Sailors', Soldiers' and Airmen's Boards is to watch over the welfare of ex-servicemen and their families and the interests of service personnel absent from their homes. Their specific duties include obtaining and circulating information regarding educational concessions available for ex-servicemen's children, ascertaining the whereabouts of serving sailors, soldiers and airmen, procuring legal advice in the case of law suits against absent ex-servicemen, assisting the settlement of disputes out of court aiding in such matters as securing of medals, pensions, arrears of pay or family allotments, keeping a watch on the adequacy of the number of pension paying branch post offices and representing any inadequacy or deficiency in these to the appropriate authorities, and investigating cases for assistance or relief.

3. There are now altogether 158 District S.S. & A.Bs. in British India; at the beginning of the war there were only 85. A statement showing their location is attached. At the headquarters of the Provinces of Madras, Bombay, the U.P., the Punjab, the Bihar, C.P. and Berar and the N.W.F.P. there is a Provincial S.S. & A. B. whose duty is to co-ordinate, superintend and direct the work of the District S.S. & A. Bs. in their jurisdiction. At the headquarters of the Government of India, New Delhi, there is the Indian Sailors' Soldiers' and Airmen's Board of which the Honourable the Defence Member is the ex-officio Chairman, and the members are H. E. the Governor of the Punjab, ex-officio, two other members of the Executive Council nominated by His Excellency the Viceroy, the Flag Officer Commanding, Royal Indian Navy, the Air Officer Commanding, India, the Adjutant General-in-India, the Defence Secretary and the Financial Adviser, Military Finance. The Secretary of the Central Board is an Under Secretary in the Defence Department. The functions of the Central Board are to co-ordinate the work of the Provincial and District

Boards. The Central Board receives a grant-in-aid from the Central Government for financing the organisation of the District S. S. and A. Bs. and it is generally responsible to the Central Government for seeing that the organisation fulfils the purpose for which it has been set up.

In addition, Indian States have their own Sailors', Soldiers' and Airmen's Boards.

4. Since the outbreak of the war and consequent increase in recruitment and growing complexity of the problems confronting service personnel and their families, the Central Government have constituted a Civil Liaison Officers organisation whose function is to watch the welfare of service families in the broadest aspect. The Civil Liaison Officers Organisation and the District S. S. & A. Bs. organisation work very closely together and, are complementary in their functions and duties. The organisation consists of four Chief Civil Liaison Officers, one for the Northern Area (The Punjab and the N.-W. F. P. and Sind), one for the U. P. and Eastern Area (the U. P., Bihar, Bengal, Assam), one for the Bombay Area (Bombay, C. P. & Berar) and one for the Madras Area (Madras, and Madras States). There are also Civil Liaison Officers and Assistant Civil Liaison Officer to assist the Chief Civil Liaison Officers in their areas. All these are touring officers who tour widely to ascertain the problems confronting the families of ex-service personnel at first hand, and they represent matters requiring attention to the appropriate quarter. Under them work welfare officers, who are usually V. C. Os, and women welfare workers, who have been recruited in large numbers, particularly in the Punjab, Bombay, Madras and parts of the U. P. and who are under the immediate supervision of Inspectresses.

The I. S. S. & A. B. controls certain benevolent funds for the alleviation of distress amongst ex-servicemen and their families, and in addition certain Provinces have started their own benevolent funds. Applications for relief from these funds are made through the D. S. S. & A. B. or Civil Liaison Officer.

II. Arrangements for ensuring that the families receive the allowance they are entitled to.

The District S. S. & A. Bs. and C. L. O. Organisations look into all complaints relating to delay in the payment, or sometimes non-payment, of family allotment money orders; in every case they make a thorough enquiry and see that every thing possible is done to ensure speedy payment, and to remove the causes of complaint.

III. The arrangements for supplying families with information about their relatives.

Every recruit on joining a training centre is provided with one free postcard to report his progress to his next of kin. Thereafter he is encouraged by every means to write regularly to his next of kin. On arrival overseas a postcard is sent free of charge to next of kin informing the next of kin of his safe arrival and telling them to whom they should communicate if in difficulty about family allotments. Two free airmail envelopes are forwarded to the next of kin to enable them to write to the serviceman.

If a man becomes a casualty, or is seriously or dangerously ill his next of kin is immediately informed by the quickest means including a telegram and further progress is communicated from time to time to the next of kin.

All difficulties about tracing the whereabouts of the relatives are dealt with by the District S. S. & A. Bs. or the C. L. O. Organisation who ascertain his address and communicate it to the family or person interested.

Part (b) of the question.

The organisation set up has been described above. All officers of the C. L. O. Organisation submit reports once a month to General Headquarters, which are also communicated to the Government of India. These reports cover the working of the D. S. S. & A. Bs. organisation. The Defence Department or the Adjutant General's Branch follows up all matters which these reports indicate as requiring attention.

Part (c) of the question.

The facilities provided are summarised below:

Definition of Medical Attendance.—The term "medical attendance" means:

(A) The professional advice and treatment afforded to persons eligible for such during sickness and injury,

(a) as out-patients at military hospitals, military families hospitals, dispensaries and medical inspection rooms.

OR

(b) At their quarters by their authorized medical attendant (see next paragraph)

The term includes:—

(i) Inoculation and vaccination, and the provision of necessary lymph, sera and vaccines at Government expense.

(ii) Laboratory and pathological examination in military laboratories and clinical side rooms.

(iii) X-Ray examination and treatment, where such is available in the station.

(iv) Anti-rabic treatment.

(v) Supply of such authorized medicines, surgical materials and appliances as are ordered by the medical attendant, and are available from military hospital or dispensary or a State-aided civil dispensary. (In the case of personnel not in active military employ and their families when treated in quarters in a Presidency town, this supply is inadmissible unless specifically provided for in their agreement).

(vi) The supply, by local purchase, in emergent cases, of unauthorized medicines materials and appliances when considered essential, or of authorized medicines, materials and appliances which are not available from military or State-aided (dispensaries) at the discretion of the authorized medical attendant. Bills for medicines etc., so purchased require the

sanction of A. D. M. S. (D. M. S. in case of Army and R. A. F. Headquarters) concerned; anything disallowed by him will be paid for by the patient.

(vii) The provision in exceptional cases (see detail in paragraph 257) of special nursing, i.e. nursing provided by the employment of private nurses) in quarters.

(B) *Treatment in hospital* (subject to the recovery of such hospital stoppages as are authorized in Pay and Allowance Regulations).

Such treatment includes provision of,

(i) Any or all of the items mentioned in (A) (i-vi) above,

(ii) Diets and extras, (medical comforts in a non-dieted hospital).

(iii) Ordinary nursing, i.e., nursing which can be provided in hospital by members of the military medical and nursing services.

(iv) Special nursing (i.e. nursing provided by the employment of private nurses) in hospital, except where such is inadmissible. (See detail in para. 257).

2. Entitlement of different categories of personnel are:—

	Form of treatment entitled to.	Notes on cost.
a) Families of officers (British and Indian).	Out-patient or at quarters In military families hospital if accommodation available.	Free of charge. Wives of officers Rs. 4 per diem. Children over 12 years and below 18 years of age Rs. 4/— per diem. Of and under 12 years of age Rs. 2 per diem. European <i>bonafide</i> servants of officers Rs. 4 per diem. Indian <i>bonafide</i> servants of officers As. 12 per diem. Indian <i>bonafide</i> servants of officers As. 12 per diem.
b) Families of British Other Ranks.	May also be admitted in Civil and private hospitals. Out-patient or at quarters, or in military (including family) hospital if accommodation is available. In civil and private hospitals	Free of charge. Free of charge.

The provision of treatment for B. O.-Rs. families was rendered necessary owing to lack of facilities in India for their treatment.

c) Families of Indian Other Ranks. In Indian Military Hospitals under the order of Officer Commanding station for serious illness if accommodation is available.

Sanction of Government of India exists for the provision of a Lady Sub-Assistant Surgeon at each of 12 Welfare Centres for the purpose of medical attendance on Indian Other Ranks Families. Centres are at Abbottabad, Rawalpindi, Dehra Dun, Jubbulpore, Lucknow, Quetta, Peshawar, Jhansi, Karachi, Sialkot, Jullundur and Meerut.

Rates to be charged are as follows (when admitted into Indian Military Hospital):—

Member of family of—	Per diem.	Maximum per month.
Subedar Major	Rs. 2	Rs. 60/—
Subedar	Rs. 1/8	Rs. 45/—
Indian Warrant Officer, Class I.	Rs. 1/4	Rs. 37/8/—
Indian Warrant Officer, Class II.	Rs. 1	Rs. 30/—
Avildar	As. 3	Rs. 15
Naik	As. 3	Rs. 6/4
Lance Naik	As. 2	Rs. 5/8
Sepoy	As. 2	Rs. 4

3. Attendance at quarters is by authorized medical attendant only to places within 2 miles of limit fixed by a District of Brigade Commander.

4. Definition of Family:

Family, Officer's.—means, for the purpose of medical attendance, his wife, and his children under 18 years of age, which include his unmarried daughters, step-daughters, or daughters statutorily adopted or legitimated who are dependant on him, and his sons, step sons or sons statutorily adopted or legitimated. It also includes his servants. It does not include children adopted by an unmarried officer or children adopted out of the officer's own family nor children adopted by an officer widower unless he is already in receipt of marriage allowance, in respect of such adopted children or unless he has other children or his own who are entitled to medical attendance. The children of a divorced officer are not included unless the officer has been made their legal custodian, even though he may contribute to their maintenance.

The wife of an officer, legally separated from him, and his children (under 18 years of age) in her custody will also be so included, so long as the officer is responsible for their maintenance.

Family, British Soldier's.—means, for the purpose of medical attendance, his wife, and his children under 18 years of age, which include his legitimate (or legitimated) children, step children and children statutorily adopted by the soldier or by his wife before her marriage to him. It does not include (i) children adopted by an unmarried soldier or by a widow who is not already drawing marriage allowance in respect of a child or children or (ii) children statutorily adopted out of a soldier's own family. It includes his wife legally separated from him and his responsible children (under 18 years of age) in her custody, so long as the soldier is responsible for their maintenance.

Family, Indian Soldier's.—means, for the purpose of medical attendance, his wife, and his children under 18 years of age, which include his legitimate children, adopted children and step children if wholly dependent on him. It also includes his wife legally separated from him and his children (under 18 years of age) in her custody, so long as the soldier is responsible for their maintenance.

DISTRICT SAILORS' SOLDIERS' & AIRMEN'S BOARDS.

1. Punjab (P. S. S. A. B.).

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|--------------------------|-------------------------|
| 1. Ambala. | 14. Karnal. |
| 2. Amritsar. | 15. Lahore. |
| 3. Attock (Campbellpur). | 16. Ludhiana. |
| 4. Ferozepore. | 17. Lyallpur. |
| 5. Gujranwala. | 18. Mianwali. |
| 6. Gujrat. | 19. Montgomery. |
| 7. Gurdaspur. | 20. Multan. |
| 8. Gurgaon. | 21. Rawalpindi. |
| 9. Hissar. | 22. Rohtak. |
| 10. Hoshiarpur. | 23. Shahpur (Sargodha). |
| 11. Jhelum. | 24. Sheikhupura. |
| 12. Jullundur. | 25. Sialkot. |
| 13. Kangra (Dharamsala). | 26. Jhang. |

2. United Provinces (P. S. S. A. B.).

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|------------------------------|-----------------------------|
| 1. Agra. | 24. Lucknow. |
| 2. Aligarh. | 25. Mainpuri. |
| 3. Allahabad. | 26. Meerut. |
| 4. Almora. | 27. Muradabad. |
| 5. Azamgarh. | 28. Muttra. |
| 6. Ballia. | 29. Muzaffarnagar. |
| 7. Bara Banki. | 30. Partabgarh. |
| 8. Bareilly. | 31. Rai Bareilly. |
| 9. Basti. | 32. Saharanpur. |
| 10. Bullundshahr. | 33. Shahjahanpur. |
| 11. Cawnpore. | 34. Sitapur. |
| 12. Dehra Dun. | 35. Sultanpur. |
| 13. Etah. | 36. Unao. |
| 14. Etawah. | 37. Benares. |
| 15. Fatehpur. | 38. Budaun. |
| 16. Farrukhabad (Fatehgarh). | 39. Banda. |
| 17. Fyzabad. | 40. Bahraich. |
| 18. Ghazipur. | 41. E. Gorakhpur at Deolia. |
| 19. Garhwal (Landsdowne). | 42. Hamirpur. |
| 20. Gonda. | 43. Mirzapur. |
| 21. Gorakhpur. | 44. Jaunpur. |
| 22. Hardoi. | 45. Jalaun. |
| 23. Jhansi. | 46. Badaun. |

3. North-West Frontier Province (P. S. S. A. B.).

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| 1. Hazara (Abbottabad). | 4. Nowshera. |
| 2. Kohat. | 5. Peshawar. |
| 3. Mardan. | 6. Waziristan (Dera Ismail Khan). |

4. Bombay (P. S. S. A. B.).

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| 1. Ahmednagar. | 10. Poona. |
| 2. Bombay City. | 11. Ra'nagiri. |
| 3. Belgaum. | 12. Satara. |
| 4. Bijapur. | 13. Secunderabad (Deccan). |
| 5. Dharwar. | 14. Sholapur. |
| 6. East Khandesh. | 15. West Khandesh. |
| 7. Kolaba. | 16. Ahmedabad. |
| 8. North Kanara. | 17. Surat. |
| 9. Nasik. | |

5. Central Provinces (P. S. S. A. B.).

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|-----------------|----------------|
| 1. Amraoti. | 7. Chindwara. |
| 2. Akola. | 8. Bilaspur. |
| 3. Nagpur. | 9. Saugor. |
| 4. Buldana. | 10. Jabulpore. |
| 5. Hoshangabad. | 11. Yeotmal. |
| 6. Raipur. | |

6. Bihar (P. S. S. A. B.).

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| 1. Champaran. | 6. Shahabad (Arrah). |
| 2. Patna. | 7. Singhbhum. |
| 3. Ranchi. | 8. Gaya. |
| 4. Santal Pargana. | 9. Muzaffarpur. |
| 5. Saran (Chapra). | |

7. Madras (P. S. S. A. B.).

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|-------------------|-------------------|
| 1. Vizagapatam. | 14. North Arcot. |
| 2. East Godavari. | 15. South Arcot. |
| 3. West Godavari. | 16. Salem. |
| 4. Kistna. | 17. Malabar. |
| 5. Guntur. | 18. Coimbatore. |
| 6. Nellore. | 19. Trichinopoly. |
| 7. Chittoor. | 20. Tanjore. |
| 8. Cuddapah. | 21. Madura. |
| 9. Kurnool. | 22. Ramnad. |
| 10. Bellary. | 23. Tinnevely. |
| 11. Anantapur. | 24. South Kanara. |
| 12. Chingleput. | 25. Bangalore. |
| 13. Madras City. | |

8. Assam.

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| 4. Goalpara. |
| 5. Nowgong. |

9. Bengal.

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| 6. Tippera. |
| 7. Faridpur. |
| 8. 24 Parganas (Alipur). |
| 9. Calcutta. |
| 10. Darjeeling. |

10. Delhi.

11. Rajputana.

12. Sind.

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| 3. Hyderabad. |
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Ajmer-Merwara (Beawar), Ajmer.

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| 1. Karachi. |
| 2. Sukkur. |

STATE SAILORS' SOLDIERS' AND AIRMEN'S BOARDS.

Kashmir.

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| 3. Poonch (Palandri). |
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Rajputana.

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| 6. Mewar. |
| 7. Bundi. |
| 8. Dholpur. |
| 9. Kotah. |

Punjab.

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| 6. Malerkotla. |
| 7. Nabha. |
| 8. Patiala. |
| 9. Chamba. |

Hyderabad (Deccan).

Deccan States.

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| 4. Sangli. |
| 5. Sawantwadi. |

Central India.

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| 2. Ramnagar (Benares State). |
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Madras States.

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| 2. Travancore. |
|----------------|

†224*

BRITISH WOMEN FROM THE A.T.S. IMPORTED INTO INDIA

225. *Shrimati K. Radha Bai Subbarayan: Will the War Secretary please state:

(a) if the report in the Press is true that large batches of British women from the A.T.S. are being imported into India and new posts are being created for employing them;

†This question was withdrawn by the questioner.

(b) if the answer to the above is in the affirmative, the number of such women who have already landed and will arrive in India, and the number of posts already created and proposed to be created, and if a limit has been fixed to their total number;

(c) the duties, responsibilities, salaries and emoluments attached to these posts, and what the total expenditure from Indian revenues arising from them will be;

(d) if it is a fact that His Majesty's Government have demanded of the Government of India to provide employment for such British women as when the British War Office may send them out to India through the Indian Office at the expense of the Indian Government;

(e) if the answer to (d) is in the negative, whether the Government of India have any definite scheme for importing and employing in India, women from Great Britain; and, if so, the reason for it, and if the same has been approved by the Defence Council and if the Government will place a copy of it on the table for the information of this House;

(f) the prescribed qualifications for these posts, and how and by whom the women are selected and appointed; and

(g) if it is a fact that these women are being imported into India to be given ultimately permanent employment in India to mitigate unemployment in Great Britain after the war?

Mr. C. M. Trivedi: (a) No, Sir. The number of British women of the Auxiliary Territorial Service who have so far come to India is 22. Of these, one is for the post of Director of W.A.C.(I.), who has two A.T.S. Staff officers. The remaining 19 officers have been brought here temporarily for training purposes. All of them are filling vacancies in existing establishments. They are of course, paid by the Government of India. A statement showing their salaries and the cost on their account will be laid on the table as soon as possible.

(b) to (g). The position is that since the number of W.A.C.(I.) recruits is nothing like adequate to the demand, the Government of India have asked His Majesty's Government whether they can supply A.T.S. women and, if so, in what number. His Majesty's Government have themselves an insufficient number of A.T.S. for their own requirements, and if they agree to provide them for India, will do so at considerable sacrifice. In any case it is unlikely that they will be able to meet our requirements in this respect.

FINANCIAL BURDEN ON INDIA DUE TO INCREASE IN EMOLUMENTS OF BRITISH TROOPS SERVING IN THE EAST

226. *Mr. K. C. Neogy: Will the Honourable the Finance Member be pleased to refer to starred question No. 91 of the 3rd November, 1944, regarding the financial burden on India due to increase of emoluments of British troops serving in the East, and furnish the reply to the said question?

The Honourable Sir Jeremy Raisman: The matter is still under consideration.

EXTRACTION OF MAGNESIUM FROM THE SEAS AROUND INDIA

227. *Mr. R. R. Gupta: (a) Will the Honourable Member for Planning and Development be pleased to state whether his attention has been drawn to the latest scientific invention that every cubic mile of sea-water contains 2,800 tons of metallic magnesium?

(b) If the answer to the above be in the affirmative, will the Honourable Member be pleased to state whether he is considering the advisability of appointing scientists to explore the possibilities of extraction of magnesium from the seas around India?

The Honourable Sir Ardeshir Dalal: (a) The occurrences of magnesium salts in sea water is a long established fact.

(b) Government will consider this proposal.

POST-WAR PLAN PREPARED BY PRINCIPAL S. N. AGARWAL

228. *Mr. R. R. Gupta: (a) Will the Honourable Member for Planning and Development be pleased to state whether he has seen the Post-war Plan prepared by Principal S. N. Agarwal entitled "The Gandhian Plan of Economic Development"?

(b) If the answer to the above be in the affirmative, will the Honourable Member be pleased to state whether he considers this scheme also worth attention in his Post-war Reconstruction Scheme?

(c) Does he consider it advisable to invite Mr. Agarwal to elucidate the scheme to the Government?

The Honourable Sir Ardeshir Dalal: (a) Yes.

(b) As an exposition of a school of thought in this country it is certainly worth attention.

(c) That is not necessary.

MONEY AVAILABLE FOR POST-WAR RECONSTRUCTION PROJECTS FROM CENTRAL REVENUES

229. *Mr. R. R. Gupta: Will the Honourable the Finance Member be pleased to state generally the data on which the view has been based by the Honourable the Planning and Development Member that a sum of 500 crores of rupees shall be available for post-war reconstruction projects from the revenue surplus of the Central Government during a period of five years after the war?

The Honourable Sir Jeremy Raisman: The Honourable Member's attention is invited to paragraph 6 of Part II, page 16 of the Second Report on Reconstruction Planning.

MEMBERS OF FORWARD BLOCK UNDER DETENTION

230. *Mr. M. Ananthasayanam Ayyangar: (a) Will the Honourable the Home Member be pleased to state how many members of the Forward Block are under detention in each Province in India?

(b) How many of them have been in detention for four years and more?

(c) Are all of them placed in the same class or is any difference made, and, if so, why?

(d) Are any allowances given to the families of such detenus with particular reference to Madras detenus, and, if so, what is the maximum amount so given?

(e) Have anyone or more of them been released as a result of the half yearly reviews, and, if so, how many?

(f) Are all or any of them detained under the orders of the Central Government?

(g) Is there any general policy to detain them till the end of the war in the East or West?

The Honourable Sir Francis Mudie: (a) and (f). I have no information of the total number of members of the Forward Block detained in the various Provinces. So far as the Central Government is concerned, five of the prisoners detained under their orders are members of the Forward Block.

(b) None.

(c) and (d). For the purposes of classification and family allowances, they are treated in the same way as other security prisoners. None of the five gets a family allowance as their circumstances do not justify it.

(e) One.

(g) No. The policy is to keep them in detention only so long as is necessary in the interests of security and the efficient prosecution of the War.

SECURITY PRISONERS DETAINED UNDER ENEMY AGENTS ORDINANCE

231. *Mr. M. Ananthasayanam Ayyangar: (a) Will the Honourable the Home Member please state how many security prisoners are there detained under the Enemy Agents Ordinance in the whole of India and particularly in the Madras Province?

(b) Where are they confined at present in the Madras Province?

(c) How many of them have been placed in the A, B and C classes, respectively, and what is the amount of ration allowance to the prisoners of the respective classes in Madras?

(d) How many of them have been found not guilty by the Tribunals and still have been kept under detention?

(e) Are they allowed interviews and letters, and, if so, how many per month?

(f) Are they allowed any clothing allowance, bed and cots or are they obliged to lie down on the floor?

(g) Has there been any alteration in the rules for the worse in regard to their treatment?

(h) Can any or all of them supplement their diet at their own cost?

(i) Are these cases reviewed from time to time?

The Honourable Sir Francis Mudie: (a) to (i). No one is, or can be detained without trial under the Enemy Agents Ordinance. Any person charged with an offence under that Ordinance is brought to trial in the ordinary way.

VAZIR, A SECURITY PRISONER AT VELLORE

232. *Mr. M. Ananthasayanam Ayyangar: (a) Will the Honourable the Home Member please state whether one Vazir, a security prisoner at Vellore, Madras Province, was in the B class, and was getting a monthly personal allowance of Rs. 5 in addition from the Government?

(b) Has he since been transferred to any other class, and, if so, to what class and why?

(c) Is it a fact that the said Vazir is a refugee from Singapore and went to South Africa to eke out a living but that he was not given a passport and was brought to India?

(d) What is the amount of daily allowance that he is getting at present for rations? Is he supplied with bedding and clothing and a cot by the jail authorities?

(e) Is it a fact that he has become a chronic neuresthenic patient?

The Honourable Sir Francis Mudie: I have no information. These matters are the concern of the Provincial Government which ordered the detention.

COLLECTION OF FUNERAL EXPENSES FROM THE FAMILIES OF DETENUS DYING WHILE IN CUSTODY

233. *Mr. M. Ananthasayanam Ayyangar: Will the Honourable the Home Member please state if it is the policy of Government to collect funeral expenses from the family of detenus, even though they die while in custody of the Government and inside the jail?

The Honourable Sir Francis Mudie: It is not the policy of the Government of India.

SCHEMES OF INDO-AMERICAN COLLABORATION IN INDUSTRIAL SPHERE

234. *Mr. R. R. Gupta: Will the Honourable Member for Planning and Development please state the views of the Government of India in regard to possible schemes of Indo-American collaboration in the industrial sphere, specially with reference to those industries in which technical assistance and process plants can most advantageously be available from the United States of America?

The Honourable Sir Ardeshir Dalal: Subject to the limitations of exchange Government can have no objection to the collaboration of Indian industrialists with American interests if technical assistance and plants can be more advantageously secured from that source than any other.

STEPS FOR REMOVAL OF GRIEVANCES AGAINST ANTI-HINDI POLICY OF ALL-INDIA RADIO

235. *Mr. R. R. Gupta: (a) Will the Honourable Member for Information and Broadcasting be pleased to state the steps he has taken to satisfy the grievances of the Hindi-knowing public against the alleged Anti-Hindi Policy of the Department?

(b) Is it a fact that a large number of All-India Radio-employees have resigned and those invited to give talks have declined due to the Anti-Hindi Policy of the Radio? What is the number of employees who have thus resigned and the number of persons who have refused to give talks?

(c) Are Government trying to introduce other Hindi-knowing elements in their place?

The Honourable Sir Sultan Ahmed: (a) The attention of the Honourable Member is invited to the reply given by me earlier this morning to Mr. Deshmukh's Starred Question No. 208.

(b) No. Only one member of the regular staff of All India Radio has resigned on the pretext of the language policy of All India Radio but probably to avoid dismissal for inefficiency, orders in regard to which were about to issue. The total number of talkers who have refused to broadcast talks on this account from all the five Hindustani stations of the All India Radio, i.e., Delhi, Bombay, Lahore, Lucknow and Peshawar, is 40.

(c) It is the constant endeavour of All India Radio, as a broadcasting organisation to introduce fresh talent, including Hindi-knowing talent, in its programmes. This effort, however, is conditioned by the willing co-operation of the talkers, writers, etc., who are invited to contribute to All India Radio's programmes.

PROTESTS AGAINST ANTI-HINDI POLICY OF ALL-INDIA RADIO

236. *Mr. R. R. Gupta: (a) Will the Honourable Member for Information and Broadcasting be pleased to give the number of protests received from the Hindi public regarding the Anti-Hindi policy of the All-India Radio?

(b) Is it a fact that the Department is contemplating introducing separate Hindi programmes?

(c) What was the opinion of the Committee convened by the Honourable Member for Broadcasting on the matter under reference?

The Honourable Sir Sultan Ahmed: (a) Government have received a number of protests of the nature referred to by the Honourable Member. They do not, however, propose to collect specific data of the nature referred to by the Honourable Member.

(b) and (c). The attention of the Honourable Member is invited to the reply given by me earlier in the morning to part (b) of Mr. Deshmukh's starred question No. 208.

GIRLS WORKING IN W.A.C.(I.) DEPARTMENT

237. *Mr. Lalchand Navalrai: (a) Will the War Secretary be pleased to state how many girls are working in W.A.C.(I.) Department?

(b) How many of them are in Navy's Wing and how many on Army side?

(c) How many of them are Commissioned Officers and how many in the other ranks, separately?

(d) How many of them are Indians, Europeans, Anglo-Indians and Indian-Christians?

(e) What food is served to the Indian girls, and is it according to their religious sentiment and taste?

(f) Is it a fact that they are served with English food including beef and pork?

(g) Is it a fact that those who do not like this kind of food are not given the food they choose?

(h) Is it a fact that some of them are dissatisfied on this account but, owing to their agreement of service, they cannot leave the service?

(i) Do Government propose to watch this kind of treatment from time to time and remove the complaint?

Mr. C. M. Trivedi: (a) to (d). I lay a statement on the table.

(e) There is a special ration for Indian girls, which includes bread, rice or *atta*, butter, *ghi*, *dall*, milk, fruit, vegetables, potatoes, onions, mutton, jam, sugar, tea, coffee, and suji. As regards the last part, no objection has been raised by any of the Indian girls.

(f) No.

(g) An alternative is always provided.

(h) Government are not aware of any dissatisfaction, nor have they received any application for discharge on these grounds.

(i) No complaint has come to the notice of Government. I may however, add that Government always pay careful attention to this question and are training special mess caterers for the W.A.C.(I).

Statement

- (a) 10,046.
 (b) 720 and 7,664 respectively.
 (c) 1025 and 9021 respectively.
 (d) The numbers are :

Indians	...	...	1,411.
Europeans (British)	...	...	2,210.
Anglo-Indians	...	...	3,959.
Indian Christians	...	...	2,079.

WAR SITUATION

238. *Mr. Lalchand Navalrai: (a) Will the War Secretary be pleased to make a full statement on the condition of the war on all Fronts during the time since the last Budget Session?

(b) How many Indians, Commissioned Officers and other ranks were employed, and how many Americans and Britishers, separately, were employed on the Far Eastern Front during the aforesaid period?

(c) Are the Railways in Assam and the British re-occupied territory being worked by the Americans?

(d) How many times during the aforesaid period were bombs thrown in Assam, Akyab, Cox Bazaar, Chittagong and Calcutta and with what casualties and results?

Mr. C. M. Trivedi: (a) For a resume of the course of the war during the period from the Budget Session 1944 up to the last Session of this House, I would refer the Honourable Member to my reply to his starred question No. 61 on the 3rd November, 1944. I lay a statement on the table covering the subsequent period.

(b) In the interests of security, I am unable to disclose the information asked for by the Honourable Member.

(c) and (d). These parts should have been addressed to the Honourable Members for War Transport and Defence respectively.

STATEMENT

Introduction.—In the three months that have elapsed since the last statement in this House on the course of the war, the cause of the Allies has continued to prosper. In the eloquent words of the Prime Minister of Great Britain in a recent speech, "both in the West and in the East overwhelming forces are ranged on our side. Military victory may be distant, it will certainly be costly, but it is no longer in doubt."

War in the West.—As the House is aware, the ding-dong Battle of Germany has risen to new heights of fierceness and intensity during these winter months. Having chased the Nazis out of France and Belgium, right up to the borders of Germany proper, Allied armies have been engaged in the grimmest sort of fighting for the mastery of the Rhineland. The German war-machine still capable of delivering severe blows, put in a counter attack which at the time appeared to take us by surprise and which might have had serious consequences had the enemy been able to break through our lines in depth. Fortunately, the courage of our fighting men and the strategy of our Generals brought this counter-attack to naught and the battle of the Ardennes Bulge has now been decided in our favour. The Prime Minister has said that doom from the West has not been delayed by Von Rundstedt's stroke in which a large part of the flower of Germany's last armies has been thrown away.

Italy.—In Italy our forces are hampered by difficulties of terrain and weather which have equally operated to prevent the Germans from regaining any of their lost ground. Although progress in this theatre of war is slow, it nonetheless occupies an important place in the higher strategy of the Allied Commanders, because it keeps tied up under Von Kesselring in Italy a large number of Divisions which would otherwise be available to reinforce the German armies on the Western Front or against Russia. General Alexander's armies are continuing their dogged onslaughts and the House will be glad to know that the Indian Divisions under his command are adding more laurels to their fame.

Russia.—Perhaps the most promising of recent developments in Europe is the tremendous success which has attended the armies of our Russian allies in their great winter offensive through Poland and into East Prussia itself. For the first time since the Germans overran an unsuspecting Poland in 1939, their gains in Eastern Europe have been wiped out and the war is being carried right into Germany. Warsaw, Cracow, and other great cities have fallen into Soviet hands. The Russians have now crossed the Oder, the last great water barrier before Berlin on a broad front, and the battle is approaching the capital itself. The German winter line would appear to be broken once and for all, and the Nazis are being made to pay for their excesses and atrocities.

Pacific.—Turning from Europe to the Far East, here again we have substantial gains to our credit. In the Pacific our American allies have redeemed General MacArthur's pledge

to return to the Philippines. They have done so in fine style, thrashing the Japanese soundly in the battle of Leyte where heavy casualties were inflicted upon the enemy both in the land fighting and in frustrating by air and sea attack his numerous attempts to reinforce the island. Now the war has been carried on to the main island of Luzon and American Forces have already entered the capital city of Manila. Although the Japanese penchant for carrying on a war of attrition to the bitter end is well known, it seems likely that before long the reconquest of the Philippines will be complete—at a terrific cost in casualties to the enemy. When this comes about, it will change the whole conception of the Pacific struggle, because the Philippines stand athwart Japan's lines of communication with her ill-gotten gain in Malay and Polynesia. Mastery of the Philippines is the key to victory in the Pacific and the Americans are already turning that key in the lock.

China.—Coming to the mainland of Asia, I cannot do better than reiterate my observation made in this House three months ago, that the picture is in some respects brighter and in other darker. In China the Japanese now have a strangle-hold over a vast area of the interior and have succeeded in linking up their forces in the north and the south. In doing so, they have deprived General Chennault's air forces of some of their advanced bases from which they had been striking at targets in Japan, Manchuria and at shipping in the China Seas. To some extent this loss has been made good by the development of a great air base in Saipan in the Mariannas from which the Japanese mainland is being well plastered. But nonetheless the situation in China itself is none to reassuring at the moment.

Burma.—This is where the significance of our recent victories in North Burma become more apparent. With the capture of the key towns of Myitkyina and Bhamo the new Burma road which leads from Ledo in the north-east of Assam to Wanting on the Sino-Burma border and thence through Kunming to Chungking will now be open to traffic. Already more than a third of Burmese territory has been liberated. General Slim's Fourteenth Army has fought its way down the Irrawaddy and Chindwin Valley till it is now on the outskirts of Mandalay, the capital of upper Burma. In doing so, the 14th Army has inflicted terrific losses on the Japanese. It has wiped out a number of Japanese divisions and has broken the back of enemy resistance in North Burma. At the same time our amphibious operations in the Arakan are proceeding successfully and Akyab and Ramree, providing important air and naval facilities have fallen into the hands of 15th Indian Corps. It is fitting that all three of India's fighting forces have played a part in this capture. The Indian Air Force has continued to search the skies over Burma and bring back vital information. The Royal Indian Navy has played a promising part in the seaborne assault; its sloops have bombarded enemy positions; its "little-ships" of the Arakan Coastal Forces have harried the Japs and cut their lines of communication in the network of rivers beyond Akyab, and its recently formed Landing Craft Wing has had its baptism of fire in the fight for Myebon and has acquitted itself with credit.

These are no mean achievements and I feel sure the House will agree with the Prime Minister's tribute to the Supreme Commander Admiral Lord Louis Mountbatten and his men. In a recent speech Mr. Churchill said: "Admiral Mountbatten and his dauntless armies have made greater advances than were required or expected of them up to the present by the directions of the High Command." We in India likewise take pride in the achievements of these forces, knowing as we do that they are overwhelmingly Indian in composition. Our Indian soldiers fighting side by side with the British units in their Divisions, have exploded once and for all the myth of the invincibility of the Japanese. To the fame gained by the Fourth, Eighth and Tenth Indian Divisions in Africa and Italy, is now added the fine reputation built up by several other Indian Divisions on the Burma front. Among them is the Fifth Indian Division which first fought in Africa and can thus claim to be the most travelled Division. The exploits of the Third Indian Division, formerly known as the Chindits, are well known; apart from giving valuable support to our American and Chinese allies they helped in the capture of Mogaung and isolated Myitkyina. Other Divisions which have rendered stalwart service in the Burma campaign and which security considerations permit me to enumerate are the 7th, 17th, 20th, 23rd, 25th and 26th Indian Divisions.

Within India itself the Indian Army is training vigorously. Its latest advance is in the air, and Indians serving as paratroops are now embodied in the newly formed Indian Parachute Regiment. As in the comparable sphere of mechanised warfare, where the Indian Armoured Corps, heir to the fine traditions of the Indian Cavalry, has acquitted itself creditably armed with the latest Sherman tanks, so in this latest form of warfare, where airborne troops bring new terror to the enemy, our countrymen have shown their capacity to master a dangerous and exacting technique.

India as a Base.—Quite apart from its achievements in the fighting zones, India has played a fitting part in bringing about Allied victory by the immense development of its resources as a base for campaigns directed against the Far East. This country is today a veritable arsenal of democracy. Its resources are harnessed to this end. In field and factory throughout the land many hundreds of thousands of our countrymen are playing their part in forging the weapons and producing the supplies essential to military victories in the field. As the House is aware, this tremendous effort has imposed a strain on the country's economic life but the end for which we are striving—the defeat of dictatorships and the right to order our own lives—makes our sacrifices well worthwhile.

EXPENDITURE ON AND ACTIVITIES OF NATIONAL WAR FRONT

239. *Mr. Ananga Mohan Dam: (a) Will the Honourable Member for Information and Broadcasting be pleased to state what amount of money has

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 been spent for the National War Front Organization since its inception, giving the details of the heads of expenditure in different provinces?

(b) Who is responsible for the policy and programme of the activities of the National War Front in the Provinces?

(c) Has the Central Government issued any circular to the different Provinces guiding their activities in general?

The Honourable Sir Sultan Ahmed: (a) The expenditure on National War Front Organisation was Rs. 24,72,067 in 1942-43 and Rs. 44,04,268 in 1943-44. The figures for 1944-45 are not yet available. I place a statement on the table of the House giving details of the heads of expenditure in different Provinces.

(b) The Provincial National War Front Organisations are under the supervision of Provincial Governments. The policy and programme of work is determined by Provincial Leaders in consultation with local Government while paying due regard consistently with local conditions, to general publicity directives issued from time to time by the Central Organisation.

(c) The Central Government issued to the Provinces in February 1942, i.e., at the time of the formation of the National War Front a letter outlining a general scheme of procedure. No such general guidance has since issued.

* Statement showing expenditure incurred on the National War Front Organisation in Provinces since 1942-43 giving details under various heads.

	National War Front Organisation.		Propaganda Vans.	Total.
	Provincial Organisation.	District Organisation. (included in Provl. Org.)		
Madras	2,47,400		65,900	3,13,300
Bombay	1,49,285	73,000	85,700	3,07,985
Bengal	1,10,000	1,24,400	87,000	3,21,400
U. P.	97,500	2,11,900	99,000	4,08,400
Punjab	91,483	87,615	75,000	2,54,098
Bihar	63,486	92,600	67,700	2,23,786
C. P. & Berar	48,000	71,200	53,500	1,72,700
Assam	90,860	(included in Provl. Org.)	37,280	1,28,140
N. W. F. P.	48,827	27,844	64,758	1,41,429
Orissa	19,205	400	41,000	60,605
Sind	41,000	25,000	18,000	84,000
	10,07,046	7,13,959	6,94,838	24,15,843
1943-44.				
Madras	9,50,700	(included in Provl. Org.)	21,340	9,72,040
Bombay	2,34,765	do.	21,000	2,10,828
Bengal	1,51,821	2,00,000	21,322	3,73,143
U. P.	1,22,419	2,72,400	2,800	3,97,619
Punjab	2,55,732	(Included in Provl. Org.)	26,000	2,81,732
Bihar	90,121	1,86,771	28,994	3,05,886
C. P. & Berar	50,502	54,550	20,819	1,25,870
Assam	3,82,853	Included in Provl. Org.)	13,963	3,96,816
N. W. F. P.	72,200	20,597	31,182	1,23,979
Orissa	78,058	(Included in Provl. Org.)	16,060	94,118
Sind	48,180	20,700	7,725	76,604
Less Recovery from Bombay Government	24,67,351 22,551	7,55,018	2,11,305 22,486	33,58,636
TOTAL	24,44,800	7,55,018	1,88,819	33,58,636

SCHEDULED CASTE CANDIDATE UNDER TRAINING IN INDIAN CIVIL SERVICE PROBATIONERS TRAINING CAMP

240. *Mr. Piare Lall Kureel: With reference to the reply to my starred question No. 659 on the 28th March, 1944, will the Honourable the Home Member please state:

(a) the name, caste and Province of the scheduled caste candidate referred to who was under training in the Indian Civil Service Probationers Training Camp;

(b) whether the candidate is still under training; if not, whether he has been declared successful in the final examination in the Dehra Dun Probationary Course in 1944 or not; and

(c) if the candidate has been declared successful and whether he has been nominated to the Indian Civil Service; if not, why not?

The Honourable Sir Francis Mudie: (a) Name:—Subodh Kumar Mallick, Caste:—Namasudra, Province.—Bengal.

(b) and (c). The candidate has completed his training, has been declared successful in the final examination and nominated to the Indian Civil Service.

COMMUNAL COMPOSITION OF INDIAN CIVIL SERVICE OFFICERS

241. *Mr. Piare Lall Kureel: (a) Will the Honourable the Home Member please state the total strength of the Indian Civil Service officers in India and how many of them are Scheduled Castes, Hindus, Muslims, Sikhs, Christians, Anglo-Indians and others?

(b) Are Government satisfied with the present representation of the Scheduled Castes in the Indian Civil Service? If not, what special efforts have been made to secure their due share in the Indian Civil Service?

The Honourable Sir Francis Mudie: (a) A statement showing the total strength of the Indian Civil Service and its communal composition on the 1st January, 1944, is placed on the table of the House.

(b) Government have already shown their concern for the interests of the Scheduled Castes by the very special steps which they have taken to secure the admission of one of their number to the Indian Civil Service.

STATEMENT I

Statement showing the Communal of the Indian Civil Service on the 1st January, 1944.

Name of Service, etc.	Europeans. No.	Hindus other than Depressed Classes.	Composition Minority Communities.							Total	Remarks
			Recognised for purposes of Communal Representation.								
			Depressed Classes.	Muslims.	Domestic Europeans and Anglo-Indians.	Sikhs.	Indian Christians.	Parsis.	Other Communities.		
1	2	3	4	5	6	7	8	9	10	11	12
							(a)		(b)	(c)	
Indian Civil Service.	546	359	1	105	6	10	28	13	2	1073	(a) Includes 2 Ceyl- onese Christians. (b) Includes 1 Ceyl- onese Buddhist and 1 Indian Jew.
Indian Officers . .		359	1	105	6	10	(a) 28	13	(b) 2	(c) 524	(c) Includes 3 officer- s of mixed In- dian and Euro- pean descent but of non-Asiatic domicile who are unclassified and not shown under any other head- ing in the state- ment.

NOTE:—The following members of various communities were appointed to the Indian Civil Service in November, 1944:—

Hindus	4
Scheduled castes	1
Muslims	3
Indian Christians	1

COMMUNAL COMPOSITION OF STAFF OF THE CONTROLLERS OF SUPPLY ACCOUNTS OFFICES

242. *Mr. Piare Lall Kureel: Will the Honourable the Finance Member please state the total strength of Gazetted officers, Superintendents, Assistant Superintendents and other clerical staff in each of the following offices and the communal representation including that of the Scheduled Castes and the Sikhs therein :—

- (i) Office of the Chief Controller of Supply Accounts; and
(ii) Office of the Controller of Supply Accounts, Calcutta, Bombay, Delhi and other places?

The Honourable Sir Jeremy Raisman: A statement is being laid on the table of the House giving the information asked for by the Honourable Member.

	Euro- peans	Caste Hindus	Scheduled castes	Muslims	Domiciled Europeans and Anglo-Indians
<i>Office of the Chief Controller of Supply Accounts, New Delhi</i>					
Gazetted Officers	1	1	1	1	..
Superintendents	5	..	..	..	..
Asstt. Superintendents	4	..	..	..	..
Clerks	23	..	..	12	..
<i>Office of the Controller of Supply Accounts, New Delhi</i>					
Gazetted Officers	13	..	..	5	..
Superintendents	45	..	..	7	..
Asstt. Superintendents	27	..	..	15	..
Clerks	276	2	..	163	..
<i>Office of the Controller of Supply Accounts, Bombay</i>					
Gazetted Officers	10	..	..	1	..
Superintendents	29	..	..	..	..
Asstt. Superintendents	19	..	..	1	1
Clerks	223	2	..	17	1
<i>Office of the Controller of Supply Accounts, Calcutta</i>					
Gazetted Officers	18	..	..	..	..
Superintendents	45	..	..	2	..
Asstt. Superintendents	37	..	..	8	..
Clerks	396	8	..	72	1
	Sikhs	Indian Christians	Parsis	Other Communi- ties	Total
<i>Office of the Chief Controller of Supply Accounts, New Delhi</i>					
Gazetted Officers	..	..	..	..	2
Superintendents	..	..	..	..	6
Asstt. Superintendents	..	..	..	..	4
Clerks	1	..	..	..	36
<i>Office of the Controller of Supply Accounts, New Delhi</i>					
Gazetted Officers	..	..	..	..	13
Superintendents	5	..	..	..	57
Asstt. Superintendents	3	1	..	..	46
Clerks	26	3	..	..	470
<i>Office of the Controller of Supply Accounts, Bombay</i>					
Gazetted Officers	..	..	1	..	12
Superintendents	..	3	..	..	32
Asstt. Superintendents	..	2	..	..	23
Clerks	1	26	4	..	274
<i>Office of the Controller of Supply Accounts, Calcutta</i>					
Gazetted Officers	..	..	..	..	18
Superintendents	..	2	..	..	49
Asstt. Superintendents	..	..	..	..	45
Clerks	..	12	..	6	495

†243*-245*

INADEQUATE REPRESENTATION OF SIKHS IN THE DEPARTMENT UNDER THE HONOURABLE MEMBER FOR INFORMATION AND BROADCASTING

246. *Sardar Mangal Singh: Will the Honourable Member for Information and Broadcasting please state whether he has taken or contemplates to take any steps to give adequate representation to Sikhs in his Department, where their representation is quite insufficient as was disclosed in his reply to Sardar Sant Singh's starred question No. 262, dated the 13th November, 1944?

The Honourable Sir Sultan Ahmed: The Honourable Member's inferences are not warranted by the answer given to Sardar Sant Singh's Starred Question No. 262. The attention of the Honourable Member is invited to the communal representation rules, copies of which are available in the Library of the Legislature. It will be observed that, in the light of these rules, Sikhs are not under-represented in the services in my Department.

CIVILIANS, MILITARY OFFICERS, ETC., SENT TO UNITED STATES OF AMERICA

247. *Mr. K. S. Gupta: (a) Will the Honourable Member for Information and Broadcasting please state the number of (i) Civilians, (ii) Military Officers, (iii) Naval Officers, and (iv) Government Officials sent to the United States of America since the outbreak of the war by the Government of India?

(b) What is the amount of money spent in the years 1940, 1941, 1942, 1943 and 1944 on the above propagandists to the United States of America by the Government of India?

(c) Are the Government of India aware of the British propaganda machine spending millions of pounds?

The Honourable Sir Sultan Ahmed: (a) Four Indian civilian lecturers were sent to the U. S. A. last year. They have since returned. No military or naval officer has been sent to the U. S. A. by this Department; but three military officers (one British and two Indian) were sent to the U. S. A. by the Directorate of Public Relations at different times during the last two years to deliver lectures on the achievements of the Indian Armed Forces. One officer (an Indian) has recently been posted to the U. S. A. by the Directorate of Public Relations to organise publicity of the Indian Armed Forces. Sir Frederick Puckle visited the U. S. A. in February, 1943, and Mr. Bozman in 1944.

(b) The expenditure incurred on the four civilian lecturers amounted to approximately Rs. 59,000. In the case of the military officers sent by the Directorate of Public Relations, no special expenditure was incurred apart from their pay, allowances and cost of passages. The same applies to the visits of Sir Frederick Puckle and Mr. Bozman.

(c) The Government of India have no information regarding the expenditure of H. M. G. on publicity.

SUPPLY OF FOODSTUFFS, ETC., TO LIBERATED PART OF BURMA

248. *Mr. K. C. Neogy: (a) Will the War Secretary be pleased to state whether the civil population of any part of Burma which is being recovered from enemy occupation is being or will be supplied with foodstuffs, clothing and other articles of civil consumption from India?

(b) If so, has any definite policy been laid down in this matter and has any estimate been made of the nature and extent of the liability that India will undertake in this behalf as the process of the reconquest of Burma goes on?

(c) To what extent will any policy of the Central Government in this matter affect the position of supplies available for the civil population of India in regard to each category of articles concerned?

Mr. C. M. Trivedi: (a), (b) and (c). The policy of the Government of India is not to supply any articles of civil consumption for civil relief in

Burma except items of which India is sole producer and an estimate is being made of India's liability in this respect. If, however, cases arise in which India is the only practicable source of supply for other items and the Government of India for this reason agree to supply, it will be their aim to ensure that India receives corresponding relief in other directions. Government will ensure that the interests of the civil consumer in India are fully safeguarded in this connection.

TRANSFERRED STARRED QUESTIONS AND ANSWERS†

WRITTEN ANSWERS

ACTION ON SARGENT REPORT

151. *Mr. T. S. Avinashilingam Chettiar: Will the Secretary for Education, Health and Lands please state:

(a) whether Government have considered and approved the Sargent Report on educational reconstruction; and

(b) if so, what further steps they propose taking in the matter?

Mr. J. D. Tyson: (a) and (b). The report of the Central Advisory Board of Education on 'Post-War Educational Development in India' is still under consideration by Government.

FOODGRAINS REQUIREMENTS OF INDIA

152. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Food Member please state:

(a) the approximate amount of foodgrains necessary for this country as a whole;

(b) how much has been grown in the present financial year;

(c) the annual wastage of foodgrains according to the calculation of Government; and

(d) what steps have been taken by the Government to avoid this wastage?

The Honourable Sir Jwala Prasad Srivastava: (a) I can answer the Honourable Member's question in two ways. Calculated on the basis of a cereal ration (excluding gram and pulses) of 1 lb. per adult per day and allowing for seed and wastage, the requirements in 1945 would be about 62 million tons. On the other hand, before the war the average annual consumption requirements of cereals calculated by adding average *net* imports to average production including minor millets was about 54.5 million tons.

(b) I have not yet complete information about the *Kharif* harvest but the total yield of *rabi* and *kharif* grains excluding gram and pulses but including minor millets is likely to be about 54.5 million tons.

(c) It is not possible to give a reliable estimate of wastage but it would vary between 3 and 4 per cent., i.e., between 1.6 to a little over 2 million tons.

(d) We are encouraging and helping Governments to improve and expand their storage for foodgrains and are building ourselves and helping private merchants to build. The substance of technical advice on the subject has been embodied in a Manual which has been placed in the Library of the House.

RECENT FAMINES IN INDIA

153. *Mr. T. S. Avinashilingam Chettiar: Will the Secretary for Education, Health and Lands please state:

(a) which are the areas in India that suffered from famine for want of foodgrains in the years 1942-43 to 1944-45;

(b) the estimated deaths in these years;

(c) what have been the after effects of these famines;

(d) the diseases or epidemics that have come as an after effect of these famines, and the probable number of deaths in these epidemics; and

† The meeting of the Legislative Assembly that was to be held on the 13th February 1945, having been cancelled, the answers to Starred Questions for that day were, in pursuance of convention, laid on the table of the House to-day.—Ed. of D.

(e) the worst affected areas, and what steps Government have taken to bring relief?

Mr. J. D. Tyson: (a) Serious food shortage, amounting in certain cases to famine conditions, occurred in Bengal, parts of Orissa, the Deccan districts of Bombay, the ceded districts of Madras, Travancore and Cochin during the period mentioned—mainly in 1943.

(b), (c) and (d). A statement showing the number of recorded deaths for all provinces during the years 1942 to 1944 together with the average for the previous quinquennium is laid on the table of the House. Deaths due primarily to famine are not recorded separately. Famine conditions lowered the vitality of the people in the affected areas and rendered them more liable to attack by certain diseases, like small-pox, malaria, cholera, dysentery and diarrhoea.

(e) The worst affected area was Bengal. I made a fairly full statement regarding the steps taken to control epidemics and provide medical relief in my speech during the debate on the food situation in the 9th November last to which I would invite the Honourable Member's attention. Since then Provincial Governments have continued the measures which I then described.

Statement showing the number of recorded deaths during the years 1942 to 1944 together with the average for the previous quinquennium

Name of Province	Average 1937-41	1942	1943	1944 up to 30-9-44
Cholera—				
N.-W.F.P.	431	5	83	86
Punjab	1,436	32	803	1,844
Delhi	69		4	276
U.P.	36,667	7,662	25,705	28,034
Bihar	23,211	26,010	51,684	71,864
Orissa	6,149	8,908	20,502	11,600
Bengal	44,137	78,391	214,175	40,919
C.P.	13,447	21,177	1,467	5,576
Bombay	6,803	11,096	10,780	556
Sind	745	2	18	14
Madras	10,120	52,380	117,039	15,086
Coorg	4	5	1	
Assam	6,181	12,806	15,454	3,443
Ajmer-Merwara	8	23	63	223
British India	149,408	218,496	457,778	179,576
Small-pox—				
N.-W.F.P.	760	172	198	552
Punjab	3,865	754	784	1,774
Delhi	311	25	624	480
U.P.	9,368	4,479	5,928	8,879
Bihar	10,961	4,813	3,066	7,419
Orissa	4,162	4,165	4,244	7,340
Bengal	12,624	4,781	22,005	134,819
C.P.	1,797	1,210	1,396	3,413
Bombay	5,448	2,744	3,898	5,931
Sind	707	151	392	697
Madras	2,981	3,413	7,925	13,810
Coorg	18	113	36	67
Assam	1,556	294	1,692	10,448
Ajmer-Merwara	430	23	133	344
British India	54,988	27,137	52,321	195,973
Plague—				
N.-W.F.P.				
Punjab	1		1	39
Delhi				3
U.P.	14,979	8,953	7,556	13,544
Bihar	1,283	108	266	785
Orissa				
Bengal	1			3
C.P.	687	129	144	734
Bombay	2,654	680	715	601
Sind	3			
Madras	1,100	701	4,885	1,416
Coorg	8	6	23	6
Assam				
Ajmer-Merwara				
British India	20,716	10,577	13,590	17,131

Name of Province	Average 1937-41	1942	1943	1944 up to 30-9-44
Fevers—				
N.-W.F.P.	41,794	41,768	40,493	26,160
Punjab	439,591	651,259	579,923	394,093
Delhi	5,304	5,364	4,910	3,991
U.P.	841,555	833,853	884,071	637,336
Bihar	583,052	449,297	461,786	358,120
Orissa	103,789	102,998	117,700	92,191
Bengal	746,667	782,312	1,123,838	815,423
C.P.	299,892	320,986	286,885	210,231
Bombay	174,613	188,366	180,489	138,866
Sind	28,861	29,693	32,036	20,670
Madras	295,908	287,944	301,775	228,649
Coorg	2,940	2,713	2,434	1,985
Assam	102,167	87,520	93,939	80,725
Ajmer-Merwara	11,009	10,282	9,666	7,734
British India	3,677,241	3,794,245	4,119,945	3,016,194
Respiratory diseases—				
N.-W.F.P.	3,178	2,515	2,353	1,617
Punjab	69,560	57,068	60,699	50,293
Delhi	5,386	5,690	6,249	5,491
U.P.	42,960	38,116	30,901	27,710
Bihar	2,938	1,957	1,971	1,547
Orissa	4,851	4,596	4,821	3,390
Bengal	91,011	72,810	76,912	59,252
C.P.	45,907	41,635	35,902	25,386
Bombay	111,112	102,134	100,706	66,499
Sind	8,933	9,031	9,788	6,936
Madras	99,580	96,157	106,271	76,504
Coorg	192	131	108	76
Assam	5,883	4,256	4,816	4,205
Ajmer-Merwara	2,940	3,026	2,670	2,069
British India	494,431	439,952	450,167	330,975
Dysentery and Diarrhoea—				
N.-W.F.P.	395	327	322	321
Punjab	11,735	16,488	12,517	7,439
Delhi	1,296	2,733	2,472	1,417
U. P.	18,048	16,595	17,040	13,533
Bihar	3,604	2,984	2,892	2,220
Orissa	17,511	15,635	19,165	13,978
Bengal	55,487	53,255	91,972	47,612
C. P.	32,351	30,441	19,061	14,760
Bombay	27,284	26,376	21,522	13,911
Sind	1,204	1,124	1,158	1,033
Madras	85,631	88,570	93,446	66,195
Coorg	130	110	90	103
Assam	10,980	9,538	10,577	8,623
Ajmer-Merwara	768	146	561	411
British India	266,324	264,922	292,795	191,556
Total deaths (all causes)—				
N.-W.F.P.	52,163	49,116	47,922	32,105
Punjab	628,916	822,541	737,270	516,136
Delhi	17,479	21,319	22,611	18,246
U.P.	1,104,418	1,033,429	1,087,445	807,033
Bihar	734,141	568,905	594,154	488,558
Orissa	199,038	194,726	233,584	171,403
Bengal	1,187,064	1,222,164	1,873,749	1,279,284
C.P.	538,154	567,262	472,906	362,165
Bombay	515,337	516,548	502,531	345,488
Sind	50,596	52,159	53,025	36,531
Madras	1,086,308	1,120,129	1,270,687	866,269
Coorg	3,905	3,847	3,429	2,618
Assam	1,105,084	148,240	159,591	133,188
Ajmer-Merwara	17,042	15,928	14,980	12,177
British India	6,299,645	6,336,215	7,073,884	5,071,201

RAW CINEMA FILMS SUPPLY TO NORTH-WEST FRONTIER PROVINCE

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

(a) the policy of the Government in the matter of supply of raw cinema films for full length cinema pictures;

(b) whether any applications for such films have come from the North-West Frontier Province;

(c) the action taken on such applications;

(d) whether the North-West Frontier Province has been denied the supply of such films; if so, the reasons therefor; and

(e) whether Government will reconsider the matter and supply a quota of such films to the North-West Frontier Province?

The Honourable Sir M. Azizul Huque: (a) I would invite the attention of the Honourable Member to the reply to part (b) of Dr. Habibur Rahman's starred question No. 716 on the 30th March 1944.

(b) Yes.

(c) Licence has been refused.

(d) and (e). Do not arise as raw film is not allotted on provincial considerations but mainly on the basis of the past production record of individuals as evidenced by the censor certificates.

PUBLICATION OF NEW CENTRAL ASSEMBLY ELECTORAL ROLLS IN NORTH-WEST FRONTIER PROVINCE

155. *Mr. Abdul Qaiyum: Will the Honourable the Law Member please state:

(a) whether the dates for the publication of claims for and objections to, the New Central Assembly Electoral Rolls in the North-West Frontier Province, as announced in the last session, were adhered to;

(b) if not, the date of publication, and how and where the same was published; and

(c) the last date for the submission of claims and objections?

The Honourable Sir Asoka Roy: (a) and (b). The Provincial Government have reported that it proved impossible to publish the electoral roll on the 1st December, 1944, and that its publication, by the means and at the places specified in regulation 5 of the regulations for the preparation and publication of the electoral roll, will now be effected about the 25th February, 1945.

(c) The Honourable Member has already been informed that the relevant regulation requires claims and objections to be presented within 15 days of the date of publication of the roll.

IGNORING CLAIMS OF CENTRAL ASSEMBLY MEMBERS FOR ACCOMMODATION IN WESTERN COURT ROOMS

156. *Mr. Abdul Qaiyum: Will the Honourable the Labour Member please state:

(a) whether certain rooms in the Western Court and other accommodation are primarily intended for the Honourable Members of the Central Assembly attending the Sessions or Select Committees;

(b) whether in allotting accommodation for the Select Committee on the Insurance Bill, the claims of the Members have been ignored and the Members of the National Defence Council have been given preference; and, if so, why; and

(c) whether due regard to the prior claims of the Members of the Central Legislative Assembly will be paid in future?

The Honourable Dr. B. R. Ambedkar: (a) 19 rooms in the Western Court and 69 quarters are reserved for the Honourable Members of the Indian Legislature during the sessions. During the non-Session periods, 7 rooms in the Western Court and 8 quarters are reserved for Members visiting Delhi in connection with the work of the Central Legislature.

(b) No; the rooms in the Western Court were allotted to the Members of the National Defence Council in the absence of any intimation of the meeting

of the Select Committee on the Insurance Bill in January 1945, or of any demand for accommodation from the Members. Arrangement was however made to accommodate the Members of the Select Committee who asked for accommodation in the Western Court.

(c) Arrangement is always made to accommodate the Members of the Central Legislature provided timely notice is given.

WORK FOR SHIPPING POLICY COMMITTEE

157. *Mr. K. S. Gupta: (a) Will the Honourable the Commerce Member please state if it is not a fact that the Shipping Policy Committee has no concrete proposals to discuss?

(b) Is there any prospect of early resumption of their work?

(c) Is there any policy of the Government of India with regard to reservation of coastal navigation? If there is one, would it be placed on the table? If not, why not?

(d) Is there any special significance of the following terms (i) an increase of the coastal trade, (ii) a substantial share in the near trades, and (iii) a fair share in the trade between India on the one hand and Europe and America on the other?

(e) What is the percentage of India's indigenous enterprise with regard to (i) coastal trade, (ii) near trades, and (iii) trade between India on the one hand and Europe and America on the other—prewar and during the years of war?

(f) What is the percentage of the above trades with regard to (i) British, and (ii) non-British foreign trade in the years 1940, 1941, 1942, 1943 and 1944?

The Honourable Sir M. Azizul Huque: (a) and (b). The first meeting of the Shipping Policy Committee was purely an exploratory one and a memorandum containing certain provisional views was placed before the Committee for consideration and as a basis for discussion. The various points raised at the meeting are at present under examination and it is intended that a further meeting of the Committee should be convened as soon as the examination has been completed.

(c) In view of the replies given to parts (a) and (b) of this question, the Honourable Member will appreciate that Government are not yet in a position to announce their post-war policy.

(d) The Honourable Member is presumably referring to the Memorandum placed before the Shipping Policy Committee. The words quoted by him carry their ordinary meaning.

(e) No official figures are available but the share of Indian shipping is estimated to be about 20 to 30 per cent. in the Coastal Trade and 'nil' in the near trades or in the trade with Europe and America.

(f) I regret that information is not available except what I have given in answer to part (e).

DISSATISFACTION ABOUT SHIPPING POLICY OF GOVERNMENT

158. *Mr. K. S. Gupta: (a) Is the Honourable the Commerce Member aware of the extreme dissatisfaction and bitter comment of the shipping policy of the Government of India?

(b) Will Government consider the advisability of reserving the entire coastal trade to Indian shipping? If so, what are the measures adopted or contemplated to be adopted to bring the policy to a successful issue?

The Honourable Sir M. Azizul Huque: (a) I am aware that there has been criticism.

(b) The general question of measures to be taken for the development of Indian shipping is under examination in the light of the views expressed by the Post War Shipping Policy Committee.

CERTAIN GRIEVANCES OF INDIANS IN NATAL

159. *Mr. K. S. Gupta: (a) Is the Honourable Member for Commonwealth Relations aware of the following resolution passed by the Natal Indian Congress by about the middle of December, 1944:

This meeting records its deep sense of disappointment at the attitude of the Prime Minister who, while admitting that the Residential Property Regulation Ordinance is in conflict with the Pretoria Agreement is nevertheless not prepared to veto it, but prefers to repudiate the Pretoria Agreement, thereby breaking his word with the Indian community."

If so, have the Government of India examined their policy with regard to South Africa, if it is in tune with the sentiments expressed in the above resolution?

(b) Are the Government of India aware of the resignation of Messrs S. R. Naidoo and A. I. Kaju from the Natal Indian Judicial Commission? What are the circumstances under which they had to resign? Is there any correspondence between the Natal Government and the India Government? If there is any, would it be placed on the table? If not, why not?

The Honourable Dr. N. B. Khare: (a) The answer to both parts is in the affirmative.

(b) Yes. Messrs. Kaju and Naidoo resigned on the ground that they thought that the reports of the post-war Works and Reconstruction Commission and the ordinances had anticipated the Judicial Commissions work and forestalled its recommendations. There has been no correspondence between the Natal Government and the Government of India on this matter.

GRIEVANCES OF BERAR-MADRAS COTTON-GROWERS

160. *Prof. N. G. Ranga: (a) Will the Honourable Member for Industries and Civil Supplies be pleased to state if he is aware of the fact (i) that the Berar-Madras Cotton-growers, especially those who raise short staple cotton, are complaining that due to the unwillingness of Government to prescribe and maintain a minimum price on a sufficiently early occasion in the year, middlemen are reaping huge profits and millowners are being benefited at their cost, (ii) that in most cases cotton-growing has become uneconomical, (iii) that so far as the cotton-growers of the Rajalaseema (formerly known as Ceded Districts of Madras Presidency) are concerned, not even the slight protection or compensation for shifting over from cotton-growing to food production is given; and (iv) that the area under cotton, though diminishing, is still very considerable in Rajalaseema because of the special place occupied by cotton in their diversified crop economy and rotation?

(b) Do Government propose to accord at least the same protection to Ceded Districts peasants as is being given to Berar and Bombay cotton-growers and also to prescribe and enforce the minimum price for all short staple cotton from the beginning of the cotton-marketing season? If not, why not?

The Honourable Sir M. Azizul Huque: (a) (i) Government are aware that there have been complaints from Berar and Madras cotton growers, especially those who raise short staple cotton, but they do not think the complaints are justified because—

(i) Government undertook to buy various descriptions of cotton when the Hedge Contract was traded in the Bombay market at Rs. 400 per candy.

(ii) Government's policy was announced in November 1943.

(iii) Although conditions under which Government had undertaken to buy were not fulfilled, they bought at their discretion, in April, 1944.

(iv) Government not only implemented their undertakings but did so generously by buying earlier than was necessary within the terms of their announced policy.

(v) The allegation that middlemen reaped huge profits and Millowners benefited at the cost of the farmer is not correct. It is more likely that most of them suffered losses. Regarding benefits obtained by mills it may be stated that it was necessary for mills to obtain cotton from areas more distant than the Ceded Districts of the Madras Presidency because mills were unable to use cotton grown in these districts as it was of unsatisfactory quality. It was the mills' inability to use this unsatisfactory cotton which was a major cause of the price decline.

(II) This is not correct. Only the growing of bad quality cotton for which there is no market has become uneconomical.

(III) No. Cotton cultivators in the Ceded Districts of Madras have been offered a subsidy for switching over from cotton to foodcrops or for growing cotton mixed with foodcrops at the same rate as is admissible to other parts of India.

(IV) Cotton covers only 15 per cent. of the area under major crops. It is not a fact that cotton alone occupies a special place in the diversified crop economy and rotation in the case of Rajalaseemas.

(b) The same protection as that given to Berar and Bombay cotton growers is already given to the Ceded Districts peasants provided they grow cotton which comes within the Government's quality stipulations. Under no circumstances, however, is it Government's intention to prescribe minimum prices for unwanted short staple cotton. The growing of such a cotton represents a diversion from more useful crops with no corresponding benefit to the country, and no encouragement for its production will be given.

†161*.

Haj Pilgrimage Cinema Films

162. *Sir Abdul Halim Ghuznavi: (a) Has the attention of the Honourable Member for Commonwealth Relations been drawn to the editorial of the Navajug, Calcutta, dated the 21st November, 1944, regarding exhibition in certain cinema houses in Calcutta of films of Haj pilgrimage last year?

(b) Are Government aware that—

(i) the Officer on Special Duty in the Education, Health and Lands Department addressed a letter D. O. No. D. 154-Haj/41(c), dated Simla, the 5th October, 1941, to me as Chairman, Port Haj Committee, Calcutta, for eliciting opinion of the Port Haj Committee on the production of a film dealing with the Haj pilgrimage as it started and ended in India;

(ii) the unanimous opinion of the Port Haj Committee, Calcutta, which was expressed in my demi-official letter, D. O. No. 4925, dated the 16th October, 1941, was against the filming of the Haj traffic; and

(iii) the Officer on Special Duty in the Department of Education, Health and Lands intimated to me in his D. O. No. 154-Haj/41, dated New Delhi, the 4/8th December, 1941, the decision of the Government not to pursue any further the proposal to produce a film dealing with Haj Pilgrimage?

(c) If the answer to (b) above be in the affirmative, what are the reasons that led Government to fall back from their decision intimated to me in their demi-official letter cited in (b) (iii) above?

(d) Was the filming of the Haj Pilgrimage done at the initiative of the Government or at the personal responsibility of Mr. Mohd. Yakub Butt, Pilgrim Officer, Government of India?

(e) If the answer to (d) above be that the film was taken at the initiative of Government, what were the reasons for doing so?

(f) If the answer to (d) above be that the film was taken by the Pilgrim Officer at his own initiative and responsibility and without the consent of the Government of India, what action do Government propose to take against the arbitrary decision of the Pilgrim Officer?

The Honourable Dr. N. B. Khare: (a) and (b). Yes.

(c) The letter referred to was overlooked.

(d), (e) and (f). The film was arranged by the Haj Officer in consultation with the Government but, as has already been pointed out, attention was not drawn to the letter referred to by the Honourable Member.

Suitable action is being taken against the Officer responsible for the oversight.

Haj Pilgrimage Cinema Films

163. *Sir Abdul Halim Ghuznavi: (a) Will the Honourable Member for Commonwealth Relations please state if it is a fact that the Pilgrim Officer, Mr. Mohd. Yakub Butt, has been shown in the film garlanded and in a jolly smiling mood?

†This question was withdrawn by the questioner.

(b) Is it a fact that the proposal for filming the Haj traffic was put to the Haj pilgrims for opinion who opposed the idea tooth and nail, and that the Company which filmed the traffic was in a dilemma?

(c) Is it not a fact that the Pilgrim Officer realising the hesitancy of the film Company encouraged them by remarking "should respect be paid to the sentiments of these fanatic people, surely most of the good things on earth will have to be left cut"?

(d) Is it a fact that, in spite of the Haj pilgrims tendering a radically opposite opinion to take the film, the Pilgrim Officer made secret arrangements for filming the Haj traffic?

(e) Did Government consult the various Port Haj Committees before filming? If not, why not?

(f) Are Government prepared to issue immediate orders to ban the exhibition of this film throughout British India and Indian States?

(g) Are Government prepared to issue a statement to the Press clarifying their position in regard to the filming of the Haj traffic?

The Honourable Dr. N. B. Khare: (a) Yes.

(b) A majority of pilgrims who were consulted before the film was taken were in favour of it.

(c) and (d). No.

(e) No. Through oversight.

(f) Yes. Necessary steps have already been taken.

(g) The film is not likely to be exhibited any more and Government do not consider any public statement necessary.

U.N.R.R.A. HELP IN RECONQUERED INDIAN AND BURMA TERRITORIES

164. *Sardar Mangal Singh: Will the Honourable the Commerce Member please state:

(a) whether any assistance has been rendered to the inhabitants of the territories in India and Burma reconquered from the Japanese by the U.N.R.R.A.; if so, what; how it is administered; and

(b) whether the Government of India was consulted in the matter before the relief work was started?

The Honourable Sir M. Azizul Huque: (a) The answer to the first part is in the negative. The other parts do not arise.

(b) Does not arise.

REFORMS SECRETARIAT

165. *Sardar Mangal Singh: Will the Honourable the Leader of the House please state:

(a) whether the Reforms Secretariat is still working; and, if so, what work it has been doing during the last five years;

(b) whether it is collecting any material for the framing of the next constitution; and

(c) who is in charge of this Secretariat, and whether he submits any annual report of its working?

The Honourable Sir Sultan Ahmed: (a) and (b). The attention of the Honourable Member is invited to part (b) of my reply to Mr. Kailash Bihari Lall's unstarred question No. 18 on the 7th February, 1944.

(c) The Reforms Secretariat is part of the Governor-General's Secretariat and is in charge of the Reforms Commissioner; he does not submit any annual report.

IMPORT OF COTTON ROPES, TAPES AND BANDINGS

166. *Mr. Manu Subedar: (a) Will the Honourable the Commerce Member please state under what circumstances the import of cotton ropes, tapes and bandings has been permitted?

(b) What is the total amount of import licences issued in connection with these in 1943-44 and up to December, 1944?

(c) Why is this import permitted when correct facts and figures were mentioned before the Textile Directorate by the Textile Stores and Machinery Merchants Association, Bombay, and it was demonstrated that these particular articles were produced in this country and all the wants in connection with them were being supplied from locally made goods?

(d) Is this not a serious departure from Government's profession that industries, which have come into existence during the war and which have supplied essential needs, will be protected?

(e) How do Government propose to reconcile their present action with their general policy, and what is that policy?

(f) On what basis are import licences given?

(g) Who decides the effect of such licences on local manufacturers?

(h) Is there any attempt made at control of prices of these articles as are manufactured and control of prices of these articles as are imported from abroad?

The Honourable Sir M. Azizul Huque: (a) Imports are permitted on the advice of the Millstores and Priority Assistance Committee of the Textile Control Board, which is fully representative of the Indian Merchants' Chambers and Millowners' Association. Textile mills essentially require strong ropes, tapes and bandings for power transmission and for driving machinery, and the Indian product is not considered as being sufficiently suitable for all these purposes.

(b) The industry's annual requirements were originally estimated at 5,500 cwts., and this figure was recommended for import during the calendar year 1943. The figure was however reduced to 3,000 cwts. in August 1944, as it was considered that indigenous production could meet the balance of the demand.

(c) The representation from the Textile Stores and Machinery Merchants Association was placed before the Millstores and Priority Assistance Committee of the Textile Control Board and on their advice the opinions of representative mills were invited as to the possibility of discontinuing imports completely. Most of the mills replied that the quality of the local product was not suitable or their needs. In view of these replies the Committee recommended that there should be no reduction in imports. It was accordingly decided that a complete cessation of imports was impossible. The imports asked for, were, however, restricted to a figure of 3,000 cwts.

(d) No, Sir.

(e) I am not clear to which policy the Honourable Member is referring. If he is referring to the policy underlying the Import Trade Control, I may say that the Control was imposed with a view to the conservation of difficult currency and shipping space and for ensuring an equitable distribution of the limited supplies available from the exporting countries.

(f) Import licences are normally granted on the basis of past imports and also on consideration of merits.

(g) If the Honourable Member has in mind the protection of Indian industries, the decision will be taken by the Government of India.

(h) Yes, through 'Hoarding and Profiteering Prevention Ordinance'.

IMPORT LICENCES FOR MILL STORES

167. *Mr. Manu Subedar: (a) Is it a fact that the Honourable the Commerce Member has given import licences for mill stores on the basis of importation from the United Kingdom and has denied import licences to Indian merchants, who were importing their goods from other countries including countries now at war?

(b) How many import licences for mill stores are given?

(c) What are the values for the years 1942/43, 1943/44 and 1944/45 (up to the 31st December, 1944)?

(d) How many of them are given to Indian firms and how many to non-Indian firms?

(e) What is the ground for such discrimination against Indian businessmen in the matter of giving import licences?

(f) Why does the licences issuing Department give them to European firms?

(g) Why should trade quota be reckoned with reference to a specific country and not as a whole?

(h) What would Government lose if it was reckoned on the basis of a total trade and then licences were divided amongst the whole trade?

(i) Do Government wish to encourage monopoly in the hands of non-Indian firms in the matter of mill stores?

(j) Have they received any representations on the subject?

(k) What is the reply given by Government to such representations?

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

The Government of India on 24th April 1942 set up an Advisory Committee. The personnel of the Committee was chosen in consultation with the Indian Merchants Chamber, the Mill-owners' Association and the Bombay Chamber of Commerce, Bombay, each of whom were asked to nominate a person to sit on the Committee and each of whom did so. Every step taken in connection with the provision of raw materials and stores for the Cotton Textile Industry including all administrative measures in connection with the import of such items could not be manufactured in India has been taken in accordance with the unanimous recommendations of this body and its successor, the Millstores and Priority Assistance Committee of the Textile Control Board. This second Committee came into being in place of the first one on the formation of the Textile Control Board in consequence of their unanimous recommendation that the personnel and the functions of the old Priority Assistance Advisory Committee should continue in the same manner under the aegis of the Textile Control Board. In pursuance of the recommendations of this Committee the office of the Textile Commissioner recommends to the Commerce Department to grant licences.

(b) 92.

(c) The annual requirements of each category of essential millstores are communicated to the Secretary of State who authorises exports through the usual channels of distribution *pro rata* to the quantities taken by these channels in the pre-war year 1938-39. The licences do not therefore, specify the value of the goods which they cover, and figures of actual imports under the licences are not readily available.

(d) 53 to Indian firms and 39 to non-Indian firms.

(e) There is no discrimination.

(f) Licences are given to European as well as Indian firms on the basis of their previous imports from the United Kingdom as explained in the reply to part (c) above.

(g) Quotas for imports from a particular country are normally based on previous imports from that country, mainly for the following reasons:

(i) Manufacturers prefer to maintain their established connections and are reluctant to supply goods to firms who have not traded with them before.

(ii) Licences to new firms are likely to remain infructuous and if the firms succeed in obtaining the goods not direct from the manufacturer but through a merchant or through an intermediary, the goods will be obtained at a higher cost as the intermediary's commission will have to be paid in addition.

(h) The probable result of dividing licences amongst the whole trade would be that some licences would prove infructuous and enough millstores would not be imported to keep the textile industry in full production.

(i) No.

(j) Yes.

(k) Government have regretted their inability to change their policy. But in view of the slight easing of the supply position in the United Kingdom, Government are enquiring whether it might be possible to add more importers to the list without jeopardizing the regular supply of such goods.

PUBLICATION OF INDIAN EDITION OF "VERDICT ON INDIA"

168. *Mr. Manu Subedar: (a) Has any application been made to the Honourable Member for Industries and Civil Supplies in respect of permission for printing paper for the book "Verdict on India" by Beverley Nichols?

(b) Is it a fact that fifty thousand copies of this book are to be printed in this country and that Government have gone out of their way to provide paper?

(c) Who is the publisher?

(d) How many copies of this book have Government purchased in the past and how many copies are on order for any Department of Government so far as the future is concerned?

(e) Is it a fact that price lists and circulars between merchants and their constituents are restricted and that representations have been received by Government asking for a relaxation of this rule?

(f) Is it a fact that posters and other paraphernalia used in book and other trades have also been restricted and representations have been made to Government to relax these rules?

(g) Do Government propose to take necessary steps to stop the printing of this book in India so far as the availability of paper from the meagre stocks now in India is concerned?

The Honourable Sir M. Azizul Huque: (a) No.

(b) Government have no information as to how many copies of the book are to be printed in India, and have not given any assistance for providing paper for this purpose.

(c) I understand that the book has been published by *Thackers*.

(d) Four. No further copies are on order.

(e) and (f). Yes.

(g) Does not arise since Government have not given any assistance in providing the paper.

INADEQUATE REPRESENTATION OF SIKHS IN DEPARTMENT UNDER THE HONOURABLE MEMBER FOR COMMERCE AND INDUSTRIES AND CIVIL SUPPLIES

169. *Sardar Mangal Singh: Will the Honourable Member for Commerce and Industries and Civil Supplies please state whether he has taken or contemplates to take any steps to give adequate representation to Sikhs in his Departments where their representation is nil as disclosed in his reply to Sardar Sant Singh's starred questions Nos. 218 and 219 during the last session?

The Honourable Sir M. Azizul Huque: Sikhs come under the heading "Other minority communities". Representation of this group in the total strength of officers in the Commerce and Industries and Civil Supplies Department is in accordance with the percentage laid down by Government. If suitable Sikh candidates are forthcoming when new posts have to be filled, their claims will be given due consideration. The statements which I laid on the table in reply to Sardar Sant Singh's Starred Questions Nos. 218 and 219, will show that within the salary groups mentioned by him there are two Sikh officers employed in the departments with which I am concerned.

INADEQUATE REPRESENTATION OF SIKHS IN THE DEPARTMENT UNDER THE HONOURABLE THE LAW MEMBER

170. *Sardar Mangal Singh: Will the Honourable the Law Member please state whether, in view of the fact that the Sikh representation in his Department is zero as disclosed in his reply to Sardar Sant Singh's starred question No. 217, dated the 10th November, 1944, he has taken or contemplates to take any steps to give adequate representation to Sikhs in his Department?

The Honourable Sir Asoka Roy: It is not a fact that Sikh representation in the Department is zero. Sardar Sant Singh's question related to posts carrying monthly salaries of Rs. 500 or more and there are three Sikhs employed in the Department on lower salaries. The posts embraced by Sardar Sant Singh's question fell into four categories. There are first the posts of Secretary, Additional Secretary, Joint Secretary, two Deputy Secretaries and four

solicitors. Communal considerations are not taken into account in filling these posts, for which the most suitable incumbents available are selected. Secondly, there are two Assistant Secretaries, four Superintendents and three Assistants. These posts are filled by promotion from the ministerial ranks on considerations of merit and seniority, and at present there is no Sikh in the ministerial ranks of sufficient seniority to entitle him to be considered. Thirdly, there are four posts of Council Reporters and Stenographers. Vacancies in these posts are filled in accordance with the model Communal Roster approved by the Home Department but the turn of the "other minorities" has not yet come, while the selection for the one unreserved vacancy was made on the result of a competitive examination conducted by the Public Service Commission at which the successful candidate was not a Sikh. The last category comprises the ten members of the Income-tax Appellate Tribunal and the Registrar of that body. These posts are filled in accordance with the Home Department Resolution of 1934, and on the occasion of the only vacancy to date which fell to be filled from "other minorities", the candidates recommended by the Public Service Commission did not include a Sikh, nor was any Sikh recommended in the case of any of the unreserved vacancies. In the circumstances, the Honourable Member will realise that there are no steps which I can appropriately take to secure the appointment of Sikhs to the posts embraced by Sardar Sant Singh's question.

TRADE MISSION HEADED BY SIR AKBAR HYDARI

171. *Sardar Mangal Singh: (a) Will the Honourable Member for Industries and Civil Supplies please state whether it is a fact that a trade mission headed by Sir Akbar Hydari has gone to the United Kingdom to arrange for the import of consumers goods to this country?

(b) What is the list of those consumers goods which are likely to be imported, and are Government satisfied that those goods cannot be produced in India?

The Honourable Sir M. Azizul Huque: (a) A Mission headed by Sir Akbar Hydari has gone to the United Kingdom. The object of the Mission is to devise methods to relieve the strain of war demands on Indian economy. It is not possible to state at this stage what shape the final decisions will take.

(b) In view of the reply to part (a) of the question does not arise.

EDUCATIONAL FACILITIES FOR SOLDIERS AND NON-COMBATANTS

172. *Mr. Manu Subedar: (a) Will the Secretary for Education, Health and Lands please state what educational facilities Government have created for soldiers and non-combatants in the Army with regard to (i) technical training, and (ii) literacy?

(b) Has any plan been evolved and, if so, what is it, with regard to the future of combatants and non-combatants who will return from the war, for their vocational training and training in literacy?

(c) How many publications of special interest to the Army for information and instruction of the Indian Forces are being made, what are they, and how many copies are printed?

(d) What special facilities have been created by Government to impart literacy to Indian soldiers when they are in hospitals or when they are convalescent or when they are on leave?

(e) What is the progress of literacy in the Indian Army, year by year, and what is the objective of Government with regard to the Indian soldier and non-combatant in their employment in this matter and how do they propose to reach it?

Mr. J. D. Tyson: The question should have been addressed to the Defence Department. A reply will be given on the 19th February.

COTTON TEXTILE AND OTHER CONCERNS ADVISED TO CLOSE DOWN DUE TO COAL SHORTAGE

173. *Mr. K. C. Neogy: (a) Will the Honourable Member for Industries and Civil Supplies be pleased to state whether it is a fact that certain cotton textile manufacturing concerns have been officially advised to close down their mills

for some time in view of coal shortage? If so, will the Honourable Member please state the names of the concerns and the circumstances in which this advice has been given, indicating at the same time how the advice has affected different producing regions?

(b) To what extent will the supply of cotton textiles for consumption in India and export abroad, respectively, be affected by this measure, and how long will it take for the resumption of normal production by the mills concerned?

(c) Has any jute mill been advised to discontinue its working temporarily at the same time as certain cotton mills have been. What are the other industries that have similarly been advised to close down, or curtail their output, simultaneously with the cotton mills concerned? And if discrimination has been made in this regard, what are the reason for it in the case of each particular industry?

—**The Honourable Sir M. Azizul Huque:** (a) and (b). No official advice was given to the mills. In view of short supply of coal and with a view to avoiding closure of mills for short periods at frequent intervals, Textile Commissioner suggested in January to Panel Members of the Cotton Textile Control Board, excepting U. P. and Madras where the coal situation was considered to be satisfactory, to advise mills in the areas concerned, if they so considered necessary to have organised closures for short periods to enable them to build up a small stock and to maintain continuous production thereafter. Briefly, during January, the mills in Ahmedabad City remained closed excluding closed holidays for 4 days, in Indore for 6 days, and those in other areas were closed for varying periods. The total loss of production due to closure during January was in the neighbourhood of 23.7 million yards of cloth and will to that extent reduce supplies of cloth to civil population. Government, is however, satisfied that the loss of production has been kept to a minimum by this policy and was less than what it would have been otherwise. Work has been resumed everywhere since long.

(c) Government themselves have not advised any Jute mill to discontinue working on account of the coal shortage. Any curtailment in production due to short deliveries of coal is arranged by the Jute Mills' Association and without reference to any Government authority. In accordance with the arrangements made by the Association some of the jute mills are working on full production; some on partial production, and some are on a maintenance basis only. The Association arranges the day to day distribution of coal to various mills from its Central pool into which all supplies of coal for these mills are sent.

No instructions were issued or suggestions made by Government to any industry other than the Cotton Textile Industry for a closure or curtailment of output, and individual concerns were left to take action on their own initiative as the state of their respective stocks required or in accordance with advice given by their trade associations as in the case of Jute Mills' Association.

There was no discrimination against the Cotton Textile Mills and the advice given to them was only in the interest of maximum orderly production.

POSITION OF AVAILABLE SUPPLIES OF COTTON TEXTILES FOR CIVILIAN CONSUMPTION

174. ***Mr. K. C. Neogy:** (a) Will the Honourable Member for Industries and Civil Supplies be pleased to make a statement indicating, Province by Province, the present position of the actually available supplies of cotton textile goods for civilian consumption, and the extent of effectiveness with which the control measures have enabled the civilian population to secure supplies in the different Provinces?

(b) To what extent do black market conditions prevail in each Province in the controlled textile trade and what actions have been or are being taken to minimise such conditions?

(c) What are the complaints, if any, that have been received during recent months in regard to the actual availability of supplies of controlled cotton

textiles in the different Provinces, and what actions, if any, have been taken to remove such complaints?

The Honourable Sir M. Azizul Huque: (a) It is not possible to give exact figures by Provinces. India has, however, been divided into convenient geographical areas for the distribution of cloth on consideration of transport factors mainly, and figures of despatches to these areas are given in a statement which I lay on the table.

The Textile Commissioner, who is a Government of India's Officer, is responsible only for the distribution from the Mills to Provinces or States and the Statement laid on the table will show that he has been able to ensure a reasonable distribution to all areas. Within Provinces and States control is a matter for the Provincial or State Governments and their success varies considerably with the strength of the black-market in the areas and the efficiency of their own organization. It may, however, be said that the Provinces of Bombay and Madras have been particularly successful in seeing that the consumer obtains his reasonable requirements at the proper price.

While the overall picture of supplies to the different areas is not altogether unsatisfactory, supplies of fine cloth have everywhere been very much below the demand owing to the inadequacy of production in relation to demand and the extensive hoarding and blackmarketing of the dealers in fine cloths.

(b) Blackmarketing is everywhere in India primarily the responsibility of the wholesale trade. There has been very little blackmarketing by the Mills and although there has been a considerable amount by the retailers, this has largely been forced on them by the high prices charged by the wholesalers, except in Bengal, where the blackmarket is at its worst, and all the dealers seem to be equally responsible. Apart from Bengal, blackmarketing is worst in Cawnpore and Delhi while until recently it was very bad in Ahmedabad and Bombay. Recent measures taken at these latter places have greatly improved the position and in Bombay there is now very little blackmarketing and in Ahmedabad it is confined to the finer qualities.

Action was taken by Government first of all in Bombay City where profiteering in the wholesaler market had been particularly rampant. The Textile Commissioner, therefore, issued an order on the 16th December, 1944 under which 20 per cent. of Bombay production was allotted to local market and the balance of 80 per cent. had to be sent outside. All despatches outside were brought under the direct control of the Textile Commissioner through the institution of the permit system under which the buyer has to be authorised for a definite quantity by his Provincial or State Government and has to get his authorisation countersigned by the Textile Commissioner.

The measure had a considerable amount of success and therefore the Textile Control Board at its last meeting recommended that similar schemes should be instituted for all other manufacturing centres also and this recommendation has been accepted by Government and the details are being discussed with a meeting of Provincial representatives on the 13th and 14th February.

The Textile Control Board further recommended that since one of the reasons for blackmarketing was that the wholesaler in the manufacturing centre and the Commission agents were allowed far too high a share of the total distribution margin of 20 per cent., their percentages should be cut. This has been done and cloth must now leave the producing centres at ex-mill price plus three per cent. instead of four per cent. plus, where commission agent is employed, a further half per cent. instead of one per cent.

In order to make this new scheme of control still more effective in abolishing blackmarkets dealers in the producing centres entitled to direct supplies from mills are being asked to form themselves into groups each under a leader who will be responsible for the actions of his group. By thus reducing the number of individual persons whose behaviour the control authorities have to watch it is hoped to make supervision very much easier.

As corollary to this it has been decided to cut out the great wholesale centres which have also been the centres of blackmarketing and the Provincial and State Governments have been asked to nominate in consultation with dealers themselves dealers who will make direct purchases in the producing centres and will then do the local distribution to the retailers. This will permit of the Provincial Government and the district authority keeping an exact check on every bale coming into the district and what has been done with it and it will also save a considerable amount of transport and handling.

These new measures should come into force within a month or so.

(c) Complaints of shortage have been received from every Province and they are inevitable since only 12 yards of cloth per head per year is available as against pre-war demand of about 16 yards and the present estimated demand of 25 yards. The complaints have been particularly made in relation to supplies of fine cloth. The production of fine cloth in India is limited and even before the War several hundred million yards of fine cloth were imported. These imports have now been cut off, and the demand has greatly increased owing to more people being able to afford fine cloth.

The only action possible under these circumstances has been to divide the available supplies of cloth as fairly as possible and this has been done first by the institution some months ago of a quota system by which a definite quantity of cloth based on population was allotted to each of the areas mentioned in para. (a) of this answer, and now by new distribution measures outlined in para. (b) of this answer which should ensure that the cloth so allotted reaches the consumers for whom it is intended.

Statement 'A'

Details of actual deliveries of cloth for civil purposes into each surplus area and deficit zone as defined in the Cotton Cloth Movements Control Order, 1943, during the five months ending 31st October, 1944.

S. No.	Geographical divisions as defined in the Cotton Cloth Movements Control Order, 1943.	Cloth requirements in thousands of yards on the basis of quota allotted.	Total cloth available for civil consumption in thousands of yards.
1	2	3	4
I	Bombay Surplus Area—		
	Total { Western India States	246,400	316,999
	{ Remainder.		
II	Sind Deficit Zone—		
	Total { Sind.	28,495	74,462
	{ Baluchistan		
III	Punjab Deficit Zone (including Delhi)	337,975	425,457
IV	U. P. Deficit Zone	233,120	269,130
V	Bihar Deficit Zone	151,415	122,627
VI	Bengal Deficit Zone—		
	Total { Bengal	302,130	356,985
	{ Assam		
VII	Orissa Deficit Zone	67,945	26,990
VIII	C. P. Deficit Zone	102,130	104,225
IX	South Deficit Zone	338,210	400,214
X	Rajputana Deficit Zone	113,230	110,320
	All India Total	1,921,050	2,207,409

EXPORT QUOTAS OF COTTON TEXTILES FOR FOREIGN COUNTRIES

175. *Mr. K. C. Neogy: (a) Will the Honourable Member for Industries and Civil Supplies be pleased to refer to my starred question No. 420 of the 15th November, 1944, and state:

(i) the details of the export quota of cotton textiles for the different foreign countries to be supplied from India and the grounds on which the particular quota has been agreed to by the Government of India in each case; and

(ii) whether these foreign countries approached the Government of India directly in this matter, and, if so, at which time and through what channels and for what types and quantities of textiles in each case?

(b) Has any quota of cotton textiles been fixed for civilian consumption in the different Provinces for the current year? If so, how does it work per head of population in the case of each Province; and how does it compare in each case with the pre-war standard of consumption of cotton textiles in the years immediately preceding the war? In the case of the Provinces of Bengal and Assam, is the quota likely to be increased in view of the possibility of consumption of a comparatively large quantity of textiles by military and semi-military personnel employed in increasing numbers in these Provinces in the shape of ready-made garments and otherwise? Is it a fact that Red Cross and hospital requirements in these Provinces are also to be met from the Provincial quota?

(c) What was the approximate production of handloom cloth in the provinces of Bengal and Assam, separately, during 1940, 1941, 1942, 1943 and 1944?

(d) What is the extent of shortage of yarn available for the handloom weavers in Bengal and Assam, respectively, of which complaints have been made from time to time recently, and what steps have been taken to remedy the situation?

(e) What are the quantities of cotton yarn, if any, actually exported in 1944, and also earmarked for 1945, for the benefit of foreign countries?

The Honourable Sir M. Azizul Huque: (a) (i) Details of quotas fixed for each country are confidential. Quotas are fixed after a consideration of several factors, including the supply position in India, the minimum needs of the exporting markets and the availability of alternative sources of supply.

(ii) All foreign countries do not state their requirements to the Government of India but quotas are determined in accordance with a global planning scheme which is discussed with His Majesty's Government and subsequently considered by the Combined Production and Resources Board, Washington. The types of goods licensed for export against quota are controlled by the Government of India in the light of supply position in the country.

(b) The quotas fixed per head for each Province are as follows:

Name of Zone.	Allocation per head
Bombay Surplus Area (including W. I. States).	18 Yds.
Sind Deficit Zone—	
Sind	12 "
Baluchistan	24 "
Punjab Deficit Zone (including Delhi)	18 "
U. P. Deficit Zone	10 "
Bihar Deficit Zone	10 "
Bengal Deficit Zone—	
Bengal	10 "
Assam	10 "
Orissa Deficit Zone	10 "
C. P. Deficit Zone	12 "
South Deficit Zone	10 "
Rajputana Deficit Zone	12 "

These figures of allotment are now under discussion with Provinces with a view to such modification as may be necessary. There are no exact figures of pre-war consumption but estimates are that it was 30 yards in Bombay and the

Punjab, 25 yards in Sind and 10 to 12 yards elsewhere. It will, therefore, be noticed that the main cuts have been made on Bombay, Sind and the Punjab whose consumption before the War was the highest; the reason is that it was felt that it was easier for Bombay and the Punjab to accept a 40 per cent. cut from 30 yards than for Bengal to accept any cut at all from 10 yards. The questions of increasing the Bengal and Assam quota because large quantities may go to Military and semi-military personnel and of whether the Red Cross and Hospital requirements in these Provinces should be met from the Provincial quota or not are under consideration. No special allowance has hitherto been made for these factors but the Textile Commissioner is now investigating whether it might be possible to make some special allowance.

(c) There are no figures for production in any of these areas except those given by the Fact Finding Committee in its report. They estimate Assam production at 31,600,000 yards and Bengal production at 148,206,000 yards. These presumably refer to 1941 production.

(d) There is no definite information about the shortage of yarn available for handloom weavers but complaints have been made that it is considerable. The reason would appear to be black-marketing by dealers as the following quantities of yarn have been sent to Bengal in the last four months:

September	5,831 bales.
October	12,672 bales.
November	6,519 bales.
December	7,081 bales.

This gives an average of 8,043 bales which compares with an estimated requirement of 6,143 bales and a quota of 7,100 bales.

The Bengal Government recently passed an Order freezing all yarn on entry into Bengal and it is hoped that this will by giving Government a better control over the activities of the dealers ensure that the yarn actually reaches the weaver.

It is not possible to give an adequate separate reply about Assam as all supplies of yarn for Assam have hitherto been passed through Bengal and the position in Assam separately is, therefore, not altogether clear. It is, however, possible that Assam is generally worse even than Bengal, but amelioration is expected once the new Scheme of yarn distribution is put into operation. In the meantime the Textile Commissioner is endeavouring to improve the supplies by making *ad hoc* releases to Assam from Bombay controller Mills' stocks, while the Assam Government have posted their Deputy Director, Textiles, in Bombay to assist in procurement both at Bombay and Madras.

(e) Actual figures of exports are at present treated as confidential but I may say that the total quantity of cotton yarn exported in 1944 amounted to less than one per cent. of the production in India. The quantity of cotton yarn to be licensed for export during 1945 has not yet been finally decided.

EXPORT QUOTAS OF COTTON TEXTILES FOR FOREIGN COUNTRIES

176. *Mr. K. C. Neogy: With reference to the reply given by the Honourable Member for Industries and Civil Supplies to a supplementary question asked by me in connection with starred question No. 420 of the 15th November, 1944, to the effect that the decision as to quota and quantum of export for the benefit of foreign countries was taken after consulting the Textile Control Board, will he be pleased to lay on the table extracts from the proceedings of the Textile Control Board testifying to their approval of the policy underlying such export and of the quantum thereof, in respect of each of the foreign countries?

The Honourable Sir M. Azizul Huque: My statement that the decision as to the quota for export was taken after consulting the Textile Control Board is not strictly accurate; but it is a fact, however, that the export trade welcomes the facilities for exporting this quantity and the Textile Board has been kept fully informed since its formation.

TREATY OF NAVIGATION AND COMMERCE WITH UNITED STATES OF AMERICA

177. *Mr. K. C. Neogy: (a) Has the attention of the Honourable the Commerce Member been drawn to Press statements from more than one Indian Delegates to the recent International Business Conference held in the United States of America, to the effect that the Government of the United States of America have been willing, since 1939, to enter into a treaty of commerce and navigation with India under which Indians may be able to enjoy the same rights as at present enjoyed by Americans in India in these spheres and that the Government of India have evinced no interest in this matter?

(b) If so, will the Honourable Member be pleased to explain the position in detail in so far as it may be within the knowledge of the Government of India?

The Honourable Sir M. Azizul Huque: (a) Answer to the first part of the Honourable Member's question is in the affirmative. I do not, however, accept the suggestion that Government of India have evinced no interest in the matter.

(b) Honourable Member's attention is invited to the replies given by me on the 9th February 1945, to starred question No. 55 by Mr. Abdul Qaiyum and the supplementaries.

CONSTRUCTION OF A ROAD TO IMPERIAL RESEARCH INSTITUTE AT MUKTESWAR

178. *Mr. Badri Dutt Pande: (a) Will the Honourable the Labour Member be pleased to state if there is a proposal to construct a cart or motor road to the Imperial Research Institute at Mukteswar in the Naini Tal district?

(b) If so, what will be the length of the road and the cost of construction?

The Honourable Dr. B. R. Ambedkar: (a) There is no such proposal before this Government.

(b) Does not arise.

UNSUITABLE SITUATION OF THE OFFICE OF THE SPECIAL OFFICER, WAR RISKS INSURANCE, BENGAL

179. *Babu Baijnath Bajoria: Is the Honourable the Commerce Member aware:

(a) that the office of the Special Officer, War Risks, Insurance, Bengal, is situated at 164C, Bokul Bagan Row, Calcutta, far away from business centres and that the commercial community of Calcutta is greatly inconvenienced thereby; and

(b) that representations have been made by Chambers of Commerce for the shifting of this office to a suitable central place in Calcutta? If so, what action have Government taken to this effect?

The Honourable Sir M. Azizul Huque: (a) and (b). The office of the Special Officer, War Risks Insurance, Bengal, is situated at 164C, Bakul Bagan Road, Calcutta, which is not in the business centre. Representations were made from time to time by Chambers of Commerce for shifting this office to a central place. The Central Government have tried to find a more suitable accommodation, but owing to the dearth of suitable houses in Calcutta, they have so far not been able to move this office to a better locality.

INCREASING NEED FOR TECHNICAL ENGINEERS AND MEDICAL MEN

180. *Dr. Sir Zia Uddin Ahmad: (a) Has the Secretary for Education, Health and Lands considered the large number of technical engineers and medical men who will be required in his planning scheme?

(b) Is the Honourable Member aware of the fact that a large number of technical engineers and trained medical men is required now and they will be required even in larger number after the war?

(c) What steps, if any, has he taken to send suitable Indians for training abroad?

(d) What financial assistance will the Government of India give to those who will be sent out to the United Kingdom and the United States of America?

(e) What will be the machinery for selection?

(f) Will Government take assistance of the universities to select suitable candidates for foreign studies?

(g) Is the Honourable Member contemplating to appoint agencies in the United Kingdom and the United States of America for the admission of these students in suitable colleges and universities?

(h) Is he contemplating to send these students in the year 1945?

Mr. J. D. Tyson: (a) and (b). Yes.

(c) and (d). The attention of the Honourable Member is invited to the *Press Communique* issued by the Department of Education, Health and Lands on the 27th January 1945, copies of which are available in the Library of the House.

(e) and (f). The question is still under consideration.

(g) and (h). Yes.

FOODSTUFFS OFFICIALLY DECLARED UNFIT FOR HUMAN CONSUMPTION IN BENGAL

181. *Mr. K. C. Neogy: (a) Is the Honourable the Food Member in a position to give an approximate idea about the total quantity of foodstuffs that have so far been officially declared to be unfit for human consumption in Bengal?

(b) How much of the quantity approximately has been destroyed, and how much sold, with the concurrence or knowledge of officials concerned, and to what use has the latter category of foodstuffs been put or is expected to be put, and what precautions have been taken to see that this latter category of foodstuffs is not utilised as human food either in the shape of adulterants or otherwise?

The Honourable Sir Jwala Prasad Srivastava: An enquiry has been made from the Bengal Government and the information will be laid on the table of the House when received.

QUOTAS OF YARN FOR SUPPLY TO WEAVERS

182. *Mr. K. C. Neogy: (a) Will the Honourable Member for Industries and Civil Supplies be pleased to make a statement indicating the quotas that may have been fixed, from time to time, of yarn for supply to weavers in the different Provinces of India, separately?

(b) Is it a fact that the quota has been scaled down in recent months in the case of certain Provinces? If so, to what extent in each case, and for what reasons?

(c) Is the Honourable Member aware that an acute situation has arisen in Bengal due to the shortage of the supply of yarn to the weavers, large sections of whom are reported to remain idle?

(d) Is it a fact that certain conferences have taken place between the Textile Commissioner, representatives of the Government of Bengal and representatives of the trade, to discuss questions regarding the supply of yarn and its distribution in the Province of Bengal? If so, will the Honourable Member please make a statement on the points at issue and the decisions arrived at?

(e) Has the Honourable Member's attention been drawn to the complaints regarding the methods of distribution of yarn in Bengal? If so, will the Honourable Member please explain the situation, indicating what action has been, or is proposed to be, taken to bring about an all-round improvement in the situation in Bengal?

The Honourable Sir M. Azizul Huque: (a) No such quotas have hitherto been fixed. The following quotas are, however, now to be allotted under the new Yarn Distribution Scheme recommended by the Textile Control Board at its recent meeting:

Provinces	(Figures in bales of 400 lbs. each)		
	Single Yarn.	Folded Yarn.	Total.
1. Assam	1216	89	1305
2. Bengal	6686	414	7100
3. Bihar	3817	505	4322
4. Bombay	9504	589	10073
5. C. P. & Berar	4604	437	5041
6. Delhi			
7. Madras	15084	1349	16433
8. Punjab	2743	440	3183
9. Sind	171	25	196
10. U. P.	9094	1120	10214
11. Orissa	2907	213	3120

(b) In view of the opening sentence of reply (a) above, this question does not arise.

(c) There is some general shortage of yarn particularly the fine counts which, before the war, were largely imported. It is especially severe in Bengal owing to hoarding and profiteering by merchants.

(d) Conferences between the Textile Commissioner of the Government of India and representatives of Provinces and States have been held in order mainly to exchange views and to decide on courses of action relating to Textile Control. No special conference or meeting between the Textile Commissioner for India and representatives of the Government of Bengal and representatives of the trade has so far been held to discuss the question of supply of yarn and its distribution in Bengal. The supply and distribution of yarn has, however, also been under discussion at meetings of the Textile Control Board, and this has now resulted in the quota scheme mentioned in the answer to (a).

(e) There have been persistent complaints, which appear to be fully justified, of hoarding and black-marketing, especially by Calcutta merchants, disturbing the normal course of distribution in the Bengal Yarn Trade. The Bengal Government has already taken certain steps to meet this by freezing new stocks coming into Calcutta and only permitting them to be sold under permit, and the new scheme for provincial quotas whose distribution will be under the control of the Provincial Government, should remedy most of the abuses which have hitherto prevailed.

TRIAL AND SUPPLY OF PENICILLIN IN INDIA

183. *Mr. K. S. Gupta: (a) Is the Secretary for Education, Health and Lands aware of the fact that 'Penicillin' will appear on the market in the form of tooth-paste and lipsticks to combat bacteria as per the statement of Professor Fleming, its discoverer?

(b) Has the drug been tried in India on the following diseases: (i) venereals; (ii) pneumonia; and (iii) blood-poisoning, etc.? If so, what is the result?

(c) Is the drug available in India in sufficiently large quantities to meet the requirements of the ailing public? If so, would it be freely supplied to hospitals and private practitioners on application?

(d) Is it not a fact that this drug is available from Parke Davis and Company, Bombay, and Messrs. Spencer and Company, Madras?

(e) Is it a fact that they are not permitted to supply to any and every registered medical practitioner on application? If so, why?

(f) Is there any assessor appointed by the Government for every district to issue permits?

(g) Is not the practising doctor given the privilege to use the drug as and when it is required by him to administer?

(h) Would Government consider the advisability of keeping stocks of this drug with the medical officer of each district to facilitate easy supply when necessary?

Mr. J. D. Tyson: (a) Government have seen press reports to this effect.

(b) Penicillin has not been used in India in the treatment of venereal diseases among civilians. It has been used with satisfactory results in the treatment of pneumonia and blood-poisoning cases where the infecting organism is sensitive to the action of penicillin.

(c), (d), (e) and (g). Supplies of penicillin are available with a number of leading importers and are at present adequate for reasonable requirements. As production is limited the United States of America authorities have agreed to release penicillin for civilian use in India only on the understanding that the use and distribution of this drug are controlled by Government on lines similar to those employed in the United States of America and that it is ensured that the available supplies are equitably distributed throughout the country and reach patients to whom its administration is justified according to current medical practice. Penicillin is supplied to those institutions which have been approved for the purpose by the Penicillin Control Board. Private medical practitioners can also obtain it from any authorised importer on the certificate

of an 'assessor' whose duty is to certify whether a particular case is suitable for Penicillin treatment and to prescribe the necessary quantity.

(f) The appointment of assessors is not yet complete. As far as possible assessors will be appointed in every district if suitable persons are recommended by Provincial Governments.

(h) This is a matter for Provincial Governments to consider.

COMMUNAL COMPOSITION OF DIRECTOR GENERAL, INDIAN MEDICAL SERVICE, STAFF

184. *Mr. Piare Lal Kureel: (a) Will the Secretary for Education, Health and Lands be pleased to state the number, separately, of permanent and temporary gazetted and non-gazetted officers at present employed in the office of the Director General, Indian Medical Service, and how many of them are Scheduled Castes, Hindus, Muslims, Sikhs and others?

(b) Is the Honourable Member satisfied with the present representation of the Scheduled Castes? If not, what special efforts were and are being taken to secure their due share in the establishment of the Director General, Indian Medical Service?

Mr. J. D. Tyson: (a) Two statements giving the information are laid on the table.

(b) No. Advertisements in the press inviting applications from members of the scheduled castes have been issued nine times but candidates possessing the minimum qualifications necessary are not forthcoming. Efforts are still being made to secure suitable candidates of the scheduled classes.

Statement I

Statement showing the number and community of gazetted officers employed in the office of the Director General, Indian Medical Service

Community	Permanent	Temporary	Total
Scheduled Castes	...	...	...
Hindus	4	8	12
Muslims	...	1	1
Sikhs	...	...	...
Others	2	14	16
Total	6	23	29

Statement II

Statement showing the number and community of non-gazetted officers employed in the office of the Director General, Indian Medical Service

Community	Permanent	Temporary	Total
Scheduled Castes	...	4	4
Hindus	32	172	204
Muslims	13	60	73
Sikhs	1	17	18
Others	1	4	5
Total	47	257	304

UNFAIR TREATMENT TO SCHEDULED CASTE CLERKS IN THE OFFICE OF DIRECTOR GENERAL, INDIAN MEDICAL SERVICE

185. *Mr. Piare Lal Kureel: (a) Does the Secretary for Education, Health and Lands know that Scheduled Caste Clerks are not fairly treated in the office of the Director General, Indian Medical Service, by their immediate Superior Officers?

(b) Does the Honourable Member propose to make an enquiry into this matter with a view to see that Scheduled Caste Clerks are properly treated in the said office?

Mr. J. D. Tyson: (a) No.

(b) No. If specific complaints are made they will of course be enquired into.

SUBSIDIZED SALES OF WHEAT IN MADRAS PRESIDENCY

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

(a) if it is not a fact—

(i) that in Madras Presidency and in particular in South Arcot District subsidized wheat is being sold at a price which is lower than the price of inferior quality of rice produced in that area;

(ii) that such subsidized wheat is being consumed and can be consumed under the present conditions mostly by the richer and middle classes, benefiting not the poorer classes;

(iii) that such enforced and subsidized sales of wheat are depressing the prices of paddy and rice of the area concerned; and

(iv) that such a policy is benefiting consumers of both rice and wheat and harming the producers of paddy, irrespective of their economic conditions; and

(b) whether Government will consider the advisability of subsidizing rice of the lowest quality which is generally consumed by the poorest people instead of subsidizing wheat; if not, why not?

The Honourable Sir Jwala Prasad Srivastava: (a) (i) Yes, Sir.

(ii) No, Sir. Wheat is being subsidised especially to bring its price within the reach of the poor.

(iii) No, Sir.

(iv) The inference is not correct.

(b) Retail prices of rice are reasonable and it is not considered necessary to subsidise them. To subsidise rice will increase the demand for a commodity already in short supply.

KEEPING LOWER PRICES OF PADDY AND RICE IN CERTAIN DISTRICTS OF MADRAS PRESIDENCY

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

(a) if it is not a fact—

(i) that the Madras Government has not raised the prices of paddy and rice of the Krishna, West and East Godavari and Nellore Districts and have kept them down to the uneconomic level of Rs. 10-8-0 for the ordinary quality of rice (Chinna Kusuma) even though, for Guntur District, it has been raised to its former level of Rs. 11-0-0 per 166 lbs. of paddy without the sack and excluding carting expenses; and

(ii) that this policy has been adversely affecting the poorer peasants who are obliged to sell their paddy at the prevalent lower prices in order to pay the land revenue, rent and meet cultivation expenses; and

(b) whether Government propose to see that a uniform price policy is pursued in all the surplus paddy districts and that the former net price of Rs. 11 is re-instated as an initial piece of justice?

The Honourable Sir Jwala Prasad Srivastava: (a) (i) The answer is in the negative.

The same prices have been fixed for Krishna, West and East Godavari and Nellore Districts as for Guntur District.

(ii) No, Sir. The Madras Government report that prices were fixed with due regard to the increase in the cost of cultivation or other relevant factors.

(b) Does not arise, in view of answer to (a).

SUSPENSION OF LICENCES OF CERTAIN CLOTH DEALERS IN BOMBAY

188. *Mr. R. R. Gupta: (a) Will the Honourable Member for Industries and Civil Supplies be pleased to state whether he is aware that in Bombay licences of nearly thirty cloth dealers are still under cancellation and the quota of goods allotted to them is being delivered to other people who are deriving benefit on the formers' account?

(b) Is it not a fact that according to the new orders no goods are to be delivered to any other party which is not entitled to that particular quota?

(c) What is the object of keeping the licences of the cloth dealers referred to above still under suspension?

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

(b) No.

(c) These licences were cancelled by the Government of Bombay because they had reason to believe that the holders were connected with the black-market. It is for the Bombay Government to decide whether there is any justification of their reinstatement.

PER HEAD QUOTA BASIS FOR SUPPLY OF CLOTH TO DISTRICTS

189. *Mr. R. R. Gupta: (a) Will the Honourable Member for Industries and Civil Supplies be pleased to state whether it is a fact that the Government of Bombay have fixed quota of cloth supplied on per head basis to districts and had arranged distribution on district basis directly from Bombay?

(b) If the answer is in the affirmative, is it not a fact that, in doing so, they have cut off all the normal trade channels of trading in cloth?

(c) Is it not a fact that, as a result of the same, in Cawnpore alone more than 500 shops will have to remain closed and more than 15,000 people will get out of job or profession?

(d) Is the Honourable Member aware that if this policy is followed in the whole of the country more than 60,000 firms will have to be closed down, which will ultimately mean unemployment and worklessness of at least one and a half million people in India?

The Honourable Sir M. Azizul Huque: (a) Under the Cloth distribution scheme it is proposed to make such arrangements for distribution as would economise transport and make indulgence in blackmarket practices difficult. This might have the result of direct distribution from producing centres such as Bombay to Districts. This may have the effect of cutting across existing trade channels which is unavoidable.

(b) Some normal trade channels will certainly be eliminated.

(c) The All India Distribution Scheme has not yet begun to function and it is too early to say how many shops will have to be closed or how many people will be thrown out of employment.

(d) In the light of replies (a), (b) and (c) this does not arise.

DISCRIMINATORY TREATMENT METED OUT TO A EUROPEAN FIRM FOR ALLEGED OFFENCE UNDER CLOTH AND YARN CONTROL ORDER AND CLOTH DEALERS' LICENSING ORDER

190. *Mr. R. R. Gupta: (a) Will the Honourable Member for Industries and Civil Supplies be pleased to state whether he has seen a report published in the *Free Press Journal*, dated the 23rd September, 1944, alleging discriminatory treatment meted out to a European Firm against an Indian Firm in the same offence alleged to have been committed under the Cloth and Yarn Control Order and the Cloth Dealers' Licensing Order?

(b) If the reply is in the affirmative, will the Honourable Member be pleased to state whether he himself has any information in this respect?

(c) Is it not a fact that three firms of Bombay were found contravening the Provisions of Clause 14, Sub-clause (1) or (2) of the Cotton Cloth and Yarn Control Order?

(d) Is it not a fact that one Indian firm was deprived of its licence and its partner was convicted and sentenced under the order referred to above while another European firm was let off and their licence was returned back?

(e) Is it not a fact that in the case of the European firm the discriminatory policy of allowing them to explain their position was adopted?

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

(b) Yes.

(c) The action in this case was taken not by the Government of India but by the Bombay Government. I, however, understand that the facts are as follows:

M/s. Madhavdas Govindji & Co., had kept unopened 35 bales of untext-marked cloth right up to the 11th March, 1944 and they were therefore prosecuted for contravention of clause 14(1)(a) of the Cotton Cloth and Yarn Control Order, 1943 and the Proprietor was found guilty and sentenced to pay a fine of Rs. 2,500 in default to undergo six months R. I. The accused had offered the bales to the Textile Commissioner but long after the offer was rejected had failed to open up the bales. The Bombay Government considered this a flagrant breach of the Order and the Firm's licence was cancelled.

M/s. Jack S. Nessim, are being prosecuted for alleged failure to declare six bales of untextmarked cloth as required in the Bombay Government, Finance Department (Supply) Notification No. 651 of the 6th December, 1943 and the licence of this firm has been suspended in accordance with the usual practice of suspending licences when prosecutions are sanctioned.

M/s. Jethabhai Hirji & Sons were ordered to be prosecuted by the Bombay Government for alleged contravention of clause 14(2)(a) of the Cotton Cloth and Yarn (Control) Order, 1943, and the firm's licence was suspended until the conclusion of the proceedings.

(d) It is correct that the licence of the firm M/s. Madhavdas Govindji & Co. was cancelled and its proprietor was sentenced to pay a fine of Rs. 2,500 in default to undergo six months R. I. The European Firm to which the Honourable Member refers is presumably M/s. Ralli Bros. Their licence was never suspended as they had committed no offence. Their untextmarked cloth was entirely covered by valid export quotas from the Export Trade Controller and by exemption certificates issued by the Textile Commissioner. No question could therefore arise of taking action against them.

(e) No discretionary policy is followed.

TREATY OF NAVIGATION AND COMMERCE WITH UNITED STATES OF AMERICA

191. *Mr. Manu Subedar: (a) When did the Honourable the Commerce Member represent to His Majesty's Government the desirability of having a Treaty of Navigation and Commerce with the United States of America?

(b) Is it a fact that a draft of such treaty was received sometime in 1939, and is it a fact that the Government of India said that they were not in a position to proceed with the treaty because of the war?

(c) What were the difficulties which Government experienced in formulating a treaty?

The Honourable Sir M. Azizul Huque: (a) In 1937.

(b) A draft prepared by the Government of the United States of America was received by the Government of India in 1940 and the answer to the latter portion is in the affirmative.

(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 supplementaries.

TRANSFERRED UNSTARRED QUESTION AND ANSWER.†

INSTRUCTIONS TO PROVINCIAL GOVERNMENTS re CONSERVATION OF LIVE STOCK, ETC.

6. Mr. K. C. Neogy: Will the Secretary for Education, Health and Lands be pleased to lay on the table a copy of the instruction issued to the Provincial Governments regarding the conservation of live stock and improvement in the breed stock referred to by him in reply to part (b) of starred question No. 138 of the 7th November, 1944?

Mr. J. D. Tyson: A copy of the letters issued to Provincial Governments is placed on the table. In addition, nine provinces have now imposed restrictions on the slaughter of useful cattle.

†The meeting of the Legislative Assembly that was to be held on the 13th February, 1945, having being cancelled, the answers to the unstarred Question for that day was, in pursuance of convention, laid on the table of the House to-day.—Ed. of D.

COPY OF LETTER No. F. 10-16/44-P., DATED THE 24TH JULY 1944, TO ALL PROVINCIAL GOVERNMENTS AND ADMINISTRATIONS

Grow More Food—Work bullocks.

I am directed to say that the present shortage of work bullocks in the country as a whole is likely to prove seriously detrimental to the Grow More Food campaign. It is therefore necessary to take steps to conserve the present stock and to increase the production of good breeding stock; this includes the preservation and more intensive development of the young stock till it reaches maturity. The Provincial livestock staff are doubtless aware of how these objects can be attained. The suggestions of the A. H. C. which are appended will be found useful. In view of the enhanced prices prevailing today and in face of his own pressing need for work bullocks, the cultivator is probably more willing to receive advice and more ready to act upon it than he has ever been in the past. I am accordingly to commend these suggestions for the consideration of the Provincial Government and to request that the Livestock Department may be instructed to take necessary action along the lines advocated. A report of the action taken by the Livestock Department to give effect to each of these recommendations may please be submitted by the end of the year (31st December 1944).

THE SUGGESTIONS OF THE ANIMAL HUSBANDRY COMMISSIONER

(1) The more rigid enforcement of the Government of India recommendation concerning the restriction of slaughter of certain classes of cattle. If only animals over 10 years of age are killed, it is most improbable that any useful bullock or breeding cow will be sacrificed. Inspection of all slaughter cattle by veterinary surgeons should be arranged as far as practicable. There is a tendency to consider that military contractors are mostly responsible for evasion of the regulation but that is by no means the case and strict inspection of cattle for civilian consumption is called for.

(2) The custom of slaughtering cattle while in poor conditions is wasteful in that it involves the use of a larger number of stock than is necessary and at the same time yields only inferior meat. It has been shown that provided the animals are healthy, even old cattle can be brought up to slaughter condition within the course of some three months if they are stall-fed. The buying up and fattening for slaughter of what are recognised to be otherwise useless cattle should be organised wherever circumstances permit.

(3) The use of dry cows for draught work should be encouraged.

(4) The most serious loss of work animals is occasioned by sickness and by contagious diseases. The extent of such losses can be modified almost in direct proportion to the degree or in which disease can be anticipated and forestalled by preventive measures. Thus the importance of early notification of outbreaks of disease should be again emphasised and all practical means should be made available to facilitate notification and to allow of the prompt marshalling of adequate veterinary aid to the scene. With the present shortage of veterinary surgeons more stockmen should be trained and used. The employment of such men who have received some months of practical training has proved most successful.

(5) Many cultivators, other than regular breeders, are again turning their attention to the rearing of their own bullocks. The fact is not generally appreciated by them that an animal retarded in early life will never develop properly no matter how generously it may be treated later. It is often difficult for them to spare sufficient whole milk and they rarely realise the value of skim milk and other milk derivatives.

The knowledge acquired in western countries during the war about the use of whole milk substitutes and of calf meals may in many cases be adapted to Indian needs, and livestock officers should be urged to consider how far they are able to devise adaptation to meet the requirements of their districts in this respect. Para. 10 may please be seen in this connection.

The importance of feeding roughage of good quality to young stock should be made more widely known.

The benefits which follow the feeding of good silage are striking and every opportunity should be taken of arranging demonstrations of silage making and feeding.

(6) Schemes should be promoted such as the one under consideration by the Madras Government in which it is proposed that male stock below one year old should be bought by Government and reared in forest tracts, which are inaccessible to other cattle and where grazing is plentiful, until they are fit for work.

(7) The importance of an adequate food supply to cows in calf, especially during the last third of the period of pregnancy, is now well recognised. If she receives sufficient for her maintenance and for the foetus she is carrying it ensures the birth of a good sized vigorous calf likely to grow well and to flourish even in adverse conditions. It will also do much to improve the initial milk yield of the cow and it is the greatest natural stimulus known to promote regularity in the reproductive cycle. The total amount of food required is not great, and silage of good hay will meet it, but failing that in either quantity or quality a small supplement of a well balanced, mineral enriched cheap concentrate will meet the requirements.

(8) The knowledge which has been acquired in the last decade concerning diagnosis and treatment of bovine sterility should be disseminated to the widest possible extent by literature, demonstration and practical instruction to all veterinary personnel who are in

a position to apply it. Successful treatment by manipulation and glandular derivatives needs practice and experience and post-graduate instruction in this subject should be arranged whenever possible.

(9) Sufficient is not yet known of the difficulties which are likely to be experienced in practising artificial insemination in India to allow of its exploitation to the full and it would be injudicious to advocate its general use or to hope for spectacular results in the meantime. The difficulties however are mostly associated with the storage and transport of semen, and while knowledge is being acquired concerning these points and other refinements, of the process, veterinarians at selected centres should be provided with the comparatively inexpensive apparatus required and should be encouraged to make themselves familiar with its manipulation and the collection and handling of the semen and to study the factors which are likely to operate in their district against the successful introduction of the practice. Thus while paving the way for future development, they could in the meantime though probably to a very limited extent increase the use of what good bulls are available at their station.

(10) Notes upon the literature of the different subjects referred to in this communication are being prepared at the Imperial Veterinary Research Institute and will be circulated as soon as possible.

No. F.10-21/44-P.

GOVERNMENT OF INDIA

DEPARTMENT OF EDUCATION, HEALTH & LANDS.

New Delhi, the 12th October 1944.

From Prem. Krishen, Esquire, I.C.S.,
Deputy Secretary to the Government of India.

To All Provincial Governments and Local Administrations.

Grow More Food—Cattle

Sir,
I am directed to refer to this Department circular No. F. 10-16/44-P., dated the 24th July, 1944, and to say that the present position in respect of cattle is causing considerable anxiety to the Government of India and it is apprehended that unless action is taken at an early date, the situation may become considerably worse in the course of the next 2 or 3 years and an acute shortage of plough cattle may develop. A recent census in one province has shown a decrease of 20 per cent. in the number of young stock which cannot but be regarded as alarming. The following suggestions are offered for the consideration of the Provincial Government: the question of cattle slaughter has been dealt with separately and will not be referred to here.

2. In some areas bulls are in short supply. This defect can easily be put right by reducing the number of castrations or by bringing in bulls from other areas. It is however necessary to ascertain in the first instance if there are any such areas and where exactly they are situated.

3. In certain tracts the cattle population has been decimated by rinderpest. Orders can be passed making it compulsory to inoculate all cattle against rinderpest with goat tissue virus. Here again, it is necessary to determine which areas should be tackled first and to arrange for the production and supply of the necessary vaccine and see that there is adequate staff to carry out these inoculations.

4. Other diseases which are probably responsible for sterility and for long intervals between calvings are endometritis, foot and mouth disease and contagious abortion. Antiseptic douches can be used to cure the former which is easy to detect and inoculation for the prevention of contagious abortion can be arranged for on a big scale. In case of irregular oestrus, the use of special hormone injections may prove beneficial. It is for the veterinary staff to look into these matters and take suitable action. The Provincial Government would naturally have to provide an adequate veterinary staff and the necessary equipment (vaccine, sera, etc.). A detailed note on the subject of diseases and their prevention and cure will follow.

5. A deficiency of vitamin E in the diet may also be responsible for lengthening the dry period in cows. This can easily be put right.

6. All these efforts will however lead nowhere if suitable arrangements are not made for the proper rearing of young stock. In particular, military farms which produce some 50,000 young animals a year consider that it does not pay them to rear these calves and they desire to slaughter them. Again, when cows and buffaloes are taken to city stables, with their young, the latter are not looked after and usually die an early death. This type of wastage must be prevented. Accordingly it is suggested that Provincial Governments should set up nursery cattle farms, where young stock can be reared and supplement these by arrangements with reliable breeders for rearing young stock made over to them, by giving them subsidies if necessary. The latter would probably be cheaper than Government nursery cattle farms. A further step may be that when buffaloes in milk are sent to cities, their calves should be kept behind in the villages; the objection to this is that buffaloes will for a few days give less milk without their calves; but as this is only a temporary phase, the difficulty is perhaps not very serious.

7. For the immediate present, where there is a shortage of plough cattle, the use of barren cows for ploughing may be encouraged.

8. For a longer term policy, Government must set up an adequate number of breeding farms for the production of pedigree animals of the required type. Key villages have then to be selected where none but approved bulls will be kept. Subsidies may be given for the maintenance of a proper rearing of the offspring of selected animals or guarantees given to the breeders that the offspring of selected cows would be bought up by Government when they reach a particular age at an attractive price to be stated in advance.

I have the honour to be,
Sir,

Your most obedient servant,

P. KRISHNA,
Deputy Secretary.

MOTIONS FOR ADJOURNMENT.

VIOLATION BY GOVERNMENT OF TERMS OF DELHI RAILWAY STATION HINDU REFRESHMENT ROOM CATERING CONTRACT.

Mr. President (The Honourable Sir Abdur Rahim): Mr. Kailash Bihari Lall has given notice of an adjournment motion to discuss the conduct of the Governor General in Council (Central Government) in violating the terms of the agreement between them and the Contractors for catering at the Hindu Refreshment Room at Delhi Junction Station inasmuch as the term providing the period of notice for three months was curtailed arbitrarily with one month and five days against no allegation of bad working or otherwise brought against them.

If there has been any such violation of the terms of the contract there is always the court open where the aggrieved party can have redress. The motion is disallowed.

GRANTING WAR ALLOWANCE FOR SENIOR MEMBERS OF INDIAN CIVIL SERVICE.

Mr. President (The Honourable Sir Abdur Rahim): The next adjournment motion is by Mr. T. T. Krishnamachari relating to the granting or the proposal to grant by the Government of India war allowance for senior members of the Indian Civil Service drawing salaries between one thousand and two thousand rupees per mensem.

I would like to know from the Honourable Member whether there is any such proposal?

The Honourable Sir Francis Mudie (Home Member): Sir, I understand that this adjournment motion is based on the news item in the *Hindustan Times* (Evening News) dated yesterday. The news item is headed "War Allowance for Senior Civilians" and the Special Correspondent of the news says "I understand that senior officers of the Indian Civil Service and other Imperial Services recruited by the Secretary of State, drawing salaries between Rs. 1,000 and Rs. 2,000, will also get the benefit of war allowance henceforth". And then he goes on to make a few conjectures as to what that allowance will be and how it will operate. My difficulty is this. Certain proposals are under the consideration of the Government for increasing war allowance and dearness allowance. Both hang together—the war allowance for better-paid officers and the dearness allowance for lower-paid officers. The proposal as a whole has not yet been sanctioned. It requires reference to Provincial Governments and we cannot put the whole scheme before anyone. What we are now asked to discuss is a leakage as regards a part of the scheme in the papers. We cannot discuss the whole scheme. You may condemn one particular part of the scheme or you may support any particular part of the scheme.

Mr. N. M. Joshi (Nominated Non-Official): Condemn the scheme.

The Honourable Sir Francis Mudie: Condemn the scheme as a whole before you know the whole scheme! Even Prof. Ranga would not condemn a scheme that he has hardly heard about.

You cannot make any comment on the financial results of the proposal which, I understand, is what the Honourable the Mover is particularly interested in. If, when the whole scheme is announced the Honourable Member wishes

to move an adjournment motion, I have no objection whatever but, at the present moment, we cannot discuss the whole scheme.

Mr. T. T. Krishnamachari (Tanjore *cum* Trichinopoly: Non-Muhammadan Rural): Sir, my submission is this. that on the 31st October 1944 the Standing Finance Committee discussed a proposal with regard to the granting of war allowance to people drawing Rs. 1,000 and less. In fact, at that time, when a question was asked as to what the financial commitment involved therein would be, the Government replied that no adequate answer could be furnished. Now, Sir, this question has come up, viz., the question of granting a war allowance to people drawing salaries between Rs. 1,000 and Rs. 2,000. This question has nothing to do with the grant of dearness allowance to lower-paid employees of the Government mentioned by the Honourable Member and so far as this particular question of granting a war allowance to higher paid officers is concerned, whether it might be 17½ per cent. or more or less, the Honourable Member did not deny it. As the proposals are before him he knows what they are. I think, Sir, this question has a far-reaching influence on this demon of inflation which we are all trying to combat. We would like to know at this stage before the matter becomes a *fait accompli* and grants incorporated in the Budget what the other Departments concerned have got to say, what the Honourable the Finance Member has got to say about it and I feel, Sir, that this is the most opportune time for the House to discuss the proposals. Whatever the proposals may be, the Honourable Member may reveal these to us in their skeleton form and what we are really perturbed about is not as to what the ultimate shape of these proposals will be but about the very idea underlying the proposal.

Mr. President (The Honourable Sir Abdur Rahim): I think that if the Honourable Member wishes to have further information than what has been given, the best way would be to put down a short notice question and then the House will be in a position to know what the facts are. I understand that at present there are several proposals, not particularly confined to this class of officers but covering also other categories of officers, which are under consideration and the Government of India have not arrived at any decision on the point. In a matter like this the best course for the Honourable Member would be to try to get more definite information than has been given, if he thinks that that will help him to understand the situation better. Under these circumstances I cannot allow the motion.

DECLARATION DIRECTING CERTAIN BUDGET HEADS OF EXPENDITURE OPEN TO DISCUSSION BY THE LEGISLATIVE ASSEMBLY.

Mr. President (The Honourable Sir Abdur Rahim): I have to inform Honourable Members that His Excellency the Governor General has passed an order under sub-section (3) of section 67-A of the Government of India Act as set out in the Ninth Schedule to the Government of India Act, 1935, directing that the heads of expenditure specified in that sub-section, other than those specified in clause (v) thereof, will be open to discussion by the Legislative Assembly when the Budget for the year 1945-46 is under consideration.

APPOINTMENT OF THE HONOURABLE SIR EDWARD BENTHALL TO PERFORM FUNCTIONS OF THE FINANCE MEMBER AT RAILWAY BUDGET—GENERAL DISCUSSION.

Mr. President (The Honourable Sir Abdur Rahim): I have also to inform Honourable Members that His Excellency the Governor General has, under rule 2 of the Indian Legislative Rules, been pleased to appoint the Honourable Sir Edward Benthall to perform the functions assigned to the Finance Member under rule 46 of the said Rules on the occasion of the general discussion appointed for Monday, the 19th February, 1945, of the statement of the estimated annual expenditure and revenue of the Governor General in Council in respect of Railways.

NOTIFICATIONS UNDER THE CENTRAL EXCISES AND SALT ACT.

The Honourable Sir Jeremy Raisman (Finance Member): Sir, I lay on the table a copy each of the following Notifications in accordance with section 38 of the Central Excises and Salt Act, 1944:

- (1) No. 1, dated the 13th January, 1945.
- (2) No. 1-Camp, dated the 20th January, 1945.
- (3) No. 2-Camp, dated the 27th January, 1945.

GOVERNMENT OF INDIA

FINANCE DEPARTMENT (CENTRAL REVENUES)

Simla, the 13th January 1945.

NOTIFICATION.
CENTRAL EXCISE.

No. 1.—In exercise of the powers conferred by section 37 of the Central Excises and Salt Act, 1944 (I of 1944), the Central Government is pleased to direct that the following further amendment shall be made in the Central Excise Rules, 1944, namely:—

In rule 64 of the said Rules, for the words "and where such boxes or booklets are issued in packets, each packet also shall bear a banderol appropriate to the class of Matches contained in the packet" the words "and where such boxes or booklets are issued in packages, each package reckoned by the manufacturer, as his minimum unit of distribution shall bear the manufacturer's trade label and a mark, clearly showing the class of matches contained in the package" shall be substituted.

W. A. ROSE,

Under Secretary to the Government of India.

1/No. 1(33)-C.Exc./44.

Copy forwarded to:—

The Collectors of Central Excise,

The Secretary to the Government of Sind, Revenue Department.

The Political and External Affairs Departments.

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

Inspectorate of Customs and Central Excises.

By order, etc.,

W. A. ROSE,

Under Secretary to the Government of India.

GOVERNMENT OF INDIA

FINANCE DEPARTMENT (CENTRAL REVENUES)

New Delhi, the 20th January 1945.

NOTIFICATION.

CENTRAL EXCISE.

No. 1-Camp.—In exercise of the powers conferred by section 37 of the Central Excises and Salt Act, 1944, the Central Government is pleased to direct that the following further amendments shall be made in the Central Excise Rules, 1944, namely:—

In Rules 145, 152, 157 and 160 of the said Rules, for the words "two years" the words "three years" shall be substituted.

H. GREENFIELD,

Joint Secretary to the Government of India.

Camp/C.No.19(4)-C.Exc.(T)/44.

Copy forwarded to:—

The Collectors of Central Excise.

The Chief Commissioner, Coorg.

The Secretary to the Government of Sind, Rev. Department.

The Political and External Affairs Departments.

By order, etc.,

W. A. ROSE,

Under Secretary to the Government of India.

GOVERNMENT OF INDIA

FINANCE DEPARTMENT (CENTRAL REVENUES)

Simla, the 27th January 1945.

NOTIFICATION.

CENTRAL EXCISE.

No. 2-Camp. In exercise of the powers conferred by sections 12 and 37 of the Central Excises and Salt Act, 1944 (I of 1944), the Central Government is pleased to direct that the following further amendments shall be made in the Central Excise Rules, 1944 namely:—

In the said Rules:—

HINDU MARRIAGE DISABILITIES REMOVAL BILL

I. After rule 9, the following rule shall be inserted, namely:—

"9A. Alteration of duty or tariff valuation.—The rate of duty and the tariff valuation (if any) applicable to goods cleared on payment of duty shall be the rate and valuation (if any) in force on the date on which duty is paid, or, if the goods are cleared from a factory or a warehouse, on the date of the actual removal of such goods from such factory or warehouse.

Provided that if the goods have previously been removed from warehouse under bond to be rewarehoused and the duty is paid on such goods without their being rewarehoused, the rate and valuation (if any) applicable thereto shall be the rate and valuation (if any) in force on the date on which duty is paid, or if duty is paid through an account-current maintained with the Collector under Rule 9, on the date on which an application in the proper Form is delivered to the officer in charge of the warehouse from which the goods were removed."

II. After sub-rule (2) of rule 224, the following sub-rule shall be inserted, namely:—

"(3) Except in special circumstances where the Central Board of Revenue, by general or special order in writing, otherwise directs, the quantities of excisable goods cleared for home consumption from a factory or from a warehouse (including quantities cleared under the proviso to Rule 9A during transit from one warehouse to another) during the month of February each year shall not exceed the following percentages of the total quantity cleared for home consumption from that factory or warehouse during the first three months of the previous year:—

First fourteen days.....16 per cent.

The whole month.....32 per cent.

If no excisable goods were cleared for home consumption from that factory or warehouse during the first three months of the previous year, the clearances during the month of February shall not exceed such quantities as the Central Board of Revenue may declare to be reasonable in the circumstances."

H. GREENFIELD,

Joint Secretary to the Government of India.

THE HINDU MARRIAGE DISABILITIES REMOVAL BILL—contd.

Mr. President (The Honourable Sir Abdur Rahim): The House will now resume further consideration of the Bill to remove legal disabilities under Hindu Law in respect of marriage between Hindus.

Dr. G. V. Deshmukh (Bombay City: Non-Muhammadan Urban): Mr. President, the question before the House with reference to this Bill is whether this monster of sagotra and sapravara, which is vitiating Hindu life and sapping the vitality of the Hindus should be allowed to continue or this monster should be annihilated. The sagotra business is such a superstition that it has vitiated the whole fabric of Hindu society. Like a thief, it has appropriated the province of marriage altogether and it is not satisfied with this theft of the province of marriage in the Hindu social system but it has also like a thief thrust its hand out into the different branches of the Hindu social system, such as adoption and succession with regard to property. In my speech of the other day, I tried to the best of my abilities to prove that this sagotra business has nothing to do with blood relationship, although ignorant Hindus will believe, and interested persons will put forward that sagotra means endogamy, in-breeding; and therefore our ancestors were very wise in bringing in this sagotra business. I have gone over the ground on that day and I have no desire to go over the whole ground again. I mean to prove to-day that this sagotra business is not religious—religion has absolutely nothing to do with it. For to begin with, what is the meaning of sagotra? It might be more easy to understand if I let the House know the way in which I am going to treat the subject. Connected with this sagotra intimately is this question of sapravara and sapinda; and to this clay god of sagotra I find that the Draft Hindu Code Committee, although it consisted of many eminent persons, and has made very many good suggestions, when they came down to this wall of superstition or bogey of sagotra, they also seem to me to have gone down before this clay god; and all that they have done is that they have taken this sagotra and sapravara business in the draft code as it is, without trying to understand, without trying to analyse what this really means. To give you a case in point: I find in the tentative proposals in the draft committee, on page 2,—"Gotra" and pravara have the same meanings as in the Hindu Law before the commencement of this Code". But what is the meaning? What meaning has gotra and pravara got? I think

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it was the duty of the draft Hindu Code Committee to go into this, to say exactly what gotra and pravara mean and if it had any meaning to lay it down; but if it had no meaning then to throw it out altogether. Further on, I find in the same tentative draft code report, in sacramental marriage, suggestions have been made,—I do not say they are not in advance; but my point is that when you appoint a codification committee at the end of 4 or 5 years, when you say that the whole codification will come in as a whole, because we have put forward all these efforts and therefore we must accept the code as a whole—it behoves us, it is the duty of the Members of this House to see that proper attempts were made when this draft has been put forward. In this House we as individual members tried our best—it may not be perfect for us, but each and every member having the interests of the society and of the country at heart tried his best to make whatever suggestions we could. In 1939 or 1940 we appointed this codification committee; then they carry on their efforts for two or three years and at the end of that period, they have come forward with this kind of thing—I say it is the duty of us all to go into these and see what actually has been done.

With regard to this sagotra and sapinda and sapravara, on page 4, the parties must be within the degree of relationship prohibited by this chapter. The parties must not also be sapindas of each other; but further on at p. 15, if the parties are members of a caste having gotras and pravaras they must not belong to the same gotra or have a common pravara. This is going about the whole business in a blind and superstitious way, and not in any efficient way; and if our codification committees are inclined to go about in this fashion and merely codify and put together some laws which are already obviously quite plain, then I say we are not going about it in the proper way. Somebody has suggested that the legal mind is engaged in explaining the obvious and expatiating on the common, I think my legal friends will admit that that is a remark made against the legal mind—that it interests itself in illustrating the obvious and expatiating on what is common. If that is the qualification of a legal mind, then I say in certain respects the codification committee has gone about it according to its tradition. Therefore I would like to prove to the House that neither blood relationship nor religion has anything to do with this sagotra or sapravara business; and why? What is the meaning of the word 'gotra'? We need not be frightened as soon as something is said to be sagotra and therefore we should not touch it. Gotra really comes from the Sanskrit words 'go' and 'tra': the derivative 'go' means a cow. It also means the earth—prithvi—and 'tra' means in Sanskrit 'to protect'. 'Gotra' has therefore nothing to do with blood relationship or anything else. As I suggested the other day, and as has been expounded by some of the Hindu legal luminaries in this country who want to go to the root of things—they say it originally meant a common place where the cows used to graze; and at the stage at which Hindu community was then, gotra really meant not even a family, but the place where cows were protected; and there is sufficient proof for this, because even in the Rig Veda—the oldest book on literature—we find that this word has been used in this meaning—that it means a place where the cows were protected. Further on I said it may also mean a school where pupils were taught. I say there is justification for that. But in the Hindu literature right up from the Rig Veda Sutras, through the Brahmanas and the Upanishads, through the Dharma Sutras, we cannot deny that gotra in this sense has been used. Later on gotra became what I might say, according to the history of the world, common; and it connoted altogether a different thing from what it originally meant; and it came to be used as a family or a group. Originally gotra had no connotation either religious or racial: it does not mean anything like blood relationship or has any religious meaning. Again, when you go into the history of gotras, what do we find? We find to begin with that there were only 7 gotras; and later on, with the inclusion of the great Rishi Agastya, it became 8 gotras. Later on, when we come down to the Sutra period, even Bodhayana, the great authority on

whose saying Hindu daughters and sisters were denied the right of inheritance, himself says that the gotras are in hundreds—'sahasrani'.

Now, if gotras were something sacred and religious, we will not find the gotras starting with 7 and going on to 8 and then going on to 10 and later on becoming innumerable. Therefore can there be anything religious or something fundamental about this gotra business? Not only that. When they say that people having sagotras should not marry, is it according to the history of the Hindus? I should like to know whether Vasudev and Devaki, the father and mother of the Great God, Krishna, the philosopher and the warrior who gave that jewel of thought, the Bhagavad Gita, to the Hindus and not only to the Hindus but to the whole philosophy of the world, did they not belong to the same gotra? If they belonged to the same gotra, that is, if the father and mother of the great Lord Krishna himself belonged to the same gotra, then what is the meaning of the ignorant present day Hindu community saying that sagotra marriage means marriage of blood and it means degeneration of the race. If a sagotra marriage of the parents of Krishna can produce a brilliant specimen, a model, a God-like person, a philosopher and warrior, whom everybody could follow, whom every Hindu is proud to follow, whom I for one is proud to follow, is sagotra marriage to be condemned? If that is not enough, let me point out another instance to you. What about Pandu and Pritha. They were sagotra marriages. Then let me come down to the marriage of Arjuna and Subadra. Was it not sagotra marriage? What did it lead to from the point of view of children? The boy warrior Abhimanyu, that any Hindu child is proud of, one solitary person fighting innumerable hordes of enemies. That is the result of Sagotra marriages. If you leave Mahabharat and come to Ramayana, there again what do you find? Rama and Sita are Hindu God and Goddess. They married and belonged to the same gotra.

Mr. M. Ananthasayanam Ayyangar (Madras ceded Districts and Chittoor: Non-Muhammadan Rural): Where do you get it from?

Dr. G. V. Deshmukh: I never speak without authority. My friend Mr. Ananthasayanam Ayyangar is a Sanskrit scholar and he will appreciate my point that Rama and Sita belonged to the same gotra. Not only that, Rama's brother Lakshmana and Urmila belonged to the same gotra. Therefore, Sir, the point is quite clear. If the Law Member accepts my proposals, then I shall not take up more time of the House. My point is this. When you appoint a committee of modern men to investigate this subject, what do you find? They say that this sagotra and pravara prohibitions will continue.

When we come down to the Pravaras, we find that the position is much worse. I am bold enough to say that nobody understands what pravara means. There are different interpretations. One set of Rishis and authorities will put down that pravaras mean ancestors for three generations; but there are other texts which say that pravaras are the descendants of those who profess the same gotra. Are you going to yield to all this? To begin with, pravaras have no solid foundation. In one text, it is said that those originators of the gotras, their fathers, grandfathers and their great-grandfathers, the three generations, they become the pravaras, the pita, pitamaha and the prapitamaha. On the other hand in the history of pravaras we find that even the descendants seem to be designated as pravaras. To give you an instance from our own history. Mandhata's, nephew and his great grand nephew, they become his pravaras and Angiras, he becomes the pravara of the father. Now, there is this uncertainty about the pravara. We do not know whether it means the ancestor or the descendants for three generations both ways. They are neither the originators nor the descendants. My own explanation would be that the pravara does not mean either the ancestor or the descendant but some upstarts who have been tacked on to those families and if the Hindu Codification Committee think that this thing should be retained, then it does not seem the right thing to do in this 20th century.

After this sagotra and sapravara business, let me come down to something which is more intimate, at least something which we can understand, a third

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division with regard to marriage and that is the sapindas. One would have thought that at least in the case of sapindas, the position might have been made clear. I myself personally think that so far as religious authorities are concerned, what they mean is perfectly clear, and that is persons related by blood, whichever is born from the same originator. Here again unfortunately, according to the tendency of the learned Hindus, the things have been distorted. My daughter is my sapinda and if that is so, she must inherit in preference to many of the outsiders; but advantage has been taken of the language of Sanskrit, which like many other ancient languages has been derived from roots. Therefore you go back to the root and interpret it in a different way and attach a different meaning to it. You deprive your daughter, the flesh of your flesh of the right of inheritance. Sapindas are interpreted as those who are entitled to give rice balls to the ancestors. Not only that. This kind of interpretation was put by early English judges in the province of Bengal from which my distinguished friend, the Law Member, comes from. These English judges wanted that things should be done according to the usage and custom of the Hindu law and many of our modern Sanatanists think that the Hindu religion starts from the time of the interpretation of the Hindu texts by the English High Courts then established in Calcutta.

Now, in the case of sapindas we may say: "Very well, after all is said and done, there does seem to be a certain amount of force that the sapinda marriages might be prohibited so far as the in-breeding is concerned". But what do we find here? We find that if it is a sapinda, then there should be seven generations from the father's side and five generations from the mother's side. Here, again, there is something for which the All-India Women's Association and other women's associations might fight it out. Here also it seems to me that women have not been treated on a footing of equal basis, because men have been given the privilege of seven generations and the women of five generations only. There should be equality of rights. Besides, these seven generations from the father's side and five generations from the mother's side have been taken as something divine, as something that has been given as a divine inspiration by the Rishis and therefore we cannot change it. With the growth of mental science in the twentieth century I have tried to devote a little attention as to how this divine inspiration has come, and I do not think that the explanation is lacking even with regard to these seven and five generations. To give you a very short explanation of it.

If you sit down and think about it, you will find that a good deal of this so-called divine thinking is nothing but elementary thinking and what in logic might be called "thinking by analogy". You might also call it from the mind's point of view magical type of thinking. It is nothing divine if you analyse it. Now, do you know what my explanation of seven and five generations is? If you read Manu's smriti you will find that many of these so-called divine ideas are nothing but thoughts based on the analogy of agriculture, in the case of inheritance and also in the case of marriage, what are the ideas? You will find they are the ideas of seed and the field and we are inclined to think that these seed and field ideas are divine which have been given in the smritis. Nothing of the kind. They are the ideas which have been derived from the analogy of the seed and the field. The male element is considered to be the seed and the female element is considered to be the field. And from the very beginning greater importance is attached to the male element, that is, the seed, and necessarily the seed must be stronger than the field, the female element. Therefore, there must be seven generations from the father's side and five generations from the mother's side. There is even a better explanation than that. As the seed is stronger, therefore the son is 50; the grandson will be 25 and his son will be 12½ and in the sixth generation it becomes less than one. Therefore, they say seven generations from the father's side.

Pandit Nilakantha Das (Orissa Division: Non-Muhammadan): Mathematically, it will never finish.

Dr. G. V. Deshmukh: In that way it can never be reached. All of us, including yourself and myself, are derived from Brahma himself, and in that way in-breeding can never be prevented. As I was saying, from 50 to reach down to zero, it becomes exactly seven generations. Now, you take the female element or the mother element of the child. It is necessarily weaker. Therefore, you start from 25 and when you come down to zero, you have five generations. Therefore, five generations are prohibited. That is really the divine thinking behind this sapinda business. Even in the case of sapindas, my own opinion is that in-breeding is nothing like the evil that is thought of by the society or by the common man. I gave you the instance of Darwin in my last speech, which was a product of in-breeding. Today I have given the examples from our own history. Krishna himself is a product of in-breeding. If the Hindu society wants to have better children, with these illustrious examples I have given, all I can say is that they are hoping for an instance which has not been produced in all the previous centuries.

Pandit Nilakantha Das: May I interrupt the Honourable Member for certain information? I should like to know if on account of these sapinda marriages any man in any court has been prohibited from inheritance. Is there any recorded case on that point? If the Honourable Member knows it, will he kindly enlighten the House on that subject?

Dr. G. V. Deshmukh: I am glad to notice that my idea as to how the Hindu society is going about this business is correct. I do not know whether my Honourable friend is a lawyer. Even if he is not, he is sharing the faults of a common man and he shares it with very distinguished lawyers. That is to say, he is more interested in inheritance and succession than in the happiness of the human beings. I am dealing with the marriage question and inheritance may come to only a few. Everybody does not inherit. It is only in the case of those who have large estates that this question crops up.

Mr. Jamnadas M. Mehta (Bombay Central Division: Non-Muhammadan Rural): You inherit debts!

Dr. G. V. Deshmukh: The question of inheritance is more important in the opinion of a common man and in the opinion of a capitalist and I very much regret to say even in the opinion of the Hindu Law Committee. If an attempt was made for the common happiness of human beings, we would have got a very much better report than this. I am not concerned with inheritance and successions. To me the question of the happiness of human beings is of much greater importance than the question of inheritance and succession. Therefore, under the circumstances, the best thing we can do is to eliminate the sagotra business altogether. I appeal not only to my Hindu friends but also to the members of other communities to support us wholeheartedly against the obstinacy and the obduracy that is to be found in our society. I do not care who is responsible for it. It may be the priest, or the authorities or the Law Courts or the Government or the Law Department of the Government. But this is my appeal to them. I say that we are trying our best to see that our social system is raised and we are trying our best to get out of these evils.

We know now that with the advance of science and with the advance of research some of the things which are existing in Hindu society are absolutely unreasonable, they are absolutely superstitious. The best thing we can do is to eliminate them. My reason for eliminating some of these superstitions is mainly this. Ever since the time when we met last time, I have had some persons come to me and say, why do you worry about this sagotra Bill. After all in this country of 400 millions, there cannot be more than 400 instances of sagotra marriages. Why are you worrying yourself about these? What does it matter if it goes on? I said these are inhibitions which create a mentality in Hindu society of keeping on to their useless lumber of their religion and that the sooner they are eliminated, the better will it be for them and the more healthy will Hindu society become. Therefore it is not a question of slight importance. When once we proceed on these lines, we will soon shed many of our useless

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lumber which is keeping us weak, which is keeping us infirm. Therefore you cannot get into the mentality of cleaning yourself too quickly. That is my reason for this sagotra business. Since then, I see the Hindu Law Committee meeting, and they also have gone down before these clay gods and refuse to take note of these things. My intention was still more strengthened, and I thought it was absolutely vital at this stage that we should begin as soon as possible to get rid of these useless customs, and that we should not wait till the whole codification of Hindu law comes in. I have explained to the House sufficiently, I have given the House the rationale as to why no insistence should be made on retaining these provisions of prohibition of marriage on account of sagotra or sapravara. I am glad to find that even Manu, the great Hindu Law Giver, does not insist either on sagotras or sapravaras. All that he says is that a girl should be married who does not belong to the same sapinda. Pinda means body. At this stage there should be no marriage between sapindas of fifth or even seventh generations. I agree with that, although my personal views are different. All that Manu says is that there should be no marriage when they are sapindas. Not only that, we find the same view expressed in the oldest Purana—the Vishnu Purana, which according to Prof. Wilson, the great Oriental scholar, is the oldest Purana, the most ancient of the Puranas. Even there the restrictions are not with regard to sagotras or sapravaras, but the prohibition is only with regard to sapindas. That being so, at the most, if people are insistent that sapindas must not be allowed to marry—although it is wrong to insist according to me—one may agree. But so far as sapravaras and sagotras are concerned, the sooner they are eliminated, the better.

Whenever proposals for such reform are brought forward, we find mainly three kinds of objectors. Those who object to any kind of reform, the old sanatanist, the genuine sanatanist, for whom I have every respect. He believes in what he says. He does not oppose anything so long as there are no coercive laws. "Leave me alone", he says. He prays to his God and he believes in what he says and what he does. I do not deny he is genuine in his feeling. He does not want any change. But he has no objection to permissive laws, so long as there are no coercive laws. He says, you believe in your views, I believe in mine, but please do not force anything on me. Even as regards the Child Marriage Restriction Bill, I can tell you there were the old sanatanists who really believed that if they allowed their daughters to remain unmarried beyond the age of 10 or 12, they will not go to heaven. All I say is that I have absolute sympathy with them. I admire their conviction, although I may not agree with them. I have every respect for them. The second class of objectors are the pseudo-sanatanists.

An Honourable Member: Are there any in this House?

Dr. G. V. Deshmukh: I am not talking about any in this House. I am talking about my community outside this House. I do not want to waste any time of the House by going into details. I am relying on Members of this House who are Hindus to eliminate this sagotra and sapravara business and I appeal to those Honourable Members who are not Hindus to be with us, even though the Government may oppose this measure for reasons best known to them.

Pandit Nilakantha Das: Who are the pseudo-reformers?

Dr. G. V. Deshmukh: I was referring to the genuine sanatanists and the pseudo-sanatanists. The pseudo-sanatanists are those who want to adhere to the decisions of courts for the past 150 years. They want to adhere to the present state of things. This is what they think to be sanatanism. If you tell he pseudo-sanatanist that in the older smritis and dharma sastras, sagotra and apravara marriages were allowed, but due to some unavoidable circumstances, they became modified later on and that what passes for Hindu law in the present days is not real Hindu law according to old smritis and dharma sastras, he will not believe it. I do not say that he will not believe it, but he will not agree to it. He says, no, this is sanatanism. When it was pointed out to him that

provision actually existed before in Hindu law giving right of property to women and that there was no restriction to women acquiring and keeping property—in the older schools, this right was given which I pointed out in my first Bill—the pseudo-sanatanist will not agree. When I brought forward my Bill for giving one-fourth share to daughter in her own absolute right and that this right should not be modified or fooled away by the camouflage of dowry, the pseudo-sanatanist did not agree. The pseudo-sanatanist is one who has acquired money recently and he thinks that he will control religion as well as politics by means of his wealth which he has accumulated. Because a few decisions of the Privy Council help him, he thinks there should be no change in the Sanatanism which he believes. I have nothing but utter disgust and shame for these kinds of pseudo-sanatanists. The majority of those who are not genuine sanatanists and who borrow this kind of pseudo-sanatanism belong to this class. I will tell you the third class of people who will object to this measure.

Mr. Akhil Chandra Datta (Chittagong and Rajshahi Divisions: Non-Muhammadan Rural): You plead for daughters.

Dr. G. V. Deshmukh: When I was pleading for their cause, you brought forward a Bill behind my back. You did not have the courtesy to take into confidence those who had worked right from the beginning.

Mr. Akhil Chandra Datta: That case was big enough.

Dr. G. V. Deshmukh: It was done behind my back. I will not say how because it is a painful history—we were kept absolutely in the dark. I am referring to that modification which came subsequent to Women's Rights of Property Act. I say that was the state of affairs. I make bold to say that there was nothing in this Codification Report which was not put in by a layman like myself in my first Bill. There is the absolute right, there is the right of succession. I do not claim any originality for this. I do not even claim it as a reform. All I did was to go back to the old literature. I did not rely on the decisions of the High Courts and on the precedents of the Privy Council Reports. I went back to the old literature. I have seen in my life the injustices that have been done to the daughters and the women of my society—flesh of my flesh and blood of my blood—and I wonder how any society could have existed for a long time in this state of affairs. When I went back to the old literature, I found that nothing new was wanted and I thought that if I could only point out that this exists, the House will accept it. But imagine my disappointment when I came to know that it could not be done. When I came to this House I thought all that I had to do was to point out the real sources of Hindu Law and that the so-called Sanatanists—these pseudo-sanatanists, as I now call them—would accept it, but imagine my disappointment when I came to know that that was not the case. According to law we could not change. Distinguished lawyers and Pandits talked to me and I came to the conclusion that with a society like this wherein nothing but self-interest is masqueraded as religion, the only thing to do is to do it by law; force it down their throats, compel them and then only they will see the fair tenets of their own religion.

Now I come to the intellectuals. This is the third class which opposes any kind of reform. They do so in a very subtle way and their process is very easy for anybody who can see: they will put forward best as the enemy of good. You suggest something and they suggest something better. They will say 'this is insufficient; in this you won't make enough progress; what is the good of accepting this; if you accept this you are likely not to get the best; why not try for the best?' These are the intellectuals. To this class belong—according to their bringing up and traditions—many of the bar associations and legal associations. These legal associations, I may point out, seem to be non-existent and sleeping from the beginning of one decade to the beginning of another decade, but let any private Member come here and introduce a Bill and then they seem to wake up. Their job is, as somebody has defined, illustrating the obvious and expatiating on what is common. Their job is, as soon as something is put forward, they will put forward a number of objections that can be raised

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in connection with it, and they will prove and explain the obvious. Beyond that they will do nothing. This is the third class. Therefore, I say, you have to steer clear of all these difficulties and obstacles.

Sir, it is a very long subject and I do not want to take more time of the House. There is one thing that I would like to point out to the Legal Department. I find that again and again it has been said that the reform should not be piecemeal. Nobody will be more pleased than myself if the whole codified Bill will get through. I admit that this codification business, as it has come before us, except for a few blind spots, is good. They have taken many of the suggestions which were put forward by Members of this House before the Codification Committee came into existence, and therefore nobody will be more pleased than myself if the whole codified Bill passes through. But I also feel that by attaching the Section of Marriage with succession and property, you have done a very wrong thing so far as women are concerned, because I gather from press reports as well as from my talk with different people that there is going to be a great deal of opposition so far as the question of succession is concerned. When you say that the whole Bill should get through, I can give any bet to the Law Member that he will not be able to proceed with the whole Bill—i.e. the marriage section and the section on succession. There are many parts of this draft Code which can be separated. The marriage section can be separated from the succession section, and if that is done, it is likely that many of the blemishes of the Hindu society could be removed, lives of Hindu men and women could be made happy. And I think there would be no objection to separating these sections . . .

Pandit Nilakantha Das: If you think of marriage without children.

Dr. G. V. Deshmukh: That is for you and men like you.

So far as the adoption section in this draft Code is concerned, I do not see how any sensible man can oppose the adoption section. Sir, I request the Honourable the Law Member that if he will only be good enough, graceful enough and bold enough to separate the adoption section from this and will not insist on the whole Code being passed as such he will get the full support of this House and not only of this House but of the whole public.

Similarly, with regard to this marriage section. I think there are many provisions—provisions of monogamy, provisions of maintenance of residence, provisions of divorce, etc.—to which no reasonable section of the Hindu community can take exception. I say there are blind spots; but on those blind spots I am sure the House will help him, and intelligent opinion also will help him to remove those blind spots. Today we are talking about one blind spot and that blind spot can easily be removed without interference with and repercussions on the other parts of the Codification that is before us. Therefore, I request the Legal Department and the present Law Member, who, I am very glad to say, being a Hindu will be able to appreciate my point of view better, that he should separate many of the clauses from the draft of the Codification Committee. I do not wish to be misunderstood. It is likely that in my speech on the subject I might have been vehement but I hope the Legal

I P.M. Department and the Law Member will attribute it more to the importance of the question than to temper on my part. I am here to help the Law Department. I do not look on the Law Member as somebody who is apart from me. I look upon the Legal Department and the Law Member as my own and perhaps although the manner of suggesting may not be as it should be, I want him to believe that I want to help the Law Department as much as I can, so that my society will be helped better, and if the Law Member will only accept this suggestion of getting parts of this Code draft with which he is not likely to meet so much opposition from the public and on which intelligent opinion is agreed, then I think all the disabilities of society, so far as Hindu society is concerned, can be more conveniently removed.

The Honourable Sir Asoka Roy (Law Member): I thought the Hindu Code was wanted and the Hindu Law Committee has been drafting the entire Hindu Code.

Dr. G. V. Deshmukh: I wish to say instead of Hindu Code the Hindu Law Committee suggestions.

The Honourable Sir Asoka Roy: It is called the Hindu Law Committee.

Dr. G. V. Deshmukh: You understand what I mean.

The Honourable Sir Asoka Roy: If you will read the first paragraph of the explanatory statement you will see how they come into being.

Dr. G. V. Deshmukh: I quite see that. I am also encouraged by reading it because the draft is supposed to be tentative. They are not wedded to any provisions but they are prepared to take many other suggestions. Therefore, my suggestion is that of the suggestions made, do not let Government, for reasons of form or for the appearance of being constitutional, be so much wedded to this idea that we will have the whole code and nothing but the whole code, and that if we separate them it will be piecemeal. My request to the Law Member is that this part can be subdivided without injuring the whole, the aim being to get the whole thing gradually. If they think they can get whole code through, do it by all means. But from the experience of what has happened in the country at the present time, it does not seem to me that if the succession and the marriage thing are put together, there is a likelihood of them going through without much opposition. If you separate the marriage part and the adoption from the succession part it will not have any influence on your succession. On the other hand it is more likely that you will be able to get the marriage and adoption provisions through more easily.

The Honourable Sir Asoka Roy: But my Honourable friend does not seem to be aware that when separate Bills were introduced regarding intestate succession, and marriage, the opinion seemed to be that there should be one comprehensive code and these Bills should not be taken separately. From that the Hindu Law Committee have prepared the Code and now my Honourable friend says 'don't let us have a Code: let us have those individual Bills separately'.

Dr. G. V. Deshmukh: That opinion came from the so-called intellectual class. I am talking to you now for those who do not belong to that intellectual class which keeps on explaining the obvious or expatiating the common. It is from the point of view of the practical man who has had a little bit to deal with society. This is the request I am making to you. Separate the succession part, the inheritance part and the property parts from these other parts, and I am sure from what I can see and also from the support that the older religion gives to you that it will be easier for you to get through the marriage part and the adoption part than the succession part. If you do that I think you will be doing the right thing from the humanitarian point of view because then we will not be so much concerned with estates and successions and all the other worldly things. But we would be dealing more successfully with the happiness of individual beings of the society, which is after all far more important than the other things.

I belong to that great religion which says that the greatest sin is to hurt others and the greatest merit is to make others happy:

"Paropkaray Punyay Papaya Para Pidanam"

The whole of religion and human ethics has been centered in the Mahabharat in this light and what would you say if you keep on hurting the one section of your community—the women folk of your society who after all are your flesh and blood, your own bone, your own everything. Let me point out to you that if hurting any other person is a sin, the greatest sin is that which when you hurt somebody belonging to you. I have no doubt that insight of the knowledge and light we have gained now, if we persist in this kind of attitude, the choicest hell that Hindu religion has found will be held out for those Hindus.

Pandit Nilakantha Das: I thought after the Bill was withdrawn on the last occasion it would not come up again for discussion in this House, at least in this form. A Select Committee was proposed last time and I find another Select Committee has been proposed here and I was amused to see a bit of a difference. I did not understand what it exactly meant. Perhaps the Committee has been sought to be made more democratic under the modern practical, non-intellectual and non-Sanatanist ideas. In the last Committee there were names like Bhai Parma Nand and of poor myself and others. We are Brahmins. But the Committee was not found to be democratic and persons like my friends Mr. Chapman-Mortimer, Sir Ratanji Dalal and Mr. Hooseinbhoj Lalljee have been included. I am glad they are there. It is more democratic today. But in India the general phrase is "all castes and communities". This is not the occasion but if the motion comes to be put I shall probably propose half a dozen other names, which will include castes which have not been included here. It is a very peculiar and rather important thing and it struck me. Perhaps this is the practical way of achieving reforms in Hindu society. There are some people who are not wanted and others are wanted for democratic purposes. The latter will help the reform of the Hindu society better.

My friend Dr. Deshmukh always quotes law-givers like Manu. Perhaps he desires that he should be a Manu or that there should come Manus in this House.

Dr. G. V. Deshmukh: How do you know that I am not Manu himself reincarnated?

Pandit Nilakantha Das: Let me assume that you are. Yet I do not know whether you know that Mr. Manu or rather Dr. Manu had to labour under very different circumstances. He never had a legislature like this where views are legislated and enforced. The Hindu culture is based on a different organisation and it is different in conception from other cultures. Manu gave some deals to a small section of the society. My friend has quoted instances like Vasudeva and Devaki, Pandu and Kunti. I am sorry he forgot to tell the House that our Lord Sri Krishna connived or allowed his own sister to be stolen away by his own cousin Arjuna.

Dr. G. V. Deshmukh: I did mention Arjuna and Subadra.

Pandit Nilakantha Das: I am sorry I did not hear it. He has not probably heard of Svetaketu and I may remind him that in those days a guest in a host's house could enjoy the latter's wife, if he liked, even sexually.

Mr. N. M. Joshi (Nominated Non-Official): You are getting to be vulgar.

Pandit Nilakantha Das: That is also in the Puranas and in the Mahabharata. It is in our tradition. The Puranas record events and customs from the days when human sacrifices were offered to the days of even Dr. Deshmukh, himself.

Dr. G. V. Deshmukh: Why do you pride yourself on that? It existed all over the world in primitive societies. There was no such thing as marriage or even a home in those days.

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.

Pandit Nilakantha Das: Sir, I was saying...

The Honourable Sir Asoka Roy: We cannot hear.

Mr. Deputy-President (Mr. Akhil Chandra Datta): Will you please speak?

Pandit Nilakantha Das: I was speaking of Ancient Law-givers like Manu. They had a very uncommon sense of discrimination in selecting and stabilising customs and institutions. But on this abstruse issue I need not labour to convince persons like the Honourable Member who spoke this morning—I gave

the illustration of Svetaketu. Some of my friends objected to my giving that illustration, for in their opinion marriage had not been developed by the time of Svetaketu. That may be disputed. But take the illustration of Draupadi. Manu never allowed a marriage like Draupadi's marriage in Hindu society. He has given no injunctions to the society to have polyandry. The conditions of society which prevailed then were different. To say that we should all be Manus and we should be recognised as Manus may well serve to tickle our vanity, but personal vanity and truth do not go together. If I may go back to history, my friends like Dr. Deshmukh will perhaps accept that in those days the Aryan people who conquered some portion of northern India wanted the cultural absorption of the foreign people among whom they lived and had to propagate their race: their sense of racial purity achieved by such absorption was an outstanding fact: even today some of those who think they are Aryans—I mean the Germans—have their sense of racial purity as an Aryan tradition. In order to preserve their racial unity at the time the Indian Aryans had to marry even their cousins and to keep the unity in absorption they legitimised all sorts of children. But it does not follow that the eight forms of marriage of which Manu has spoken should be treated as precedents for some law which you now want to enact today.

My friend has given some illustrative interpretations which are, in my opinion at least, *prima facie* wrong. I will say how. In explaining *gotra* he goes to the root, but the branches and the fruits he cannot see, because he looks below at the root always. *Gotra* is made up of 'go' and 'tra'—that is a fact; and he knows that 'go' means cow as well as earth, 'tra' means to save, to keep secure. But how he makes it out to mean grazing ground I cannot understand. It is the man who keeps secure both land and cow. I assume that my friend is versed in the puranas and shastras. In those days the properties of our Aryan ancestors consisted in a plot of land, perhaps adjoining the house or homestead or in the jungle somewhere for cultivation of a little rice or barley. Their *dhanam* or money was the cow. The cow was considered the coin or currency and so the name 'Godhanam' is so very common in our ancient sastras. So the man who keeps secure the property—cow and land—of the family was the *Gotra*. He was the head of the family: under Roman law also you find that the father was the man who was responsible for keeping secure the property of the family and so he was the head of the family. *Gotra* does not mean a plot of grazing ground.

Then he says that the *gotras* were first five, then seven and then eight and then became numerous and he says there is no meaning in it. I am sorry he does not care to understand—or perhaps does not care to say what he understands—that there were first a few families only and therefore a few *gotras*, and then as the families spread and went to different places and settled down, the number of *gotras* increased: the fathers became more and more; and so it is not a fact that *gotra* has nothing to do with our blood. Whether you accept it or not at this distant date after many generations, is a different question; but do not deceive yourself and deceive your audience by saying that *gotra* means a plot of pasture ground.

Then he gives his interpretation of *pravara*. He does not understand what it is. If it means anything it means the father, grand-father and great-grand-father of some man who was living somewhere in ancient times. I could not follow him. He did not go to the root—a man who is so much addicted to roots did not go to the root and its meaning here. *Pravara* means most prominent, *pra-va-ra*—from which comes the word 'bara' meaning big. One *gotra* has been divided into so many branches naturally in course of time, to indicate the particular line, *pravaras*, or prominent men of that line are mentioned. My *gotra* is Kausika. My *Pravara* is, or more correctly *pravaras* of my line are Krusika, Aghamarshana and Viswamitra. The meaning of it is not as stated by my friend. So, he should be better advised to study these things and to discriminate things properly, if he likes to be, if not a Manu, at least one like Manu in this age.

[Pandit Nilakantha Das]

Then I was surprised, when he was supporting his brother's Bill, to see him saying that marriage has nothing to do with children. What is the meaning of marriage as a social institution? Marriage in law means legitimacy for those that will come out of the marriage. If you mean that you should marry only for the pleasure of the union, then it has nothing to do with law or legislation.

Then, I particularly wanted to know if on account of this pravara or gotra there has been any difficulty in society. He said nothing on that point, I am sorry to say. With some flourish of words he wants to make a name for himself or his brother. There is nothing else.

Mr. Govind V. Deshmukh (Nagpur Division: Non-Mulammadan): You are making a name for yourself by making this speech.

Pandit Nilakantha Das: I say that there has been no difficulty in society owing to the lack of this reform. That is my contention. Pleasure of individuals in union is not the ideal of marriage as a legal or social institution. Rather, limitations have got to be put upon such union to make it a social institution.

Then again Sudras are excluded from this gotra business. They have nothing to do with it. This is a Brahminic institution, it is an institution of people of high castes. (An Honourable Member: "What is high caste?") You are not governed by Hindu law. You have not got to think of gotra or paravara. My friend should understand that even the highly cultured Bengali Kayasthas are excluded from this category. They are not governed by this gotra or pravara business. It is only the high caste Hindus and Brahmins who are affected. (An Honourable Member: "What is the definition of 'high caste Hindus'?") High Courts now say who is high caste and who is not. Sudras are not to think of Gotra or Prabara in marriage and highest courts have said that even Bengali Kayasthas are Sudras. Then for whom in India is this law wanted?

Then my friend appeals to all communities to help him. What does he mean? No other community is concerned. Only the Brahmins are concerned. This is being trumpeted as a very important piece of reform. What reforms is this? What importance is there? Why should this House be insulted with so insignificant a thing like this, I do not understand. You are outraging the Hindu feeling for nothing. If there is some utility, one can understand it. Last time, the Mover of the Bill was well advised to think of Civil Marriage Act, or some kind of Registration in cases which are cases of extreme hardship, according to him. There is also Arya Marriage Act. But being a Brahminical institution how can this come under sacramental law? I am a Brahmin. So are Deshmukhs. When Dr. Deshmukh was given the hand of his bride by the bride's father or guardian he must have known the *mahavakya* or the great utterance. In this the father of the girl has got to say the gotra of his family and then that of the bridegroom's family with all the solemnity of a Vedic rite. What will happen if the same gotra is to be repeated in case of the bridegroom? The gift will be invalid and as soon as it is repeated, the priest and the 'prompter', i.e., the *Pushtakacharya*, will be horrified and probably go away. So I say his being purely a Brahminic institution, why not in the exceptional cases, if any, take to civil marriage or the Arya Samajist form of marriage which is also a form of Hindu marriage. Why do you come and outrage the feelings of the poor Brahmins of the country. I know in some communities first cousins marry. (An Honourable Member: "Some Brahmins do that.") But I do not think agnates marry.

Mr. M. Ananthasayanam Ayyangar: Agnates do not marry. Sagotra marriages do not exist even in Madras.

Pandit Nilakantha Das: You can speak for Madras. I am not an authority on what prevails in Madras.

Then I say that the drafting of the Bill is very defective. I do not know what is behind the back of the mind of the Mover of the Bill. He says:

"Notwithstanding any custom, rule or interpretation of the Hindu Law, a marriage, which is otherwise valid, shall not be invalid because—

(a) it is between Hindus belonging to the same gotra or pravar; or".

I want to know where does it exclude Sapindas? Of course, I am not a lawyer, but the drafting of the Bill seems *prima facie* very defective.

Mr. Govind V. Deshmukh: If you are not a lawyer, then do not talk.

Pandit Nilakantha Das: Where does it exclude explicitly the sapindas? That ought to have been mentioned.

Dr. G. V. Deshmukh: What is not included is excluded.

Pandit Nilakantha Das: It is also likely to be contended that all Sapindas are not otherwise excluded. You must have specifically mentioned that. Cases will go to the High Courts; it is not a joke and you will not be there to interpret it. You have not said that and therefore somehow there will also be a loophole for the cousins to marry.

Then, there is another thing, the sub-castes. I have never heard in my life that any sub-caste marriage, that is, a marriage between sub-castes within the same caste, has been objected to by anybody. Perhaps some conservative caste men sometimes object and take Rs. 5 or Rs. 500. That might be the only barrier, but I have never seen such a marriage ever falling through. Sub-castes have never objected and inter-marriages are going on, for it is considered to be one caste. So, I want to tell my Honourable friend that he was very well advised last time to have withdrawn the Bill and I request him to do the same thing today. I ask both the brothers not to be very keen on these pseudo-reforms.

Dr. Sir Ratanji Dinshaw Dalal (Nominated Non-Official): Mr. Deputy President, I will not detain the House for more than a few minutes. Sir, from the eugenic point of view objection is taken to the Bill before the House—the Hindu Marriage Disabilities Removal Bill that blood relatives should not be allowed to marry. But I may point out that this Bill prohibits marriages amongst the Hindus belonging to the same *gotra* up to the seventh degree of consanguinity, and that the Shastric injunction is not to recognise the tie of relationship after the seventh degree of consanguinity. But, Sir, let alone the seventh degree of consanguinity. Let us examine the first degree of consanguinity, namely, cousin marriage. Questions are often asked—would such a marriage, namely, cousin marriage, have any adverse effect upon the possible family? Would the children be peculiarly liable to any defects, mental or physical, or to any disease in particular? Sir, marriage between blood relatives differs from any other marriage only because the partners tend to carry more of the same hereditary factors than unrelated people do. There is no doubt that in the human species, there exist many undesirable recessive genes. Now, Sir, let me explain to the House the expression "recessive gene". A gene is an invisible transmitted germ or hereditary factor. A recessive factor is a factor possessed by one of the parents of a hybrid, which may not appear in the hybrid but is latently present and is capable of being transmitted to the descendants. A hybrid is the offspring of the union of a male of one community with a female of the other community. Sometimes the word "hybrid" is used in medicine, for example, German measles is a hybrid between measles and scarlet fever, that is to say, in German measles symptoms of both diseases measles and scarlet fever are present.

Now, Sir, I shall recur to my point. I said, there is no doubt that in the human species, there exist many undesirable recessive genes. Should one partner carry such a gene, the chance that an unrelated person will carry the very same gene is very small indeed. Only when both partners carry such a gene, can the defect appear in the offspring. The possibility that an undesirable recessive trait may appear in the offspring is one of the inescapable risks.

[Dr. Sir Ratanji Dinshaw Dalal.] inherent in any marriage. The risk is certainly much increased in a consanguinous marriage; but harmful recessive genes are not numerous enough to make that risk more than a small one absolutely. It does not appear to be the sort of risk that ought to deter cousin marriage. He must be a bold physician who would advise against a cousin marriage simply because it was a cousin marriage. Therefore, taking into consideration all these circumstances I see no objection to the Hindus belonging to the same *gotra* being allowed to marry.

Sir, I must confess that I know nothing about the castes and sub-divisions of castes amongst the Hindus, much less about the *gotra*, *sagotra*, *prawar sprawars*, *sapindas* and *rishi* systems prevalent among the Hindus.

Mr. Sri Prakasa (Allahabad and Jhansi Divisions: Non-Muhammadan Rural): How did you know all these names?

Dr. Sir Ratanji Dinshaw Dalal: So, I feel that I cannot possibly make any useful contribution in the event of the Bill being referred to the Select Committee. In these circumstances, I earnestly beg that I may be allowed to withdraw myself from the Select Committee; but I am nonetheless grateful to my Honourable friend Mr. Govind V. Deshmukh for including my name in the Select Committee.

Shrimati K. Radha Bai Subbarayan (Madura and Ramanad *cum* Tinnevely: Non-Muhammadan Rural): Mr. Deputy President, I have great pleasure in supporting the motion of my Honourable friend from Nagpur. My Honourable friend Pandit Nilakantha Das, if I understood him right, said that this Bill was an insignificant thing and it was not proper for this Assembly to deal with it. I have come from a sick bed to tell this House that, though this Bill is a simple measure, it deals with a very urgent and important piece of social reform for which we have been agitating for a long time and it must be passed into law without delay. Honourable Members who have spoken in support of this Bill have already replied to the argument that may be put forward against this Bill, namely, that piecemeal legislation of this kind should be abandoned because the Government have promised to give us the Hindu Code. I agree with my Honourable friend that the uncertainty of the Government implementing this promise is so great that it is not possible for us to wait indefinitely when the need for this reform is very urgent. I am glad therefore that my Honourable friend Mr. Deshmukh is persevering in urging this House to refer this Bill to a Select Committee.

My Honourable friend the Law Member accused the Honourable Moyer of this motion for not sticking to his part of the bargain. What is this bargain? Does the Honourable the Law Member expect Honourable Members of this House to abstain from bringing forward legislation to deal with matters which come within the purview of the Hindu Code, just because Government have promised to give us the Hindu Code some day? I am afraid my Honourable friend forgets that representatives of the people in this House have a serious responsibility and they are in duty bound to strive their very best to serve the interests of the people, and that when they realise that there is urgency for a measure of this kind, it is their duty to ask this House to deal with it without delay. Also, as my Honourable friend from Benares pointed out, young people who want to get married, or parents who want to get their sons and daughters married cannot wait indefinitely for the codification of the Hindu Code to remove restrictions about *sagotras* and castes. I would also remind this House of the experience we have had with regard to the Hindu Code, which proves who it is that has failed to keep his part of the bargain. The Hindu Intestate Succession Bill was referred to the Select Committee two years ago with great flourish of trumpets. During the following session the House was given a chance of having just a bare glimpse of the Select Committee's report before it was whisked away on the plea that it had to be circulated for eliciting public opinion. I now find that as far as this House is concerned, the

Bill and the Select Committee's report have both gone into oblivion. If we enquire of the Leader of the House who was responsible for introducing that Bill, as to its fate, he shrugs his shoulders with a smile which it is difficult to interpret.

The Marriage Bill, the second part of the Hindu Code, was referred to a Select Committee about a year ago, and in doing so the Government showed great haste and impatience. Discussion on the Bill was curtailed on the understanding that if the Bill was referred to the Select Committee during that Session the report of the Select Committee would be ready for the following autumn Session. But we do not yet know whether the Joint Select Committee functioned at all, or will function or when it will function. Apart from any bargain with individual members that the Government may have with regard to this kind of legislation, I ask the House to consider whether the Government have implemented their own assurance which the Honourable Member said he gave in unmistakable language to the House.

The Honourable Sir Asoka Roy: What assurance?

Shrimati K. Radhabai Subbarayan: That the Hindu marriage Bill would be referred to the Select Committee and that the report of that Committee would be circulated for eliciting public opinion last year.

The Honourable Sir Asoka Roy: I see.

Shrimati K. Radhabai Subbarayan: There seems to be a kind of mystery about the promised Hindu Code. We receive information only from press reports which tell us that the draft Hindu Code and the Hindu Law Committee are moving about in the country, the former apparently to collect hostile opinion and the latter to gather evidence from witnesses. At the same time, the press tells us that there is a sudden rush of meetings and statements and new organisations for opposing that Code. In this state of affairs, it is I must confess, very difficult to understand what the real intentions of the Government are with regard to the Code.

Another peculiar feature which I would respectfully point out, and I hope the Honourable the Law Member will forgive me for doing so, is the silence of the Honourable the Law Member himself on this subject. I think this House is aware that it has become a habit with Honourable Members of the Government of India to speak on the policy of the Government though in vague language with regard to subjects in their charge when they go on tour to different parts of the country. But my Honourable friend the Law Member has been discreetly silent on the subject of the Hindu Code.

Mr. N. M. Joshi: In that matter, he is better because other people make speeches which we do not approve of.

Shrimati K. Radha Bai Subbarayan: Yes, I am afraid my file of press cuttings is becoming too bulky with regard to some of the other Honourable Members of the Government! This silence gives the impression that the Government really have no definite policy or programme about the Hindu Code and that decisions are taken as and when occasions arise, to secure postponement of the consideration of the Hindu Code. There is an impression prevailing in the country, to which the opponents of the Hindu Code give expression with great jubilation, that the Government are really opposed to the Hindu Code and that they are adopting dilatory tactics to put off, what in their opinion, is the evil day. What is the need for evidence from witnesses at this late stage? The Hindu Code and the measures of reform that it recommends have been before the public for several years and those who are interested in them have replied to questionnaires and sent in their opinion. In fact the agitation for social reform has been going on since the days of our great social reform leader, Rajah Ram Mohan Roy. The Indian National Congress has repeatedly supported this demand and has declared that it stands for the removal of all kinds of disabilities and inequalities, social, economic and legal. Why should Government at this late hour insist on a lengthy procedure of collecting evidence all over the country? Honourable Members of this House represent vast constituencies and surely they understand what the feelings of their

[Shrimati K. Radha Bai Subbarayan.]

constituents are. The All-India Women's Organisations of repute and long experience, have been consistently demanding legislation for these reforms. What more evidence can we have? There is a little opposition but it comes from a small section which as my Honourable friend Mr. Sri Prakasa pointed out, belongs to the older and passing generation who are not affected by this legislation. That there is difference of opinion between the older and the younger generation was seen clearly the other day at Bombay when a father and son, both learned and distinguished members of the Bar gave contradictory evidence. I think this is true with regard to opposition from a section of women also. With all due respect to the new organisations of women who oppose the Code, may I point out that they consist mainly of members of the older generation of wealthy and titled women and their dependents who have hardly any contact with the general public and who cannot understand the feelings and thoughts of the great mass of our women. It may be that these women are merely repeating the views of their husbands from an exaggerated sense of devotion and loyalty to their husbands as they must have been brought up to believe in the maxims which are supposed to have been laid down by our ancestors thousands of years ago, maxims such as: that the highest duty of women is to obey the husband and that if a woman disagrees with or displeases her husband, she will not go to his world after death.

Sir, Government rush through legislation dealing with matters affecting the day to day life of our people, without going through all this elaborate procedure that they have for the Hindu Code and very often they impose laws and taxes against the wishes of the people and contrary to the clear verdict of this House. They have no hesitation in levying pilgrim taxes or in prohibiting Hindus from attending the celebration of their festivals in certain places of religious fame. But when they are asked to undertake legislation for social reform and progress in this country, they develop a peculiar kind of conscience which makes them hesitate to deal with the matter. It is obvious that the Government find that the policy of non-interference in social and religious matters is a convenient cloak for their unwillingness to improve conditions in India. I am reminded, Sir, in this connection, of what Mahatma Gandhi stated on this subject in the *Young India* of 13th of October 1927:

"In pre-British days there was no such thing as rigid Hindu Law governing the lives of millions. The body of regulations known as Smritis were indicative, rather than inflexible; codes of conduct. They never had the validity of law such as is known to modern lawyers. The observance of the restraints of the Smritis was enforced more by social than legal sanctions. The Smritis were, as is evident from the self-contradictory verses to be found in them, continually passing, like ourselves, through evolutionary changes, and were adapted to the new discoveries that were being made in social science. Wise kings were free to procure new interpretations to suit new conditions. Hindu religion or Hindu shastras never had the changeless and unchanging character that is now being sought to be given to them."

I would draw special attention of my Honourable friend, Mr. Nilakantha Das, to this portion:

"No doubt in those days there were kings and their councillors who had the wisdom and the authority required to command the respect and allegiance of society. But now the custom has grown up of thinking that Smritis and everything that goes by the name of shastras is absolutely unchangeable. The verses which we find to be unworkable or altogether repugnant to our moral sense we conveniently ignore. This very unsatisfactory state of things has to be, some day or other and somehow, changed, if Hindu society is to become a progressive unit in human evolution. The British rulers cannot make these changes because of their different religion and their different ideal. Their ideal is to sustain their commercial supremacy and to sacrifice every other interest, moral or otherwise, for the attainment of that ideal. Unless, therefore, Hindu public opinion clearly demands it and it can be made without any injury to their ideal, no drastic change in our customs or so-called laws will be attempted or countenanced by them."

When the attitude of our imperialist rulers, is apathetic if not hostile, with regard to matters of social reform and progress in this country, it behoves us who are striving for the advancement of our country to make every effort to secure legislation for social reform in this country.

I share the regret of my Honourable friend, the learned Doctor from Bombay that our educated and organised women are not energetic and active enough in striving for legislation to improve the condition of women. I think the reason for it is that in India we are liable to develop a weakness for what is called "spoon-feeding", depending on the Government to take the initiative in subjects concerning the welfare of the people. Political and social reform leaders have repeatedly warned us against this tendency. Mahatma Gandhi has stated that it is not this custom or that which needs condemnation but the inertia which refuses to move in the face of an admitted evil that needs to be removed and that educated women who have shed superstition and have become conscious of the wrongs that exist in our society have to do the constructive work of reform.

Sir, the custom prohibiting marriages between sagotras and sub-castes may have been necessary in every ancient times when conditions were surely different from what they are today. The origin of many of our social customs, if not all, is very obscure and I feel that it is wrong to insist on adherence to these ancient and hoary customs in modern days when we see with our own eyes the harm that the prevalence of such customs does to society in our country. Social customs and usages are not universal in our country. It has already been pointed out here that while marriages among sagotras, even when there is no blood relationship, are forbidden marriages among close relations, such as uncle and niece and first cousins are permitted in certain parts of the country. If customs and usages were really part of the Hindu religion, we would not have had these complexities and variations in our social life. I cannot understand why the continued existence of Hindu religion should depend on the observance of old customs which have become harmful to society. Religion, I believe is progressive and is intended for purifying, elevating and ennobling people. Surely it should not depend on the observance of certain ancient customs and usages which cause much trouble and hardship to the people.

There is another point, Sir, in regard to this Bill to which I would like to draw the attention of this House. When there are restrictions about marriages which this Bill seeks to remove, the field for selection of bridegrooms becomes very small and causes great hardship to parents in a society where marriage of girls is almost compulsory. Walls against castes and communities and sagotras for marriages narrow the range within which people can marry and the dowry system which causes much anxiety to parents who want to get their daughters married, becomes a real menace. There have been some tragic instances, Sir, in Hindu society when girls have committed suicide, either because they felt a deep sense of humiliation that young men had to be bribed with large sums of money in order to marry them, or because they could not bear the mental torture caused by the distress of their parents about the difficulty of getting them married. I feel, Sir, that this measure is therefore not only reformatory but also humanitarian and that it is the duty of every Member of this Honourable House to support this motion and help in placing this Bill on the Statute Book without undue delay.

Lala Sham Lal (Ambala Division: Non-Muhammadan): Mr. Deputy President, Sir: I rise to oppose this measure under debate. I do so as vehemently as it is possible for me to do. I do not think I shall have to make any lengthy speech at this stage discussing all the pros and cons of this measure, but I would like to place before this House and for the consideration of the Honourable Members of this House a few points which I consider important before this measure is proceeded with further.

Sir, from the line of debate that has been carried so far, I am inclined to think that the Honourable friends in this House supporting this measure have been taking the institution of marriage amongst Hindus as only a social institution which is not the case. They have been talking of the evils of sagotra marriage as only a social evil, which is wrong. I want to point out to all sections of this House that the marriage institution as it prevails among Hindus

[Lala Sham Lal.]

is not a social institution at all. It is rather a religious institution based upon spiritual thoughts laid down in shrutis and Smritis and enunciated and declared by the sages and seers of India. That being so, no Hindu can tolerate that religious thoughts, religious sentiments and religious rites should be interfered with by Government or by any Legislature established by this Government. The undertakings by Government not to interfere with the religious sentiments of the people is a matter too well known to be repeated here.

Sir, the marriage institution as it exists today has got many forms. There are eight forms of marriages recognised under Hindu law: (1) Brahma, (2) Diva, (3) Arsha, (4) Prajapatya, (5) Gandharva, (6) Asura, (7) Rakshasha and (8) Paishach. Out of these eight forms, the last four forms, viz., (5) Gandharva, (6) Asura, (7) Rakshasha, and (8) Paishach are the forms in which hindrances to sagotra marriage are not placed and some of which have already been noted by the Honourable Mover of this measure in his Statement of Objects and Reasons. That being the case, he ought to be content that sagotra marriage among Hindus of certain classes is already permitted under the Hindu Law. But the Bill seeks to impose the very same conditions upon other forms of marriages that prevail mostly amongst the twice-born classes of Hindus which cannot be accepted. As pointed out by my Honourable friend

Maulana Zafar Ali Khan (East Central Punjab: Muhammadan): What is sati? Is it a religious institution or not?

Lala Sham Lal: I shall be coming to that.

Then, Sir, as pointed out by Pandit Nilakantha Das it is no business of a Government or the Legislature to thrust or impose the same conditions as prevailing in the last four forms of marriage upon the first four in which Sati Dharma and Pativrat Dharma predominantly prevail. With these forms of marriages the married couple is required to perform yagna religious rites and these mostly prevail in the twice born classes of Hindus. If we can force the rules of the last four forms of marriage upon the first four forms, it would mean that the whole law of sacred thread yagnopavitra has to be thrown into the waste-paper basket and the rites yajna are altogether destroyed. In these first four forms of marriages totally religious thoughts prevail and these are called sacramental marriages. These marriages take place before the nuptial fire, the sacred fire. The rites in these four marriages are carried out according to Vivaha Paddadi consisting of Vedic Mantras and Smriti Mantras. These marriages are performed before the nuptial fire, before God, as if he were a witness. The differences of gotra of both the girl, the bride, and the boy, the bridegroom, are declared before the nuptial fire. There the ascent and descent of generations are counted and afterwards when the rites are gone through the girl expressly undertakes that she on account of certain undertakings has given up the gotra of her father and is going to identify herself with the gotra of her husband the bridegroom. These are the rites and ceremonies that have to be gone through before each one become the ardhangas of each other.

Now, these are the circumstances in which these sacramental marriages take place. These are based upon Vedic Mantras and, of course, Smriti Mantras also but such as are the fulfilments of the Vedas and not on every law as pointed out by Mahatma Gandhi and stated by my Honourable Sister Shrimati Radha Bai Subbarayan. The two statements given by Mahatma Gandhi and referred to by my Honourable Sister do not relate to sagotra marriages but they relate to the general social evils prevailing among the Hindus which cannot be denied. There are many of these evils, e.g., beggary, the treatment of husband to his wife and many others. It is only for those things that Mahatma Gandhi is writing that social evils must go.

Shrimati K. Radha Bai Subbarayan: May I point out, Sir, that I referred to social customs, not to social evils alone.

Mr. M. Ananthasayanam Ayyangar: If customs are good they will continue.

Lala Sham Lal: Social evils are different things, which Mahatma Gandhi would like to have removed. That is what Mahatma Gandhi means by the statement referred to by the Honourable sister. Mahatma Gandhi has never said that sagotra marriages should take place. He has nowhere stated that the religious doctrines laid down by the Smritis, such as are the fulfilment of Vedas and given in the Vivaha Paddadi should be abrogated. That is the position which I want to explain as regards the statement made by my Honourable sister.

Now, as regards the marriage institution amongst the twice born classes which is a purely religious institution, I wish to say that no legislation whatsoever in this connection ought to be undertaken.

Mr. Amarendra Nath Chattopadhyaya (Burdwan Division: Non-Muhammadan Rural): Does not Mahatma Gandhi advocate anuloma and partiloma marriages?

Lala Sham Lal: That is quite a different thing, which I will deal with when the time for that comes. The underlying idea in these sacramental marriages which should be performed according to these four forms of marriages is that both the bridegroom and the bride after undergoing certain rites, become one individual whole. They are then capable to perform duties towards God as well as duties to the world, *sansara*, in the natural order. They are not to satisfy their lust or passion. They are to perform duties towards God and to bring forth children who may similarly perform duties towards God, to be good citizens of this country and not to bring forth Varanshankaras, who may destroy the civilisation and culture of the Hindu society, the civilisation and culture which are, in spite of so many vicissitudes of time, living today and are destined to play an important part in the future evolution of the world.

Let me here examine the philosophy of sacramental marriage, in the terms of modern sciences also, physical science and astronomy. Now it is a well known fact that both the girl and the boy that are to be married have got distinct electric currents of animal magnetism. The girl has got *Vishan shakti*; in other words negative current and the boy has got the *sham shakti* or in other words positive current. There are magnetic currents both in the girl and in the boy and those currents have to be commensurate with the spherical currents, positive or negative. It is a physical law that likes repel likes and unlikes attract each other. Now *sham shakti* will repel *sham shakti* and *vishan shakti* will repel *vishan shakti*. But *vishan shakti* will attract *sham shakti* and vice versa. The positive will attract the negative but positive will repel positive and negative will repel negative. Now in the sagotra institution the underlying idea is that marriages between two persons who have got the same sort of magnetic current descended from the same blood would repel each other and marriages between different sorts of currents taking place would attract each other in the natural order. That is why according to asagotra marriages, on account of mutual attraction, the offsprings are capable of performing their duties towards God, of being good citizens of their country and of performing their part in world evolution. You may ask doctors and they will be able to tell you how the male fluid is caused by the nervous system and the nervous system is affected by electric currents that come from the sun and in regard to the woman she is affected by the currents from the moon. That is the law. The man derives the power to procreate from the sun and the woman to assimilate that power from the moon. Sun is he and the moon is she. The sun is the God of man and the moon is the goddess of the woman and hence she is required to worship the moon. That is the law that has been fully enunciated in the sacramental marriages. A woman can, under these circumstances, procreate right and godly children only when the negative and positive currents in both the man and woman, as ensured by asagotra marriages, are kept in order. As to these scientific laws, observations are going on in America tending to support the views expressed by me as above.

Mr. Sri Prakasa: Are there asagotra marriages in America?

Lala Sham Lal: That of course in time to come you will find. I am not going to make a detailed speech in this matter stating all the *pros* and *cons*. At any rate I want to tell my Honourable friend, let him be content as regards sagotra marriages with the four forms of marriages already existing under the Hindu law. Let him not attempt to impose the very same conditions upon sacramental marriages which have been prevailing amongst the Hindus from time immemorial. If legislation like this which touches upon the religious sentiments of a community,—if rules like these are to be imposed by legislation or by the Government, surely they will create confusion and muddle and it will create a position which will be worse than what exists at present. I pray that this measure should not be proceeded with further and even if proceeded with further the suggestions made by me here may be taken into consideration at the Select Committee meeting.

Mrs. Renuka Ray (Nominated Non-Official): Dr. Deshmukh in his speech, which started last Session and continued during this Session, referred to the attitude of women's organisations and deprecated the fact that they did not support piecemeal legislation and were swayed by the opinion of lawyers. With your permission, Sir, I should like to clear up first of all the attitude and the opinion of women's organisations in this respect. It is quite true that for some time, since 1932 to be exact, women's organisations have put forward a demand for the comprehensive codification and revision of the Hindu law, because they found that in many respects Hindu law had to be revised. The law of inheritance, the law of marriage, the law of maintenance and the law of adoption—all these are inter-related. It is seldom and very rarely that I find myself at one with my Honourable friend Pandit Nilakantha Das. But here I must agree with him that it is a fact that marriage laws are primarily for the purpose of safeguarding the interests of children. And inheritance and the marriage laws are inter-related. Piecemeal legislation too has given rise to anomalies in the past; but while saying this, let me also say that women's organisations express their gratitude to those great champions and liberators from the time of Raja Ram Mohan Roy, who have come forward from time to time and brought in legislation that has in some ways helped to restore to Hindu women those rights that they enjoyed in ancient times. Both my Honourable friend Dr. Deshmukh and his brother Mr. Deshmukh whose Bill is under consideration today, hold a high place among these champions in recent times.

Sir, coming to a consideration of the Bill itself, I do not wish to enter into the details, because Dr. Deshmukh has done so very ably. So far as this Bill goes, it must of course have our fullest support, in so far as it seeks to remove a legitimate grievance. It is useless for Hindus to speak of national unity or even of Hindu unity, if we cannot face these very first steps that lead to a practical realisation of it. I do feel, however, that this Bill is very restricted even in that aspect of reform that it seeks to inaugurate. It only refers to sagotra marriage and marriages between members of the sub-castes and does not deal with intercaste marriage which is after all the primary consideration. The time has more than come when we must do away with these barriers between castes. It is no use our talking about unity if we are not really willing to bring in that unity in a practical shape.

The fact that there are grievances which need immediate redress have been mentioned by previous speakers. My Honourable friend Mrs. Subbarayan has referred to them in her speech and I will not go into the details of these; but I should like to stress the fact that it is one of the means, by which you can really bring unity into the Hindu fold. If we believe in the ideals of equity and justice, if we really mean what we say when we make so many idealistic statements, we cannot but support such a reform as this; but I have again to repeat that I am sorry that my Honourable friend Mr. Deshmukh's Bill does not even go far enough in that aspect of marriage reform that he has brought in. I wish he had included at least inter-caste marriage

as a whole. I should also mention that the daughter's right of inheritance, absolute estate for women and these provisions for dissolution of marriage under certain conditions, are also matters which need immediate reform and are as necessary as the reform that Mr. Deshmukh seeks to inaugurate. These are not necessary only in favour of some abstract ideal of rights for women, but so that women should be fitted to undertake their responsibilities as citizens of India. I will not dwell on the terrible injustices and grievances that have been and are crying out for redress, nor on the terrible fate to which so many of our sisters are a prey, due to the injustices of the law that is known as Hindu law today. Those who are working for the amelioration of conditions in this country are only too well aware of them—those who are really earnest about the freedom of their country, who want an India united and strong and who have sacrificed and have struggled to this end, cannot but be conscious of the great need for reform in the social structure that has become so imperative: those who believe in the finest traditions of our past, who want to retain all that is intrinsic and all that is best in Hindu law and who are impatient today for reform, realise that unless we are able to rid ourselves of the cancerous growths that have crept into Hindu society. Hindu law itself may be discarded ruthlessly in the future, the good tenets along with the cancerous growth that has brought demoralisation in its wake. Those people about whom my Honourable friend Dr. Deshmukh referred as being Pseudo-Sanatanists, and others who are opposing this Bill and such measures as the draft Hindu Code blindly, have given no thought to the fact—so it seems to us at least—that the time has more than come when, if they really want to retain what they say they so ardently desire—the best that is in Hindu law, they must readjust Hindu law, which has been elastic in the past, to the needs of our time. Some of these arguments have become almost immemorial—the arguments that have been brought forward time and again, against social reform. It was the same at the time of the abolition of the suttee, the same during the passage of the widow re-marriage Act; the same when Dr. Deshmukh brought forward his Hindu women's property Act; and as he himself said, it was circumscribed because of it and absolute estate for women which was included in his Bill did not find a place in the Act as passed. These arguments start off by saying that Hindu society is in danger. Hindu society is in great danger, but it is not the danger which they apprehend. It is in danger of stagnation and strangulation. Then, of course, the stock arguments have been practically the same. First of all we hear that women will become immoral if suttee is abolished: then, women will poison their husbands if the Widow Remarriage Act is passed, so that they can marry others; and if women are given property they will change their religion and become Muslims and so on. It is curious indeed in what high regard some of our men hold women of their own race. The question of the daughter's right to inheritance has become a matter of great importance today. It has again come in for condemnation and I am only sorry about one thing; that Dr. Deshmukh advocated this morning that we should not have a Hindu code all together on account of the fact that one part of this, that is, inheritance, has attracted greater opposition than the marriage and so it should be dealt separately. Does not my Honourable friend Dr. Deshmukh realise that those who will oppose the whole Code will oppose each one of these measures separately and to the same extent, and it will be much better to have a comprehensive code, as these subjects are inter-related and should come in together wherever possible?

I could understand these arguments that are brought up against the rights of the daughter to inherit, for instance, if the law of primogeniture was very common in this country. I could have understood this argument if we did not see that in every country in the world today, where capitalist States grow and flourish, where the properties are much larger than in India, the property does not get disintegrated though a full share is given to the daughter and yet we are told that if a Hindu daughter inherits property, it will get disintegrated. Fragmentation of land in this country is going on apace. In 40 per cent

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of the holdings in India are today 1 acre holdings. Agricultural reform has not come in and yet nobody has thought of doing anything about it so far. It only comes up for consideration when we are thinking of giving a daughter a share in her father's inheritance, of the natural right of a daughter being restored to her. Why not bring in land reform legislation by which land cannot be alienated in this manner, so that agricultural reform is possible. It is no question of whether a daughter, or a son inherits. It has nothing to do with it. Again, we find the argument put forward that if there is dissolution of marriage on the same grounds, mind you, that were allowed in the ancient texts of Hindu India, women will rush to divorce their husbands and re-marry. It is the same argument, as the one that was brought forward when the Widow Re-marriage Act was passed. It is practically the same. I have here before me a book written by that great man, Isharchandra Vidya-sagar which is in Bengali. I do not know whether it has been translated or not. It is indeed a book worth reading today when the Hindu Code and measures of reform such as Mr. Deshmukh is bringing forward are before us for consideration. One finds that the mentality of those who opposed the reforms then and who oppose them today is just the same. It does not seem to change. The times are changing fast and the need for reform is becoming more and more urgent.

Sir, I can understand the impatience of a reformer of Mr. Deshmukh's calibre in regard to this Bill that he has brought forward. I am quite sure that had the Hindu Code been introduced in this Session my Honourable friend Mr. Deshmukh would have been the first to have withdrawn his Bill. It is indeed unfortunate that the Hindu Law Committee have not been able to finish their work and to present it in time to the Government, so that the Honourable the Law Member could have introduced that final comprehensive Code during this Session. It is with impatience that women's organisations and all progressive reformers are looking forward to the introduction of the Code and my friend Mrs. Subbarayan too feels the impatience. It is true to say that in the past the Government of India have not a record of wanting social reforms. It was the policy of the Government of India not to interfere in what they considered to be social and religious matters and it is for this reason that today Hindu law has become stagnant. There is no doubt that from the time of the British period, when the pandits and priests interpreted Hindu law according to their own lights that it became almost stationary and the rights that women possessed were still further curtailed. Many of my friends, who were Members of this House at the time, will remember that some years back the Congress Party brought a Resolution asking for a comprehensive codification of Hindu law. At this time there was an influx of Bills on different aspects of Hindu law and it was as a result of this growing popular demand that at last the Government appeared to change its policy and appointed the Hindu Law Committee who, within a year's time, were able to present their report. Soon after this, they drew up the first two Bills, the Intestate Succession and the Marriage Bill and after a time the Honourable the Law Member of the time introduced those Bills in this House but unfortunately the Hindu Law Committee was disbanded. This, of course, was dilatory tactics but again the Government conceded to popular demand and reappointed the Hindu Law Committee. It is very unfortunate, as I have said before, that the Hindu Law Committee have not as yet put their final comprehensive Code before the Government. As to what will happen in the future we cannot say but the delay now is due to the fact that the Hindu Law Committee have not placed their comprehensive Code before the Government for introduction in this House. I can quite understand that until such time as legislation of a comprehensive nature, which includes the provisions of Mr. Deshmukh's Bill, is brought before this House, this Bill should not be dropped or set aside and that is why Mr. Deshmukh is going on with the motion before the House today.

Lt. Col. Dr. J. C. Chatterjee (Nominated Non-Official): Not being a Hindu, it will be expected that I should make an apology for intervening for a short time in this debate but, Sir, I do not think I am called upon to make any apology, for I feel that marriage is a question which deals with the happiness or otherwise of a large number of human beings, of my countrymen and my country women and I think that it is a matter in which every one who loves his country, everyone who is interested in the youth of his country, should have a healthy interest.

Now, Sir, my Honourable friend Dr. Deshmukh, when he was speaking this morning, said that what he was more afraid of, than anything else, was that this question should be dealt with from a purely intellectual point of view, and at any rate the reasons which were brought up by people who took the purely intellectual point of view were to his mind the most dangerous. I fully agree with him. Marriage is not a matter of intellect. In the old days it may have been a matter of instinct but today it is a matter of practical commonsense and I think that if marriage was left to become a question of intellectuals and of intellect there could be very few marriages indeed. Every one realises that when a man is, what is known in common parlance, a confirmed bachelor, meaning thereby that he has got somewhere near the early or late 40's, his intellect grows. So that very few old bachelors fall victims to the charms of matrimony. Therefore this is not at all a matter to be treated from the intellectual point of view. In fact, I remember a highly intellectual man telling me that marriage is a form of insanity, because he could not understand why a man should be so mentally deficient as to undertake to feed another man's daughter. Therefore, I shall deal with this matter from a practical and a commonsense point of view, and it is because I look on this matter from that point of view that I strongly support the Bill which is before the House.

Sir, I feel that it is really tragic that a Bill of this kind should come before a House constituted as this Honourable House is. I have heard and I have marvelled how certain speeches like those of my Honourable friend Mr. Sham Lal and my Honourable and old friend Pandit Nilakantha Das could have been made. I have come to the conclusion that a matter like this should have been referred to a House where at least half of the Members were in their twenties and certainly not more than one-third in their thirties. Then I also feel that the other part of the House should have been composed of women. I do not mind what ages they were. They certainly should have been the other half of the House. Then, I am sure this Bill would have had a very easy passage indeed. What is the point in elderly gentlemen or gentlemen of an uncertain age trying to make laws for people who are really vitally concerned and very few of them, as I look round, are present here to speak out their mind?

Mr. Sri Prakasa: Old men are not so innocent as you think them to be.

Lt. Col. Dr. J. C. Chatterjee: It is not a question of innocence, but it is a question as to who is concerned with these particular laws. Now, I am prepared to concede to my Honourable friend Mr. Sham Lal that marriage is to a great many people a sacrament. To be serious, I quite realise that to a vast number of men and women marriage is not only a civil contract nor a matter of mutual understanding but also what we describe a sacrament. But my Honourable friend would also agree that even if it is a sacrament, it is also a civil contract. It is a matter which really affects two people, and in most cases two young people only. It is a very good thing indeed that when two people have agreed to bind themselves in the bonds of matrimony, they should receive the blessing of religion. I think it is a very good thing and a very healthy check on certain difficulties and mal-practices that might arise, especially in the matter of the protection of the family and the protection of children. But to the vast majority of young people today marriage is a civil contract. It is so in a great many countries. For instance, take

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France. A marriage there is not complete, though it may have been solemnised in a Church, whatever that Church may be, unless it is either followed or preceded by civil marriage. I am not advocating civil marriage, but I will say this that marriage should not be hedged round with all these restrictions which have been imposed by ancient usage, I will not say by ancient religion.

Now, this Bill is only a small measure of relief and I agree with Mrs. Renuka Ray that the Bill does not go far enough. But the measure which my Honourable friend wishes to pass does give some relief and it is very urgently needed. Only a few days ago a daughter of a very old and dear Hindu friend of mine, who is a young and highly educated lady, came to me and said: "Would you and your wife come to my marriage which was to be held in the Registrar's Court and be the witnesses because you two were also present at my mother's wedding?" This young lady is a Hindu lady, belongs to a very good family and is very highly educated and is not bound by many restrictions. I said: "Why do you want to get married in a Registrar's Court? Why don't you get married in the beautiful manner in which your mother was married and where we were present and when the marriage ceremony finished at 4 or 5 in the morning?" She said: "The reason is that the man whom I have chosen to marry belongs to the same gotra as myself and therefore if I was married according to the Hindu rites, my marriage would not be valid. Of course, I want to be married by the rites of my religion, but I cannot be so married. Either I must give up this man or I must be married in a Registrar's Court". She said we must come and witness her marriage. So, we went and witnessed this young lady's marriage just as we had witnessed her mother's marriage but in different circumstances. Not one of her people was able to come although I knew that a number of them were living in Delhi, for the simple reason that they did not approve of this lady marrying a member of the same gotra. Now, I say this to you that even those of you who believe that marriage is a sacrament, is it not sending away the people belonging to your own religion who would otherwise have married under religious rites and obtained the blessings of the priest to the Civil Court because they belonged to the same gotra? Which is the lesser evil? That is what I would like to put to my Honourable friends who are opposing this Bill. (An Honourable Member: "Were they first cousins?") No, they were in no way related; they only happened to be members of the same gotra. Even if they were first cousins, it would not have been such an evil as you think it to be. They merely belonged to the same sub-caste. That is an instance which happened only during the last month. I want to put it to my Honourable friends and say: Does not an instance like this which is absolutely correct show that the measure of reform which my Honourable friend wishes to promote is overdue?

Then, I am surprised, and I speak with no desire to give any offence, that any one of my Honourable friends from the Congress Benches should oppose a motion of this kind. I have always understood that the Congress stands for a united India and that they would oppose any measure for the vivisection of India or for anything that would bring disruption or disunion among the peoples of this country. Is it not a fact, I ask that there is nothing more unifying than the institution of marriage? I feel that this country will not really be a united country nor a united nation or one nation till all restrictions about inter-marriages are removed. I, therefore, ask my friends who oppose it: How do they square it with their conscience and how can they oppose a measure of this kind and then say that they work for a united nation and a united India? If they are not prepared to remove these restrictions about marriages between sub-castes or intercastes, how can we believe that they are prepared to bring about a united nation within our life time? I feel that intercaste marriage is the only way in which you will be able to make a united nation.

That is one inconsistency. It seems to me that inconsistency is a virtue of great minds. And in the course of the speeches which I have heard today there have been such a number of inconsistencies. My Honourable and gracious friend Mrs. Subbarayan, whatever she did say on this subject with the exception of a few things, has my complete and entire support. On a matter like this Mrs. Subbarayan and Mrs. Renuka Ray have a right to be heard with the utmost respect. But there is one matter which I did not understand. She took Government greatly to task. On this occasion, I suppose Government is represented in the person of my learned friend the Law Member, and she tried to show that the real villain of the piece, or the people who would stand in the way of this reform going through, would be the Government because whenever any reform was asked for, Government pleaded that this was a matter of religion and they would not hurt the susceptibilities of any religion. Therefore, she tried to prove that all the responsibility lay on the broad shoulders of my Honourable friend, Sir Asoka Roy.

Shrimati K. Radha Bai Subbarayan: I was referring to the whole Government. I believe there is joint responsibility in the Government.

Lt. Col. Dr. J. C. Chatterjee: I take note that on this occasion it is the Honourable the Law Member who is the difficulty in the way. Soon afterwards, my Honourable friend Lala Sham Lal, who is sitting behind Mrs. Subbarayan, got up and was vehement in the claim that this was a matter of religion and that this was a matter in which he would fight Government interference to the last ditch and that he would even give up his life for it—I suppose he did not say so in exactly so many words. But he said he could prevent Government from interfering with the customs of this country.

Mr. Sri Prakasa: He would fight to the last Law Member.

Lt. Col. Dr. J. C. Chatterjee: However, Sir, that is probably an inconsistency which is a small virtue of great minds. My point in bringing that up is this. I feel this is a matter in which Honourable Members opposite and those who believe in a united nation and those who believe that social reform should be pushed through should be of one mind in bringing about reforms. Even if it is the Law Member who is the villain of the piece, why strengthen his hands by saying in one breath that you want the Government to go on with this piece of legislation and in the second breath say that the Government must keep their hands off and should have nothing to do with any kind of social legislation. I am not ignorant of the fact that a great, shall I say, that a very intellectual Committee is at present sitting to deal with the whole field of Hindu marriage and other laws, and we are advised that we should wait till that Committee has done its work. I do not agree with this kind of argument. I remember being told once that whenever the devil wants to prevent a good piece of work being done, he suggests a committee. I do not say by that all committees are of the devil. But I do realise that committees are the best way of delaying social reform. You can go on from one committee to another, and you can go on *ad infinitum* and see that no reform is carried out. Therefore, I feel that on this occasion let the other Committee go on in their wisdom and take as long as they like and bring in a much improved code of laws. But this is a small measure which, I showed from the practical instance which recently happened in the city of Delhi, is a measure which needs speedy passage. I hope that on this matter it will receive the wholehearted support of all those who are anxious to promote in the first instance human happiness and happiness of homes because I feel that marriage is a matter which ought to be left, largely and as far as possible to the participants, namely, to the parties themselves, who ought to be the best judges of their happiness. I also feel, Sir, that this perhaps is one of the first steps that are being taken or can be taken by legislation for the promotion of unity in this country.

Mr. Lalchand Navalrai: (Sind Non-Muhammadan Rural): Sir, we have before us a very small Bill, a Bill which is very much restricted in its scope. We

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are covering a very wide field on this question of Hindu law. Several points have been taken, matters like divorce, matters like inter-caste marriages, marriages, by the upper layer of people and marriages in special cases and so on. The All India Women Association which is a very influential body has spoken through its representative in this House. We have nothing to do with them at all. We have a very restricted question before us and that is contained in the Bill which is being sponsored by Mr. Govind V. Deshmukh, not the Doctor Deshmukh. (Interruption.) We are told that this question should be settled not by old men, but only by young men and young women. I may assure my friend Dr. Chatterjee that I am not that rash young man like Dr. Deshmukh, nor am I so old as to be a die-hard old man. I can find out a middle way to come to my own conclusions. The point before us is whether this Bill requires only one item of Hindu Law to be changed, and whether at this time it is necessary to go into all those contested questions raised by several speakers. I myself was a party to this marriage and succession questions being discussed in this House and then they were sent to a Joint Select Committee of both Houses.

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

Now, therefore, Sir, there is some justification for myself to speak on this and other Bills that are being considered by the Rau Committee. The first charge that is levelled against the Government seems to be that the Government wish this Bill to be dropped and that they do not want to codify Hindu Law. It is further said that on that account dilatory methods are being adopted. I must say I do not agree with this contention. I know what is the wish of the people with regard to codification of Hindu Law. In this very House, Bills came one after another, individual Bills from several Honourable Members of this House to have the Hindu Law amended or improved. The House was of opinion that piecemeal legislation was not good, and that the Hindu Law might be revised once for all. Government took up that suggestion and though after sometime they considered the whole thing and specially those small Bills that were in the House, Government came to the conclusion that the draft Hindu Law Code should be adopted and for that purpose a Joint Select Committee of both Houses was elected to go into two questions. The first Bill was with regard to succession and the second Bill was with regard to marriage. Now, Sir, when these two Bills came before the Joint Select Committee we sat—I was also a Member of both these Committees—we sat twice and by that time a draft Hindu Code was prepared. It is said these matters should be disposed of soon. But there was no blame on the part of Government there. Because the Rau Committee to which the first Bill was sent they were considering the only question of succession. When that Bill came before the Joint Select Committee and by that time the Marriage Bill also came up there, it was the unanimous opinion of the Joint Select Committee that the draft Code that was prepared should be considered and a consolidated Bill should be prepared and piloted by the Government. The matter again went for consideration before the Rau Committee. As you all know, gentlemen, the Rau Committee is actually sitting in the Council House and they have been considering that question. It has been suggested by one Honourable Member that evidence should not be taken; that suggestion came from Mrs. Radha Bai Subbarayan. She said, why should evidence be taken. I was wondering why she should plead for hurrying the matter. It would have been another thing if a younger lady had suggested that; but this haste is coming from an older lady who is very experienced. Sir, I say that unless and until all the parties are heard and evidence is collected, the Bill will not be complete, and therefore the evidence has to be taken. The only thing that Government should do is to hurry up the Rau Committee to finish their labours so that this matter may come up before them and Government may not be blamed on this account.

Sir, I feel that wider field was covered by some Honourable Members who should not have their voice in these Hindu Law matters. One of them is Sir Katalji Dalal, who is a Parsi and for whom I have regard.

An Honourable Member: He has retired.

Mr. Lalchand Navalrai: He has not. He is a big health officer, and he continues to be there.

My suggestion is that the Doctor should not have treaded on that dangerous ground. He gets up and says what objection is there if marriages are solemnized between two cousins. That is a matter on which he should not have expressed his opinion at all; he should have left this matter to the Hindus to decide. Therefore, my point is that this question—the question of civil marriage, its registration and divorce, as it is provided in that Bill—should not come up for consideration at this stage. We must consider at this time only this small Bill.

Coming, therefore, to the Bill itself, we find that it aims at:

“Notwithstanding any custom, rule or interpretation of the Hindu law, a marriage, which is otherwise valid, shall not be invalid because—(a) it is between Hindus belonging to the same gotra or pravar.”

(b) it is between Hindus belonging to the different sub-divisions of the same caste.”

In connection with these two points, Mr. Govind V. Deshmukh, in his opening speech, was very considerate in restricting himself on this question only and asking that this is a matter which should appeal to everybody and that it is such a matter which should be put a stop to. But so far as Dr. Deshmukh is concerned, he became violent over it; he put forward his case with as much violence as he could possibly import. He began to excite the orthodox people who are not in favour of it. On the other hand, he should have taken such a course that they would give way.

Dr. G. V. Deshmukh: It is not worth it.

Mr. Lalchand Navalrai: I know that Dr. Deshmukh, living as he does at Bombay, feels himself more or less Anglicized.

Dr. G. V. Deshmukh: I repudiate the charge. I am a Hindu.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member should not cast personal reflections.

Mr. Lalchand Navalrai: The Honourable Member prefers to say that he is a *pacca* Hindu; that he will die as a Hindu.

Dr. G. V. Deshmukh: But I want to live as a Hindu first.

Mr. Lalchand Navalrai: I do not know about that. That is what I am doubting.

Dr. G. V. Deshmukh: I am a perfect Hindu.

Mr. Lalchand Navalrai: Well, I have seen him. When he brings forward questions about improving the condition of women, he becomes too solicitous to them. It seems as if he wants to please them all, but that cannot possibly be done.

Now, Sir, coming to the point before the House, I say that many of the Members have not understood it.

An Honourable Member: Only Mr. Lalchand Navalrai understands it.

Mr. Lalchand Navalrai: I will put the question plainly. What is gotra? Nobody has explained that. Even the Hindu Law Codes do not give any definition. According to Mr. Deshmukh, the Bill does not say what gotra is. It does not even say what pravar is. We have not got these pravars on our side, and therefore I cannot understand it. (Interruption.) But now I am speaking for the whole of India.

So far as gotra is concerned, I asked the Honourable Member privately. Now, I find that this Hindu draft Bill, which has been sent to us and which has been considered by such an able committee as the Rau Committee, does not give us the definition of gotra. It says that the definition is contained in the Hindu Law. I have gone through the Hindu Law and I do not find anything there. Then, Sir, there is an admission: Dr. Deshmukh said people will not understand what gotra is.

Dr. G. V. Deshmukh: Nobody understands because it does not exist.

Mr. Lalchand Navalrai: It exists in the Hindu Law; it exists in the Shastras also. Therefore we cannot either ignore it or treat it so lightly.

What I am submitting is that gotra is not defined, and therefore I am not satisfied with the draft Code on that point. First of all when definitions are given in a draft code everything is defined but in this Code, the word gotra is not defined and we have to find out for ourselves what it means.

The Honourable Sir Asoka Roy: I hope my Honourable friend has given the Rau Committee his views on this matter.

Mr. Lalchand Navalrai: They have never asked me. They asked everybody and that means nobody.

Dr. P. N. Banerjee (Calcutta Suburbs: Non-Muhammadan Urban): Later on they will!

Mr. Lalchand Navalrai: We expect them to be more expert. They are getting the evidence. They should give us the lead.

The Honourable Sir Asoka Roy: I understand that Pandit Nilakantha Das gave evidence before them yesterday.

Mr. Lalchand Navalrai: I do not know whether he understands what gotra is. I find in this Draft Code that as the meaning of gotra is not given, the Committee have gone to suggest that marriage between the same gotra and pravara will be all right. Will it satisfy Dr. Deshmukh? No.

Now I will tell you what Mr. Deshmukh has told me is the meaning of gotra. In former days there used to be rishis who had followers or students. They used to give religious instruction. There were several of these rishis, one of whom was Keshab. The rule then was that any persons connected with a rishi or preceptor could not marry in their family circle. The same rule applied to the students of these rishis. But in those days these people lived in one place and they educated their people within their circle. Now if there are still any followers of these rishis they must be scattered all over India. Therefore, so far as gotra and prayer question is concerned, it should be considered properly. If it is that because once they were the followers of the rishis then they should not inter-marry, I do not think it is reasonable at all. I think even Mr. Nilakantha Das was not raising an objection to that.

According to Mulla, the word "sapinda" is used in two senses in the Mitakshara. So far as sapindas are concerned they are blood relations. Surely nobody would say that there should be inter-marriages among the sapindas. Even on that point the Hindu Code does not say that it should be so. In the larger sense, "sapinda" means a person having the same pinda or particles of the same body with the deceased, i.e., a blood relation. Therefore, I submit that so far as this Bill is concerned, we should be clear about the gotra and the pravara, and there should be no objection to this part of the Bill.

The second question is with regard to caste and sub-castes. I do think none will object if it is inter-marriage between the castes. The whole point is with regard to sub-castes and this point is before the Rau Committee. It is only reasonable that we should consider these sub-castes. Nowadays they are scattered very much all over the country and there are difficulties even in finding out whether a certain sub-caste belongs to that caste or not. It may be that they may have divided for a long time and there may not be evidence sufficient to prove it. In that case also this is a difficult question. It is directly between the orthodox and the advanced views. So far as that is concerned I find that there are some comments by the Rau Committee which in framing this draft code. They have no objection to marriages taking place amongst sub-castes. They say that a sacramental marriage may be solemnised between any two Hindus upon the following condition, namely, that neither party must have a spouse living at the time of the marriage. If either party is a member of any caste, the other must belong to the same caste. They have recognised that marriages between castes should be allowed but they have not said anything about sub-castes. That means that there should be no ban on such marriages between caste and sub-caste.

What should we do with regard to this Bill? I have said that this very same substantial question in the same form was before the Rau Committee and they have been considering it. We have waited for the verdict of the Select Committee of both Houses and we have to wait until that draft Code is framed into a Bill on Hindu Law by Government. Now the question is, should we wait for this or not? If the Government intend to drop that altogether or shirk bringing the legislation on account of opposition from orthodox or other quarters, then in that case I think this Bill should be considered now for the purpose of sending it to the Select Committee. But if the Government were of the opinion that they will take a very long time, then there will be a necessity for this legislation. My friend Dr. Chatterjee cited an example but I wonder whether Dr. Chatterjee or the girl who went to him understood what gotra means, because he was told that she belonged to a sub-caste. So far as gotra and pravara are concerned I cannot understand that there should be, in these days, any hindrance to marriages. I suggest that if this Bill is sent to the Select Committee let the committee also consider for themselves the meaning of the words gotra and pravara. It may be that they may take evidence there for the purpose of finding out what gotra or pravara means. Therefore on that account I will support this motion. But if the Government think that the draft Bill is coming soon and that Government is going to put it in the form of a Government Bill, then perhaps my friend Mr. Deshmukh will not be so impatient as Dr. Deshmukh is. It is a matter between two brothers and let it be decided *inter se*.

Mr. N. M. Joshi: Sir, I rise to support the motion that the Bill be referred to a Select Committee. While speaking on this Bill I shall restrict myself to the provisions of the Bill, although the provocation for going over and covering a much wider field is very strong. The reform which this Bill seeks to make is a very small one. Many of us would have liked the Bill to be of a wider nature and Dr. Deshmukh should have attempted to remove many larger restrictions. However, although the reform designed to be made by this Bill is a small one, I think the House should support the reform which he seeks to make. He is trying to legalise marriages which take place between persons having the same gotra. I do not wish to try to define the word 'gotra'. Gotra means a family. Fortunately among the Hindus who observe gotras, the families have become too large and therefore it is difficult to say which persons are covered by what gotra. My own gotra is Atri gotra and I do not know how many persons there are, and what generations have passed between the original person who started this gotra and myself and others who belong to the gotra now. There cannot be any objection to such a marriage on the ground of consanguinity, because Mr. Deshmukh himself has not tried to legalise marriages between people who are considered to be Sapindas. I am told that he does not propose to legalise marriages between persons who have got consanguinity for seven generations and from the scientific point of view there should be no objection to the marriage of persons having the same gotra, so long as the sapindas are excluded.

I have not heard any arguments against marriages between persons having the same gotra and pravara except the one which my Honourable friend Mr. Sham Lal gave regarding the positive and negative electricity. Not being a scientist, I do not know what is the strength of the electric current which passes between persons who are separated by thousands of generations. Therefore think that there is no strong argument from the scientific side. From the eugenic point of view also, my Honourable friend Sir Ratanji Dalal pointed out that there can be no objection. The only other argument which was used was regarding the sentiment of some Hindus being offended by this Bill. I do not think that any Hindu who does not want to have sagotra marriages has any reason to have his feelings offended. By its very nature the Bill is only a permissive measure. If some Hindus do not like that there should be sagotra marriages this Bill is not going to compel them to marry in the gotra. It is only those who approve of the sagotra marriages that can take advantage of this Bill and therefore there is no justification for any people being offended by the passing of this measure.

[Mr. N. M. Joshi.]

The second reform which Mr. Deshmukh seeks to make is to legalise marriages between persons belonging to the same sub-division of caste. Here again the reform he is seeking is a very small one: he is not seeking to legalise inter-caste marriages, although many of us would have liked him to do that. Whether marriages between persons who belong to the same sub-division of a caste is legal or not is a doubtful point. In many places such marriages are not regarded to be illegal at all; again caste is not defined; and whether a particular sub-division is a sub-division of the caste or they are separate castes is doubtful, and from that point of view it is better to have some law by which the marriages between persons who belong to the same sub-division of caste should be legalised.

Some arguments have been used that the Rau Committee is sitting and therefore this Bill should not be taken into consideration. This is a case of a big reform being the enemy of a small reform, and we do not know when the Rau Committee will report; we do not know whether the Rau Committee's Bill will be passed or not, and what sort of report that committee will make. Therefore it will be wrong to postpone this reform; if the reform is a good one and if we consider it a good reform we should not allow the appointment of the Rau Committee as an argument for delaying this measure.

Then it may be said that this House is not capable of making a reform in the sacred customs of the Hindus. I do not know whether there is any authority in India by which changes in the sacred customs of the Hindus can be made. Unfortunately there is no such authority. If there had been any authority in the Hindu community which can introduce reforms into the sacred customs of the Hindus, then we may have considered whether this Legislature should take up that work or not. Even then, I would have thought that this Legislature had a duty towards all communities, in giving them proper freedom for marriage; but so long as there is no authority in the Hindu community which can make changes in their customs, it is the duty of this Legislature to take up that work. I therefore feel that this small reform should be made, and this Legislature has a duty to perform in removing those restrictions which have become unnecessary. I hope therefore that the Bill will be referred to Select Committee.

Mr. M. Ananthasayanam Ayyangar: Sir, I do not know to what category I belong: Dr. Deshmukh said there were three kinds of persons whose views have to be taken—Sanatanists, pseudo-Sanatanists and intellectuals. I am not a Sanatanist in the sense that I am wholly and absolutely religious and a pious man—I am not very well skilled in the Vedic lore and literature. Therefore I do not pretend to be a Sanatanist. Nor am I an intellectual. Unfortunately I will have to be in the middle category along with my friend Dr. Deshmukh: he is neither a Sanatanist nor an out and out reformist: he is attacked by both parties. He sought to introduce a measure in the second half of his Bill to validate intercaste marriages; but he is not an out and out reformist because he is not brave enough to say "Let there be no distinction between caste and caste: let marriages take place between one caste and another: let it be a Hindu or any other: enough if the marriage is between a man a woman: that is enough."

Dr. G. V. Deshmukh: On a point of explanation, this Bill is not mine; It belongs to my cowardly brother. If I had been in his place, that Bill would have contained the clause you intend.

Mr. N. M. Joshi: You cannot use that language even as regards your brother.

Mr. M. Ananthasayanam Ayyangar: I am only anxious that I should avoid any accusation from him outside or inside the Assembly that I am a pseudo-Sanatanist. I am trying to bring him in also in the same category. Both of us are pseudos.

Nor is he a Sanatanist because he wants to abrogate the ancient law and custom which we have been adopting in the matter of marriages. I ask any Honourable Member in this House who is a Hindu if he has not got a gotra. If today Hinduism remains, it is because every one of us belongs to such and such a gotra—let him be a Rishi or other common ancestor. I am really surprised at Mr. Navalrai's statement that he is still unable to know what his gotra is. . . .

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): He is a Sindhu—he is not a Hindu!

Mr. M. Ananthasayanam Ayyangar: Possibly, if he is a Sindhu he is also a Hindu. Here is an authority pronouncing what is a gotra. We are in a mixed audience and unfortunately this matter has to be placed before an assembly not consisting exclusively of persons who profess the particular faith to which this Bill relates. It may not be in this particular case—but it is dangerous in other cases—it will have an unfortunate tendency; However I am not now quarrelling with the composition of the Assembly. I am prepared to place my views before the Assembly for its adoption or rejection.

Now, what is a gotra? Gotra is very well known: that we, all of us, belong to a group which had a common ancestor: if he is a rishi we go by that name. A rishi is a seer, a man who sees for all time, a man who is in a sense not outside but inside as it were. Every Hindu claims descent from such ancestor: the rishis live for ever, and I am proud of the rishi to whose lineage I belong. . . .

Mr. Sri Prakasa: But the rishi must have a lineage also.

Mr. M. Ananthasayanam Ayyangar: The rishis claim to have come from God. Let us not go into the region of the past. The rishis were born straight from God and not from mortals for whom the necessity is that there should be two persons joining together: they came straight from the mouth of God Himself. God willed and they came out.

Sir Muhammad Yamin: How many came like that?

Mr. M. Ananthasayanam Ayyangar: As many as there were rishis. If my Honourable friend Sir Yamin Khan believes in his prophet, I believe in our rishis. I do believe in them and I am proud of them and of the heritage that we have got from them. I will answer any questions, but unfortunately this has become somewhat of a laughing stock and I would like to disabuse my friends here of their misconceptions. I say again we do have a heritage of which we may be justly proud and of which we will continue to be proud and we will try and convert other persons from other faiths who do not hold the same views as we do. I am proud of those rishis and their wisdom which we should follow properly and reasonably. I am not merely sticking on to whatever old customs there are. Our ancestors themselves have said—and I do quote the authority of Yagnavalkya and of other rishis—that it is open to Parishads and assemblies who want to modify the law or alter it according to circumstances; and if you regard this to be such a parishad, I have no quarrel. I ask, why do you not place this before other assemblies of Hindus and competent persons: call a congregation of Hindus and place this matter before them—orthodox, non-orthodox and others but of Hindus alone. Are we the any representatives of the Hindus? Why do you not have the courage to place it before others outside? I am not talking of Dr. Deshmukh because I want his assistance from time to time; but I am talking of his brother. It is improper to do like this. It is not right. Have we not got *matadhipatis* and Gurus to whom we owe allegiance. Have we not got reformers who are Hindus? Why does not the Mover of this Bill place this matter before them and before parishads and try and convert them? As a matter of fact this Bill consists of two parts—the latter part is unnecessary and the former part is improper.

Dr. G. V. Deshmukh: They have not dared to break the law.

Mr. M. Ananthasayanam Ayyangar: The latter part is absolutely unnecessary: it only shows that my Honourable friend only talks and talks and does not do anything to put a reform into effect. Then, Sir, the latter part is for legalising inter-sub-caste marriages. It is said that they are not allowed. Well, Sir, when you yourself were a judge of the Madras High Court, the Privy Council held that such marriages were valid. There is no doubt about this matter. It is all conservatism that stands in the way of such marriages taking place. The law can never remove this. It does not prevent one Smartha man from marrying a Vaishnava woman, one Reddi marrying a Naidu, one sect of Kshatriyas marrying in another sect of Kshatriyas and so on. There is absolutely nothing to prevent it. Then why are you blaming the poor rishis who have gone away. If today we are slaves, it is because we are not following them. I am proud of the rishi from whom I have descended and it is their sayings that have been translated in various languages.

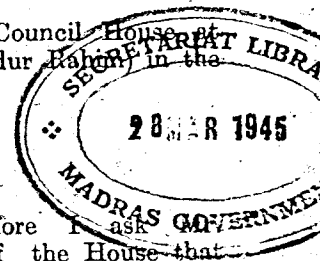
Mr. G. Rangiah Naidu (Madras City: Non-Muhammadan Urban): Are sub-caste marriages legalised?

Mr. M. Ananthasayanam Ayyangar: There is no question of legalised marriages. At this age you can marry if you like in any sub-caste.

Mr. President (The Honourable Sir Abdur Rahim): The House stands adjourned till Eleven of the Clock tomorrow.

The Assembly then adjourned till Eleven of the Clock on Thursday, the 15th February, 1945.

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



STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS -

Mr. President (The Honourable Sir Abdur Rahim): Before I ask Chettiar to put his question, I must bring to the notice of the House that yesterday there was such a number of supplementaries to certain questions that only 15 questions could be disposed of. The result was that other Members who put down their questions had no opportunity to get the information they wanted. So, I shall ask Honourable Members to exercise more self-restraint in asking supplementary questions.

SUBSIDIES PAID BY EXTERNAL AFFAIRS DEPARTMENT

249. *Mr. T. S. Avinashilingam Chettiar: Will the Foreign Secretary please state:

- how many persons are paid subsidies by the External Affairs Department;
- on what grounds these payments are made; and
- whether this expenditure is audited, and what the total amount of this expenditure is?

Sir Olaf Caroe: (a) Government are not clear what the Honourable Member has in mind, but the answer to the question as he has put it is that no subsidies are paid to persons as individuals, and no enumeration can therefore be made.

(b) and (c). Do not arise.

Mr. T. S. Avinashilingam Chettiar: May I know whether the Government pay any amounts to anybody from the External Affairs Department?

Sir Olaf Caroe: They do not pay amounts to individuals. To take an instance, the Government makes a subvention to the North-West Frontier Province, but no one would suggest that my Honourable friend Mr. Abdul Qaiyum receives a subsidy or anything of that kind.

Mr. T. S. Avinashilingam Chettiar: I do not refer to any Associations being given subsidies. What I want to know is whether any individuals are being subsidised by the External Affairs Department?

Sir Olaf Caroe: I have already answered the question as clearly as I can.

APPOINTMENT OF RUSSIAN REPRESENTATIVE IN INDIA

250. *Mr. T. S. Avinashilingam Chettiar: Will the Foreign Secretary please state:

- whether the Soviet Union has expressed any opinion suggesting appointment of their representative in India; and
- if so, whether Government have considered the suggestion?

Sir Olaf Caroe: (a) No, Sir.

(b) Does not arise.

Mr. T. S. Avinashilingam Chettiar: May I ask whether the Government have suggested to the Soviet Union the desirability of having representatives of their Government here?

Sir Olaf Caroe: The question has not arisen at all. I do not know where the Honourable Member has got his information from.

NATURALISATION RIGHTS TO INDIANS IN UNITED STATES OF AMERICA

251. *Mr. Manu Subedar: (a) Will the Foreign Secretary please state at what stage the question of giving naturalisation rights to Indians in the U.S.A. is?

(b) Is it a fact that the Bill for this purpose has been drawn up and was submitted to His Majesty's Government by the U.S.A.?

(c) Is it a fact that the Government of India received a copy of such a Bill in 1939 that they held it back for many months, and that ultimately they suggested that the measure should not be passed during the war?

(d) If the reply to the above is in the affirmative, will Government make clear their position with regard to this?

(e) Have Government considered the changed angle of vision in U.S.A. which has led to a larger immigration quota of Chinese and which would secure for Indians the naturalisation rights that are sought after?

(f) Have Government, since the beginning of the war, made any representation on the desirability of getting naturalisation rights by Indians in the U.S.A. either to His Majesty's Government or to the Government of the U.S.A.?

(g) If the reply to the above is in the negative, do Government propose to take up this question now as an urgent question?

Sir Olaf Caroe: (a) The latest information available to the Government of India is that six fresh Bills for the grant to Indians in greater or less degree of citizenship rights in, and rights of entry to, the United States have been introduced in the House of Representatives and the Senate, the Bills previously introduced having lapsed with the dissolution of Congress before the recent elections. All these six Bills have been referred to the appropriate Committees of the Legislature.

(b) No. The Honourable Member may not be aware that under the American constitution no Bills are introduced in the Legislature by the Government. No question of the submission of any Bill to His Majesty's Government would in any case arise.

(c) Does not arise.

(d) Does not arise.

(e) Government have noted what the Honourable Member calls "the changed angle of vision", but would point out that there is a distinction to be drawn between naturalization rights, or the right to acquire citizenship of a foreign country, and an immigration quota, under which a limited number of persons of a particular nationality may enter the country.

(f) Yes. The Agent General has repeatedly represented to the United States Government the importance of early legislation to enable Indians to acquire citizenship rights and rights of entry into the United States.

(g) Does not arise.

Mr. Manu Subedar: What steps do the Government of India propose to take with regard to Bills which are now before the Congress in order that they may not lapse and that they may be passed as early as possible.

Sir Olaf Caroe: The Agent General will continue to represent the interest that is taken by not only the Government of India but by opinion in India in this question.

Mr. Manu Subedar: Have Government tried to get the good offices of His Majesty's Government for this purpose?

Sir Olaf Caroe: His Majesty's Government's sympathies may be assumed.

Mr. Manu Subedar: Are His Majesty's Government favourable to this Bill?

Sir Olaf Caroe: Naturally, His Majesty's Government are favourable to any legitimate claim on the part of India.

Mr. Manu Subedar: From what materials did the Honourable Member say that His Majesty's Government is favourable?

Sir Olaf Caroe: I am not here to give a lecture on His Majesty's Government!

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

Mr. M. Ananthasayanam Ayyangar: Has the Honourable Member in his possession copies of those Bills which have been introduced?

Sir Olaf Caroe: I think one has just arrived and I hope all the others will shortly arrive.

PAY FOR RURAL POST MASTERS

252. ***Mr. T. S. Avinashilingam Chettiar:** (a) Will the Secretary for Posts and Air please state the basis on which pay is fixed for Rural Post Masters?

(b) In how many instances are they paid less than the minimum, i.e., Rs. 6?

(c) Is their pay liable to increase in relation to the volume of business in the post office?

Sir Gurunath Bewoor: (a) The Honourable Member is presumably referring to Extra Departmental Branch Postmasters. These are paid a monthly allowance and not pay and the amount of allowance paid is based generally on the volume of postal business of the office.

(b) 539.

(c) Yes, generally.

Mr. T. S. Avinashilingam Chettiar: Why 539 rural postmasters are paid even less than Rs. 6?

Sir Gurunath Bewoor: The amount which is less than the minimum is paid for either of the two reasons. One is that a suitable man is available willing to work on less than the minimum and the second is that the office is unremunerative and therefore it is necessary that we should cut down the expenditure. But I would like to inform the Honourable Member that I have asked the Director General to take steps to see that every one of these branch postmasters receives the minimum.

Mr. T. S. Avinashilingam Chettiar: May I know whether it is a case with every rural branch post office that the remuneration is regulated by the volume of work in that post office?

Sir Gurunath Bewoor: Generally speaking, that is so in all Extra-Departmental Branch Post Offices.

Mr. K. C. Neogy: Do I understand the Honourable Member to convey that the general rates of payment admissible to these officers are under re-consideration?

Sir Gurunath Bewoor: No, Sir. I mentioned that where a Branch Postmaster is receiving less than the minimum fixed, namely, Rs. 6 per month, the Director General is being asked to see that the minimum is given?

Mr. K. C. Neogy: For how many years have these rates of payment been in force without any alteration?

Sir Gurunath Bewoor: I am afraid the Honourable Member has not quite understood the position. In the case of Extra-Departmental Branch Postmasters there is no such thing as pay. It is an allowance which varies from Rs. 6, which is the minimum, to Rs. 20, which is the maximum. There is a standard laid down which says that you count one point for every Rs. 15 worth of stationery sold per month and one point for every Rs. 500 worth of money orders, etc., issued and paid. The minimum is Rs. 6 and for every 5 points the allowance is raised by one rupee. That is a sort of general standard.

Mr. K. C. Neogy: I am much obliged to the Honourable Member, but that was not exactly my point. I wanted to know for how many years have these rates of payment been in force without any alteration?

Sir Gurunath Bewoor: The standard has been in force since 1932, but I would like to add that we are also giving a dearness allowance to all the Extra-Departmental Branch Postmasters.

Mr. N. M. Joshi: In view of the fact that the Honourable Member stated that the Government of India is paying a very small remuneration to the Extra-Departmental Postmasters on the ground that they are available for those small payments, may I ask whether the Government of India will consider the question and find out for what pay Members of Executive Council and the Secretaries to the Government will be available and lower their salaries accordingly if they are available for a smaller pay than they are paid today?

Sir Gurunath Bewoor: The Honourable Member is I am afraid labouring under a complete misapprehension. I have said from the beginning that these Extra-Departmental Branch Postmasters are paid an allowance and not pay. They are not whole-time employees of the Government; they have independent

sources of income and a very large number of them are school masters, station masters, shop-keepers and zamindars. There is therefore no possible comparison between a whole-time Government servant and these Branch Postmasters.

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

STEPS FOR MANUFACTURE OF AMMONIA SULPHATE

253. *Sardar Mangal Singh: Will the Honourable the Supply Member please state what action has been taken by the Government to manufacture Ammonia Sulphate? Will it be entrusted to a private firm or will the enterprise be undertaken by Government themselves?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: It has been decided to establish initially a factory at Sindri, near Dhanbad, in Bihar, for the manufacture of 350,000 tons of ammonium sulphate per annum. The Government of India are also investigating the prospects of erecting another unit of 100,000 tons per annum on a site somewhere south of the Vindhyas. Arrangements for the speedy establishment of the factory at Sindri are in hand.

It has also been decided that the factory should be State-owned and State-controlled. While the factory will be managed by the Central Government, ways and means of associating the Indian States and Provincial Governments in the scheme are being considered.

Mr. Manu Subedar: May I ask whether the final estimate for the cost of the machinery and equipment is nearer five crores or ten crores?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: No final estimate has been arrived at and a deputation is now in England to consider what the cost of the plant may be.

Mr. Manu Subedar: Do not Government know how much they will have to spend over this enterprise?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: There is an initial estimate of ten crores odd which is given in the report.

Sardar Mangal Singh: May I ask whether the Government will do it directly or will they entrust it to some company?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I would like to say once for all—and I hope this will be a final statement—that the factory will be worked by the Central Government on the analogy of the Ordnance factories.

Dr. Sir Zia Uddin Ahmad: Who decides the location of these factories?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The Governor-General in Council has in this case decided the location of the factory.

Mr. T. T. Krishnamachari: May I ask if the Honourable Member will specify with a little more precision the site of the factory which is to be erected in some place south of the Vindhyas? Is it likely to be in the Madras province?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I am afraid I am not in a position to make a statement on that point. The three Governments concerned—Madras, Bombay and the Central Provinces—and the two States concerned—Hyderabad and Mysore—have been asked to get together and suggest a site unanimously, if possible. I am awaiting the recommendation of these Governments.

INDIA'S EXTRA-TERRITORIAL RIGHTS IN CHINA

254. *Mr. Govind V. Deshmukh: Will the Foreign Secretary please state if India enjoyed any extra-territorial rights in China because of (i) any treaty entered into by it with China or (ii) any treaty entered into on her behalf by the United Kingdom with China prior to 1939? What is the situation at present? So far as Indians are concerned in that country, what are their rights?

Sir Olaf Caroe: Yes. Under the Peking Protocol of 1901 Indians, like other British subjects, enjoyed certain extra-territorial rights of which the principal was exemption from the jurisdiction of Chinese Courts. By the Treaty for the abolition of Extra-territoriality and Related Rights in China signed on 11th

January 1943 and ratified on May the 20th, 1943, to which Treaty India was a party, these rights were surrendered.

As to the present position of Indians in China and of Chinese in India, the Honourable Member's attention is invited to Articles 5, 6, 7 and 8 and the Annexures of the Treaty of 1943 referred to above which are reproduced in the Council of State's Debates, Volume I, No. 5 of 1943.

CHINESE RIGHTS IN INDIA

255. *Mr. Govind V. Deshmukh: Will the Foreign Secretary please state what rights the Chinese have been enjoying in this country?

Sir Olaf Caroe: I invite the Honourable Member's attention to the concluding portion of my answer to his question No. 254.

Mr. Lalchand Navalrai: May I know if, before the war, the Chinese have been enjoying the rights which they do now?

Sir Olaf Caroe: I do not think the war comes into this question. It is a question of revision of the previous position by the treaty which was entered into in 1943 and not in 1939.

INADEQUACY OF PLATFORM SHEDS AT MUTTRA JUNCTION RAILWAY STATION

256. *Mr. Govind V. Deshmukh: Will the Honourable the Railway Member please state, with reference to my starred question No. 6 put on the 8th November, 1943, in respect of inadequacy of platform sheds at the Muttra Junction Railway Station and the answer thereto:

(a) whether a copy of that question and its answer were sent to the General Manager, Great Indian Peninsula Railway; if so, whether any communication was received from him; what the decision reached at is;

(b) if he is aware that there was a cold wave at Muttra from the 4th January, 1945, to the 10th January, 1945, that it rained on the 3rd and 4th January, 1945; and that the passengers waiting for trains suffered on that account; and

(c) whether Muttra is a place of Hindu pilgrimage and, therefore, there are many Hindu male and female passengers waiting on the platforms who are exposed to the rains and inclement weather for want of sheds?

The Honourable Sir Edward Benthall: (a) Yes: a copy of the question and answer was sent to the General Manager, Great Indian Peninsula Railway. No communication has been received from him nor was one expected as the matter is within the competence of the Railway Administration.

(b) and (c). Government are aware that Muttra is a place of Hindu pilgrimage and they also realise that inadequacy of platform shelters at stations causes inconvenience to passengers but there appears to be no immediate prospect of relief on account of more pressing requirements of war works. The question of providing further amenities for passengers at Muttra station will, however, be considered along with similar requirements at other important stations in the post-war period.

Mr. Govind V. Deshmukh: Is the Honourable Member aware that on the dates referred to in the question, passengers were suffering terribly on account of cold wave and whoever could get to the nearest part of the bridge which was touching the platform was able to get shelter and others suffered? In view of this fact, will the Government expedite matters and hurry up the construction of such sheds as will protect the passengers?

The Honourable Sir Edward Benthall: It is a question of priorities. The question is whether allocation of materials for this purpose is the most urgent thing. I would request the Honourable Member to arrange to get this question discussed in the Local Advisory Council for Railways. I will also send a copy of these questions and answers to the General Manager.

Mr. Govind V. Deshmukh: I am not on the Local Advisory Committee. In view of the fact that a cold wave might come at any time which may mean loss of human lives, will the Honourable Member consider this fact and give it priority?

The Honourable Sir Edward Benthall: I have already answered the question and I will send a copy of these questions and answers to the General Manager.

STEPS TO COUNTERACT OVERCROWDING IN TRAINS

257. *Sardar Mangal Singh: Will the Honourable the Railway Member please state:

(a) what steps his Department has taken to counteract overcrowding particularly on the North Western Railway;

(b) whether they will run "Military Leave Special" from Delhi to Rawalpindi daily instead of thrice a week and prohibit all military personnel to travel by civilian trains; and

(c) whether any efforts are being made to increase the rolling stock, and if so, to what extent?

The Honourable Sir Edward Benthall: (a) Some of the measures adopted with a view to counteract overcrowding on railways including the North Western Railway were as follows:

(i) Strengthening of passenger rakes up to the maximum extent possible consistent with the haulage capacity of engines, capacity of loops and availability of stock.

(ii) Withdrawal of dining cars from many passenger trains and prohibition of the carriage of motor cars by passenger trains in order to make room for more passenger coaches.

(iii) Reservation of separate carriages for Defence Services so as to prevent military passengers crowding in the coaches for public.

(iv) Rigorous efforts to prevent ticketless travellers taking up accommodation in trains.

(v) Running of special trains for large military movements so as to cause the least disturbance to ordinary passenger services. Also regular specials on several routes for necessary moves of military personnel proceeding on leave.

(vi) Extensive propaganda to discourage travel and to exhort passengers to travel light.

(vii) Imposition of distance restrictions for travel in certain trains.

(viii) Promulgation of a new Defence of India Rule 85-C to make police help available to Railway servants in order to deter passengers from travelling on the roof, buffers and footboards, etc., of carriages.

(ix) Taking of steps to help, where possible, in the development of road transport to relieve congested sections of railways so as to cope with the transport needs, civil and military, of the country.

(x) Intensive use of all available coaching stock and the reconditioning of obsolete vehicles.

(b) The Military Leave Specials between Delhi and Rawalpindi running thrice a week have been cancelled and replaced by Calcutta-Rawalpindi specials running thrice a week from the 17th December 1944. It is not at present feasible to run them at more frequent intervals. It is not practicable to prohibit entirely military personnel from travelling in public passenger trains, as provision has to be made for urgent and essential moves of such personnel which cannot be cleared by the Leave Specials.

(c) Plans have been made to increase the quantity of passenger rolling stock to the maximum extent possible, having regard to the difficulties in securing the requisite material. I hope the increase may be as much as four per cent. towards the end of the next year.

Sardar Mangal Singh: Have the Government considered the suggestion to release Lease-Lend vehicles for transport companies in order to relieve overcrowding?

The Honourable Sir Edward Benthall: Yes, Sir, but there are many demands on vehicles.

Mr. Muhammad Nauman: May I know whether Government have considered the extensive use of checking arrangements for ticketless travel? Is the Hon-

ourable Member aware that relation of checking arrangements has led to overcrowding by ticketless travellers?

The Honourable Sir Edward Benthall: We have taken special steps to deal with that difficulty.

Mr. Manu Subedar: Will the Government enquire why military personnel travel in ordinary coaches even when there is room in special coaches reserved for the Defence Department?

The Honourable Sir Edward Benthall: That is a question which has constantly been brought to the attention of the War Department. The War Department has been very good about taking action.

FUTURE CLASSES OF PASSENGER ACCOMMODATION ON RAILWAYS

258. *Sardar Mangal Singh: Will the Honourable the Railway Member please state:

(a) whether Government have come to any conclusion regarding the number of classes of passenger accommodation on Railways in future; and

(b) whether Government have considered the suggestion of having only one class with a provision for sleeping accommodation on extra payment?

The Honourable Sir Edward Benthall: (a) No. But it is hoped that a conclusion will be reached very shortly, after consultation with the Central Advisory Council for Railways.

(b) Yes. But this was not found feasible.

CONSUMPTION OF COAL BY INDIAN STATE RAILWAYS

259. *Mr. Manu Subedar: (a) Will the Honourable the Railway Member please state the consumption of coal by Indian State Railways in 1941-42, 1942-43, 1943-44 and 1944-45 (up to the 31st December, 1944)?

(b) How does this compare with the consumption in the years 1937-38 and 1938-39?

(c) How much coal is produced by mines belonging to Government and how much is purchased from outside?

(d) Who fixes the price for the coal so purchased?

(e) How does the price paid in war years compare with the price paid before?

(f) Is there any difference in the coal consumption per mile between the locomotives in use before and those that have been recently imported from the United States of America, and, if so, what is the difference?

(g) What steps, if any, have been taken by Government to reduce the transport of coal on Railway account?

(h) Have the Railway Department parted with any coal in their possession for uses other than Railway purposes, i.e., either for export, or for bunkering, or for works belonging to Government contractors?

(i) If the answer to the above is in the affirmative, when and how?

The Honourable Sir Edward Benthall: (a) and (b). The Honourable Member is invited to refer to Statement 27 (a) of Volume II of the Report on Indian Railways for the years 1937-38 to 1943-44 for information regarding the consumption of coal by Indian State Railways for those years. The approximate consumption for the period 1st April to 31st December 1944 was 7,022,000 tons.

(c) The production of coal from Company and State Railway collieries will be found in Appendix B to Volume II of the Report on Indian Railways for the years concerned. The amount of coal purchased from outside is that which will make up the deficit between despatches from Railway-owned Collieries and the total consumption.

(d) Up to and including the year 1943-44 prices were regulated by public tender. Prices are now fixed by the Government of India in the Supply Department.

(e) Prices showed a decline from 1938-39 to 1941-42. They increased slightly in 1942-43, there was a sharp increase in 1943-44, whilst the present prices are between 200 and 300 per cent. higher than the immediate pre-war year.

(f) Figures of coal consumption per engine mile are not recorded as they are of no value. Records are kept of the consumption of coal per thousand gross

ton miles. It is too early to judge if the new engines will give improved coal consumption figures. The determination of coal consumption must be over a considerable period and in varying conditions, and it will not be known for some little time if the improvement we are entitled to expect will be secured.

(g) The following steps have been and are being taken to afford the maximum possible relief to the present acute rail transport situation in the matter of supplies of coal to Railways.

(i) Supplies of Loco. coal are so arranged to ensure, as far as possible, that full rakes from Collieries within the same pilot section are consigned to one Railway in order to save wagon and engine shunting time.

(ii) The supply of coal with least ash content is made to those Railways farthest from the coal-fields so as to economise in the number of wagons required.

(iii) Supplies are arranged from the nearest source and delivery by the shortest route.

(iv) An energetic Fuel Economy Campaign is being actively pursued in order to reduce the total demand for coal.

(v) Coastal shipping is made use of for coal distribution wherever practicable.

(vi) Conversion of locomotives from coal burning to oil burning is being effected where oil supply arrangements can be made to admit.

(h) and (i). Occasionally, the Railway Department has been asked to lend coal from its stocks to essential industries for short periods. This has been done in several instances. I am not in a position to give complete details.

Mr. Manu Subedar: With reference to part (c), my question was, how much is purchased from outside. Will the Honourable Member kindly give that figure?

The Honourable Sir Edward Benthall: I explained that it is the difference between what is produced and what is consumed.

Mr. Manu Subedar: Will the Honourable Member kindly give the figures?

The Honourable Sir Edward Benthall: In a particular year, 1943-44, the production of steam coal from railway collieries was 2,244,986 tons, and the total quantity of steam coal purchased from the market was 6,683,150 tons.

Mr. Manu Subedar: Is it a fact that the bulk of these 6 millions is purchased from European-owned and European-managed collieries?

The Honourable Sir Edward Benthall: I do not think so.

Mr. Manu Subedar: Is any coal purchased by the railways from Indian collieries?

Mr. President (The Honourable Sir Abdur Rahim): I think the Honourable Member had enough information. Next question.

PROF. THOMAS' REPORT ON PROGRESS OF INDUSTRY DURING AND AFTER WAR

260. *Mr. Manu Subedar: (a) Did the Honourable the Supply Member get a report prepared by Prof. Thomas on the progress of industry during the war and the position of such industry after the war?

(b) Why has not a copy of this report been made available to the Members of the Legislative Assembly?

(c) Have Government reached any final views themselves with regard to the position of those industries which have expanded under the stress of the war?

(d) Do Government accept the views expressed by Prof. Thomas with regard to the future?

(e) If the answer to the above is in the negative, what conclusions have Government themselves reached in this matter?

(f) When do Government propose to take the Legislature in their confidence on such matters?

(g) Why are Government pursuing these enquiries privately, instead of taking into confidence either the Members of the Legislature or organizations concerned with these industries or the general public?

(h) Will Government consider the advisability of circulating these reports and fixing a day for the discussion of their subject matter in the Assembly?

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

(b) The Reports were prepared for the use of the Post-War Reconstruction Committee on Trade and Industry and some Members of the Assembly have received copies of the Reports.

(c) No; the Government are examining the case of each Industry, in the general plan of post-war industrial expansion.

(d) No; they are the personal views of Dr. Thomas. It may be pointed out, however, that the Reports are mostly factual reports.

(e) The Honourable Member is referred to the answer to (c) above.

(f) There is no question of not taking the Legislature into Government's confidence. It is only security considerations which have prevented the general publication of the Reports, as they contain mention of quantities of stores, of various critical materials, etc., the publication of which is not desirable. Copies have, however, been circulated to all the members of the various Policy Committees of the Reconstruction Committee of Council, and if any Honourable Member of the Legislature wants a copy for his personal use, I shall be prepared to supply him with a copy.

(g) and (h). The Honourable Member is referred to the answer to (f) above.

Mr. Manu Subedar: Will the Honourable Member supply a copy to me?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Yes, Sir, if a request is made.

Mr. N. M. Joshi: May I also have a copy?

Mr. T. Chapman-Mortimer: May I also have a copy?

Mr. T. T. Krishnamachari: May I know whether before this inquiry was undertaken Government drew up any terms of reference to enable the officer concerned to make inquiries or drew up a questionnaire so that he could get information on systematic lines, or they allowed him to conduct the enquiry and make a report in any manner he liked?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I myself gave personal instructions to Dr. Thomas as to the manner in which the information was to be collected, and he had detailed instructions as to how he should go about collecting his information.

SHIP-BUILDING INDUSTRY OF THE SCINDIA'S AT VIZAGAPATAM

261. *Mr. K. S. Gupta: (a) Will the Honourable the Supply Member please state if it is a fact that the ship-building industry of the Scindia's at Vizagapatam is treated step-motherly?

(b) Is it a fact that growth of the industry is retarded by the inadequate supply of the necessary machinery and tools?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) If the Honourable Member is thinking of step-mothers who lack affection, the answer is in the negative.

(b) The growth of the industry has been retarded by many factors arising out of war conditions including those mentioned in this part of the question.

Mr. T. S. Avinashilingam Chettiar: Are they giving any help to the industry?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Yes, Sir, a great deal of help.

Mr. T. S. Avinashilingam Chettiar: What sort of help?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I think at this stage on this general question it is really the Commerce and Industries Department that should be asked about it; but I can tell the Honourable Member that from giving them facilities for a shipbuilding yard upwards, various kinds of help have been given to this concern during the last four years.

INTERNATIONAL CIVIL AVIATION CONFERENCE AT CHICAGO

+262. *Babu Baijnath Bajoria: (a) Will the Secretary for Posts and Air be pleased to state the total cost to the Government of India for sending its delegation to the International Civil Aviation Conference at Chicago?

(b) What were the results of the deliberation of this Conference?

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

(c) What benefits accrued to India at this Conference, specially with respect to the development of her Civil Aviation Services?

Sir Gurunath Bewoor: (a) The cost of the delegation including the salaries of the officers deputed from India to the International Civil Aviation Conference at Chicago was approximately Rs. 40,000. Details regarding certain items of expenditure are not yet available and it is not possible to give the exact figure at present.

(b) I would invite the Honourable Member's attention to the *Press Communique* on the subject issued by the Government of India on the 14th January, 1945, as also to the document entitled the 'Final Act' of the Conference, a copy of which is available in the Library of the Legislature.

(c) Subject to the ratification and confirmation of the Convention and the Agreements drawn up at Chicago, India will share on a reciprocal basis all the benefits which are obtained from an international agreement on air navigation.

CONTROL OF COUNTRYCRAFT

263. ***Mr. Manu Subedar:** (a) Will the Honourable Member for War Transport please state the object of the control of countrycraft instituted by Government and the appointment of Countrycraft Officer under the Shipping Controller in Bombay?

(b) Who fixes the freights and on what basis?

(c) Is due allowance made for increased cost of living, increased charges and difficulty of maintaining crews?

(d) Have Government considered that an undue restriction on countrycraft would lead to a reduction in their number, dismemberment of the crew and, what is more dangerous, the prevention of further production of countrycraft?

(e) What special measures have Government taken for increased production of countrycraft?

(f) How many countrycrafts have been produced since the beginning of the war and in which places?

(g) Are timber and other materials made available?

(h) What is the increased cost of production of countrycraft?

(i) Have Government gone into the question as to whether countrycraft, which can be built up very quickly, should be increased in number so as to relieve the pressure on land transport and to enable outlying places to receive goods, which are actually needed by them, including food?

(j) Will Government undertake themselves or through private subsidised enterprise the production of two to three hundred more countrycrafts with a view to relieving the pressure and increasing the supply of water transport as the most natural method of bringing down freights instead of mere control which would discourage this kind of enterprise?

(k) Have Government considered the use of tugs for taking countrycrafts at a time at a greater speed with a view to save the time and thus increase the facility of water transport, involving at the same time a better control?

(l) Have Government received any reports with regard to the countrycraft transport as it worked before the war and during the war?

(m) What is their policy with regard to the next two or three years of the war?

The Honourable Sir Edward Benthall: (a) The object of the "Route Scheme" for country craft is to ensure that country craft on the West coast are more fully and efficiently employed than before. This was explained in two press notes issued on the 15th August 1944, and 3rd September, 1944, copies of which were placed on the table of the House on 12th February in answer to Starred Question No. 130.

Coastal steamer transport was brought under Government control in September 1943, and when this was done the Country Craft Organisation Officer was placed under the general supervision of the Controller of Indian Shipping in order to enable the latter to give the Bombay Coastal Shipping Committee a comprehensive view of the total sea transport capacity available and to co-ordinate the full use of that capacity for transport of essential cargo.

(b) Freight rates are fixed by the Controller of Indian Shipping on the advice of Freight Advisory Committees which include representatives of Route Agents, country craft owners and shippers.

(c) I have no doubt that commercial interests represented on Freight Advisory Committees make due allowance for the factors mentioned by the Honourable Member when making their recommendations regarding freight rates.

(d) As already explained in the Press note of the 3rd September 1944, the restrictions imposed under the Scheme are calculated to bring about greater utilisation of countrycraft and thus contribute to stabilised employment of country craft crews.

(e), (g), (i) and (j). The question whether Government should undertake or subsidise the construction of new country craft was considered and dropped, as it was inadvisable for Government to embark on new construction until the results of organising the existing fleet clearly demonstrated the need for augmenting it. Assistance was however rendered to private enterprise by recommending release of timber and other materials necessary to construct and repair craft required to maintain and increase country craft capacity.

(f) The information available is not complete. About 360 craft are reported to have been built during the period September 1942, to December 1944, at various places on the west coast.

(h) Government have no information.

(k) It is considered impracticable to utilise tugs for towing country craft in the open sea and the suggestion would, in any case, be difficult to adopt for want of tugs which are in short supply.

(l) The Report of the Sorley Committee, a press note on which was published on November 1942, contains information regarding country craft transport as it stood at the time of the committee's report. Since January 1943, when the Country Craft Organisation was set up in pursuance of the recommendations of that committee, periodical reports on country craft have been received by Government and information of interest to the public which can be released with due regard to security has been published from time to time through press notes and articles in *Indian Information*.

(m) The control measures that are now in force or a modified form of them will probably be required for the duration of the War.

Mr. Muhammad Nauman: With reference to part (f), may I know if these are done through contractors and if any price was stipulated or tenders were called for?

The Honourable Sir Edward Benthall: No, Sir, I have no information. These orders were placed by countrycraft owners, privately with countrycraft builders.

Mr. Muhammad Azhar Ali: Are Government aware that the U. P. forests have been very much depleted because of the timber export, and where is the timber to be provided from in future?

The Honourable Sir Edward Benthall: The subject of forests is not within my Department.

INSPECTORS OF POST OFFICES SELECTED FOR SIND AND BALUCHISTAN POSTAL CIRCLE

+264. ***Seth Yusuf Abdoola Haroon:** (a) Will the Secretary for Posts and Air please state the number of Inspectors of Post Offices selected for the Sind and Baluchistan Circle as a result of the examination held in August, 1944?

(b) What is the number of Muslims selected in the said examination?

(c) If reply to (b) is in the negative, what are the reasons for not selecting a Muslim having maximum marks amongst the candidates who could not qualify by a negligible margin?

Sir Gurunath Bewoor: (a) Three.

(b) Nil.

(c) Only those officials who obtain the minimum qualifying marks in the written examination are interviewed by the Selection Board. Those who fail to so qualify are not interviewed.

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

DISREGARD OF COMMUNAL RATIO ORDERS IN CLERICAL CADRE IN GENERAL POST OFFICE, KARACHI

†265. *Seth Yusuf Abdoola Haroon: (a) Will the Secretary for Posts and Air please state whether it is a fact that orders for maintaining communal ratio in the clerical cadre appertaining to minority community have been disregarded in the General Post Office, Karachi recruiting unit, in the past two years?

(b) What is the number of reserved vacancies for Muslims which were treated as unreserved in the said recruiting unit during the years 1942-43 and 1943-44?

(c) Are Government prepared to investigate the matter?

(d) Are Government aware that this is directly due to the fact that no Muslims are allowed to work in the administrative branches of the Post Office?

Sir Gurnath Bewoor: (a) No. The orders regarding communal reservation have been strictly followed but Muslim candidates have not been forthcoming to take up the full quota reserved for them in spite of the varied and strenuous efforts made by the local authorities to secure them.

(b) 33 for the two calendar years 1942 and 1943 taken together and 44 for the three calendar years 1942, 1943 and 1944 taken together. All were temporary appointments.

(c) Does not arise.

(d) The Honourable Member is, I am afraid, incorrect both in his assumption and his inference. Four Muslims are actually working in the administrative branches of the Karachi General Post Office.

MUSLIM CLERKS IN STAFF AND ESTABLISHMENT SECTION OF THE OFFICE OF DIVISIONAL ENGINEER TELEGRAPHS, KARACHI

†266. *Seth Yusuf Abdoola Haroon: (a) Will the Secretary for Posts and Air please state the number of Muslim clerks working in the Staff and Establishment Section of the office of the Divisional Engineer Telegraphs, Karachi?

(b) Is it a fact that Muslim recruits in the said unit are discouraged by the non-Muslim Head Clerks?

(c) Is it a fact that in the said unit even temporary Hindu Clerks have been allowed to work in the Staff and Establishment Branches in preference to Muslims?

(d) If replies to (b) and (c) are in the affirmative, what steps do Government propose to remove this anomaly and to safeguard the interests of the Muslim subordinates?

Sir Gurnath Bewoor: (a) One.

(b) and (c): No.

(d) Does not arise.

WIRELESS LICENCE INSPECTORS IN SIND AND BALUCHISTAN POSTAL CIRCLE

†267. *Seth Yusuf Abdoola Haroon: (a) Will the Secretary for Posts and Air please state the number of posts of Wireless Licence Inspectors in the Sind and Baluchistan Circle?

(b) How many of these appointments are held by Muslims?

(c) If the reply to (b) is in the negative, are Government prepared to give due share to Muslims in these appointments?

Sir Gurnath Bewoor: (a) Three.

(b) None.

(c) A Muslim who held one of these posts resigned recently. Government are enquiring into the matter.

HEAD OF THE SIND AND BALUCHISTAN POSTAL CIRCLE AND HIS ASSISTANT DIRECTOR (STAFF BRANCH)

†268. *Seth Yusuf Abdoola Haroon: (a) Will the Secretary for Posts and Air please state whether the Head of the Sind and Baluchistan Postal Circle and his Assistant Director, in charge of Staff Branch, are both Hindus?

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

(b) Will Government consider the advisability of appointing a permanent Muslim Superintendent of Post Offices as Assistant Director, in charge of staff and establishment?

Sir Gurnath Bewoor: (a) Yes.

(b) No. Postings are made in accordance with the interests of service respective of the community to which the officer posted belongs.

CERTAIN APPOINTMENTS IN LOWEST SELECTION GRADE, SIND AND BALUCHISTAN POSTAL CIRCLE

†269. *Seth Yusuf Abdoola Haroon: (a) Will the Secretary for Posts and Air please state the number of appointments in the Lowest Selection Grade in the Sind and Baluchistan Circle excluding the appointments of Inspectors of Post Offices and Head Clerks to the Superintendent of Post Offices and R. M. S.?

(b) What is the number of appointments of Grade B Postmasters in the said Circle?

(c) How many posts under (a) and (b) above are held by (i) Muslims and (ii) Non-Muslims?

(d) Are Government prepared to give adequate share to Muslims in these appointments?

Sir Gurnath Bewoor: (a) Forty.

(b) Five.

(c) Six Muslims and 34 Non-Muslims in the Lower Selection Grade and, two Muslims and three Non-Muslims in Grade 'B' Postmasters.

(d) Promotions to these appointments are made by seniority. The question does not therefore arise.

UNCLEANLINESS IN RAILWAY COMPARTMENTS

270. *Mr. K. S. Gupta: (a) Will the Honourable the Railway Member please state whether there is any report presented by Lord Munster to the Government of India? If so, would it be placed on the table?

(b) Is it a fact that in his report he referred to the unclean state of Railway compartments in this country? If so, what is the action taken or proposed to be taken by the Government of India to keep the Railway compartments clean? If none, why?

(c) Is it not a fact that at a Press Conference at New Delhi Mr. G. E. Cuffe, President, Indian Railways Conference Association, referred to this aspect and said that the reason for this uncleanliness was shortage of sweepers?

(d) Is it not the duty of the Railway authorities to keep the compartments clean and tidy?

(e) Is the shortage of sweepers referred to in (c) due to non-availability of sweepers or insufficient and unattractive remuneration?

(f) Are the Government of India aware of the fact that a small number of sweepers available in certain big stations are not available for service to the passengers as they are mostly used by the Station Staff as domestic servants? Do Government propose to put a stop to such a practice?

(g) Does the Honourable Member know that even if a sweeper is available in certain stations, he would not attend to the needs of third class passengers, but only looks to the comforts of First and Second Class passengers? Are there any special instructions to that effect?

The Honourable Sir Edward Benthall: (a) I am not aware of Lord Munster having submitted a report to the Government of India.

(b) In a report submitted to His Majesty's Government Lord Munster referred to complaints he had received directed against the dirtiness of accommodation. Railways are intensifying their efforts to maintain an adequate standard of cleanliness.

(c) It is correct that Mr. Cuffe, President of the Indian Railway Conference Association, referred to this matter at a Press Conference and stated that amongst other difficulties with which Railways were faced were those of

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

obtaining sweepers and the failure of passengers to co-operate by making room for the railway carriage sweepers to perform their duties *en route*.

- (d) Yes. But it is also the duty of the public to co-operate in this matter.
 (e) I understand the demand exceeds the available supply.
 (f) No. I shall be glad if the Honourable Member will specify the stations he has in mind so that action may be taken.
 (g) No.

ANIMALS SENT OUT FROM RAILWAY STATIONS IN THE PUNJAB

†271. ***Mr. R. R. Gupta:** (a) Will the Honourable Member for Railways be pleased to state the number of animals sent out of the stations served by the North Western Railway and Bombay, Baroda and Central India Railway operating in the Province of the Punjab between the 30th July and the 31st December, 1944?

(b) Will the Honourable Member be pleased to state the number of animals sent out from Kanana Station of the Bikaner State Railway and Bawal station of the Bombay, Baroda and Central India Railway between the 30th July and the 31st December, 1944?

The Honourable Sir Edward Benthall: (a) and (b). Government have no information and I am not prepared to attempt its collection as this would involve the expenditure of a great deal of time and labour that would be entirely incommensurate with the value of the results obtained. If the Honourable Member will be good enough to indicate the purpose for which he requires the information, I will endeavour to elucidate the matter.

SURVEY OF ACTUAL AND POTENTIAL DEVELOPMENTS OF INDUSTRIES

†272. ***Mr. R. R. Gupta:** Will the Honourable the Supply Member be pleased to state if Government do not propose to place immediately on the cessation of hostilities before the public a survey of the actual and potential developments of industries in this country in the light of the experience gained by the Department in the course of their production and purchase drive and also the data collected by them in these behalf? If such a proposal is not acceptable to Government, will he state their views in regard to it?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Government have every intention of collecting and placing before the public information of the kind referred to 'as soon as possible' after the termination of hostilities. Some data have been collected already and further information is in the process of collection by the various departments of the Government of India concerned with the development of Industry as well as by Provincial Governments.

IMPORTED PLANT AND MACHINERY FOR OPEN-CUT WORKING IN COAL MINES

273. ***Mr. K. C. Neogy:** With reference to the steps that are said to have been employed for the operation of certain imported plant and machinery for open-cut working in the coal mines, will the Honourable the Supply Member be pleased to indicate:

- (i) the cost of plant and machinery so far secured for the purpose;
 (ii) the coal mines where the above plant and machinery have been employed so far and the improvement in the raisings achieved thereby;
 (iii) the future programme of extension of these methods to other areas; and
 (iv) the methods of financing the scheme and their incidence upon Government funds and the funds of the collieries concerned, respectively?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (i) The Honourable Member's attention is invited to the reply given to part (c) of Question No. 27 in this House on 8th February 1945.

(ii) A portion only of the open cut coal mining equipment ordered has arrived in this country and it has been put to use at the following collieries:

- (a) Bokaro; (b) Tetelmari; (c) Sirka; (d) Jaunkunder; (e) Selected Jambad; and (f) Pure Jambad.

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

The increase in output achieved so far is 55,000 tons per month. This increase relates only to three of the above six collieries, as at two others the plant has only just arrived and at the remaining one it is being used, for the present, only for the removal of overburden.

(iii) The further programme is under consideration.

(iv) The cost of the entire machinery has been borne by Government who also propose to bear all expenditure relating to the mining operations up to and including delivery of coal into wagons, in return for certain payments and facilities to be given by the owners in connection with the work undertaken by Government. No further information can be disclosed at this stage as such disclosure may prejudice the negotiations between Government and the colliery owners, which are still in progress.

Mr. K. C. Neogy: May I know whether in the opinion of the Honourable Member the experiment can be said to have been a success?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: It has just begun and I do not venture to express any opinion at this early stage.

Mr. K. C. Neogy: As regards the answer to part (iv) of the question, do I take it that although the collieries concerned will be at liberty to get the full value of the coal according to the prices fixed by Government, a portion of the costs involved in the employment of this particular method may have to be borne by Government ultimately?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: No, Sir. I trust that the whole of the cost involved will be borne by the collieries concerned.

Mr. K. C. Neogy: That is what I wanted to be clear about.

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

Mr. M. Ananthasayanam Ayyangar: May I know if no arrangement. . . .

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

ESTABLISHMENT OF SYNTHETIC FERTILISER INDUSTRY

†274. ***Mr. R. R. Gupta:** (a) Will the Honourable the Supply Member be pleased to state what decision has been arrived at by the Government of India on the report of the mission appointed to investigate the problems regarding establishment of a Synthetic Fertiliser Industry in India?

(b) Have Government endeavoured to interest private enterprise in this industry and, if so, with what result?

(c) Will the Honourable Member consider the advisability of having the industry referred to above spread over in more than one place in India?

(d) Is the Honourable Member aware that, in view of the restricted supply of coal in India, it will not be advisable to develop this industry in such areas where ultimately it can be switched on to work on Hydro-Electric lines?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) and (c). The attention of the Honourable Member is invited to the Press Note dated the 20th January 1945, on the subject which has been published.

(b) I would refer the Honourable Member to the reply given on the 14th November 1944, during the last Session, to part (d) of Starred question No. 341 by the Honourable Mr. T. T. Krishnamachari. As I have stated before, this scheme for the production of 350,000 tons of sulphate of ammonia under State-ownership and State-control is an urgent short term measure for the supply of a substantial quantity of artificial fertiliser to cultivators at cheap rates, and it is the intention of Government to run the factory on a "no profit no loss" basis.

(d) The plant recommended by the Mission is self contained and the method they considered to be the most economical is that employing water-gas made from coke to produce the necessary ammonia, followed by conversion to sulphate by the gypsum or anhydrite process. The Technical Mission were, in fact, of opinion that should power be available from a hydro-electric source, there would be no overall saving of coal, but rather the reverse, by generating power inside the factory.

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

SCHEME FOR CONVERTING WAR INDUSTRIES INTO CONSUMERS INDUSTRIES

†275. *Mr. R. R. Gupta: (a) Will the Honourable the Supply Member be pleased to state whether Government have prepared any such scheme by which the industries started during war days for war supplies may be converted into the manufactures of consumers' goods after the war?

(b) Will the Honourable Member lay a statement before the House showing all such industries and Government's proposals for their conversion into consumers industries?

(c) What is the number of such factories which have been developed during war days for the manufacture of only war-materials? How many of them can be converted for manufacture of consumers goods? How many of them can have no alternative production and will have to be closed down after the war? What is the aggregate amount of capital involved in the same? What is the total strength of labour working in such factories?

(d) Will the Honourable Member please state if there is any scheme for compensating such industries which have to be closed down after the war?

(e) If the answer to the above is in the affirmative, what are those proposals for compensation? Are Government still following the policy of giving preference in matters of its purchases by placing orders with the industries referred to above which have been developed at the instance of the Supply Department? Can the articles, which are purchased from them, be imported in India due to easy shipment conditions now?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) The Honourable Member will realise that this raises issues of far-reaching importance which cannot suitably be dealt with in answer to a question. I need hardly add that these and kindred problems are now under examination.

(b) It is not possible until this examination has proceeded further to give an exhaustive list of such industries.

(c) Does not arise in view of the answer to parts (a) and (b).

(d) No. If any special case arises calling for action, the question of compensation, if any, will be decided on its merits, with reference to the nature of the contracts entered into.

(e) The first part of this question does not arise. The answer to the second part of the question is in the affirmative. As regards the third part of the question, only a small proportion of the stores purchased in India could be readily imported under present conditions.

POLICY RE DEVELOPMENT OF MECHANICAL TOOLS PRODUCTION

†276. *Mr. R. R. Gupta: (a) Will the Honourable the Supply Member be pleased to state whether Government are still pursuing the same policy which they outlined for development of mechanical tools' production in India or is there any change in their attitude?

(b) If there be a change in the attitude, in what respect it is so?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) There has been no change in Government's policy for fostering an indigenous machine tool industry. Increased assistance is being afforded to the industry which receives the help and advice of Machine Tool Engineering Advisers located in the Calcutta, Bombay and Lahore areas; Government assistance in obtaining raw materials at controlled rates; assistance in procuring supplies of equipment such as Cutting Tools, Measuring instruments, etc., the use of the services of Government's inspection staff at very nominal rates and assistance in getting transport priorities, power and building materials.

(b) Does not arise.

IMPORTED LOCOMOTIVES

277. *Mr. Amarendra Nath Chattopadhyaya: (a) Will the Honourable the Railway Member be pleased to state the number of locomotive engines imported into India during 1944 and from which countries and at what cost?

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

(b) How many old engines were substituted by the new imported locomotives and on which lines are they being used?

(c) Were the orders placed after consultation with experts? If so, who were the experts? Were these orders placed after consideration of tenders or they were open orders?

(d) Were there any efforts made to manufacture or start manufacturing locomotives in India during these five years of war by the Government of India or by the Railway Board? If not, is it not possible to start manufacturing now? Will the Honourable Member be pleased to make a statement on the manufacture of locomotives and wagons in India?

The Honourable Sir Edward Benthall: (a) A statement showing the information required is laid on the table of the House.

(b) The locomotives now being imported will eventually replace overage locomotives, but due to the large increase in traffic requirements, overage locomotives are not being withdrawn from service for the present. New broad-gauge locomotives will be distributed among all major Railways. New metre-gauge locomotives are at present in use on the Bengal and Assam Railway. They will, however, be utilised on other Railways if necessity arises.

(c) The answer is in the affirmative. Messrs. Rendell, Palmer and Tritton and other Specialist Railway Officers in India were consulted before the orders were placed. The orders were placed in consultation with the Supply authorities of the United Nations, who allotted manufacturing capacity after considering the requirements of all other bases and fronts. The ordinary peace-time procedure of calling for tenders could not, of course, be followed in the circumstances.

(d) I refer the Honourable Member to my replies to questions No. 11 and No. 17 asked on February 8, 1945. I shall be making a further statement on the subject in the course of my speech on the Railway Budget later in the day.

Statement giving the number of locomotives put into service during 1944 received against the orders placed by the Railway Board, their country of origin and estimated cost

Type of locomotives	Country of origin	Put into service during 1944	Estimated cost per erected locomotive in India (in thousands)
<i>Broad Gauge</i>			
X-Dominion	Canada.	142	3,29
Consolidation.	U. S. A.	52	2,96
Electric Diesel	U. S. A.	1	2,30
X-Dominion	U. S. A.	3	3,49
X-Eagles	U. S. A.	40	4,20
	Total	382	
<i>Metre Gauge</i>			
Mac Arthurs	U. S. A.	286	2,34

NEW SCALES OF PAY FOR GUARDS, ETC., ON EAST INDIAN RAILWAY

278. *Mr. Amarendra Nath Chattopadhyaya: (a) Will the Honourable the Railway Member be pleased to state if the new scale of pay of Guards Grade I and Grade II, Assistant Station Masters, Office clerks, Commercial clerks, Signallers, Numbertakers and Ticket Examiners of the East Indian Railway is less than the old and co-ordinated scale of pay of the aforesaid staff?

(b) If so, is it not a fact that the present scale of pay including Dearness Allowance and cheap rations is not sufficient to satisfy the needs of the

staff under the present circumstances? Will the Honourable Member consider the advisability of restoring the old or the co-ordinated scale?

(c) Is it not a fact that Guards Grade I and Grade II do the same work and work daily the same number of hours? If so, why are they not paid equal pay?

(d) What are the minimum qualifications for a Guard's post in either Grade?

The Honourable Sir Edward Benthall: (a) Yes, with a few exceptions.

(b) Government's policy is to meet the present rise in the cost of living by granting relief in cash and in kind, the scale of relief being adjusted from time to time. They do not consider the present time, when conditions are unstable due to the war, to be opportune for undertaking a revision of scales of pay.

(c) Guards, Grades I and II, do not necessarily have the same duties or work for the same number of hours. Their classification into grades, with different scales of pay, is based generally on the classification of trains, the higher grade Guards being normally employed on main line important services, while Grade II Guards are employed mainly on Goods and Branch line passenger trains.

(d) Direct recruits to Grade I are required to have passed the Cambridge School Certificate Examination or possess a University degree, while the minimum qualifications in the case of candidates for Grade II is the Matriculation Certificate or its equivalent.

Mr. Muhammad Nauman: In reply to part (a) of the question, the Honourable Member has said, "Yes, with a few exceptions". May I know what is in the mind of the Honourable Member with regard to these exceptions, because to the best of my information on the E. I. R. the grade of A class European and Anglo-Indian Guards, which was Rs. 250—550, has now been reduced to Rs. 100—250.

The Honourable Sir Edward Benthall: What I said was "with a few exceptions". The exceptions are that some of the revised scales start or terminate at a lower level.

Mr. Muhammad Nauman: The question here is 'is it not lower than what it used to be before?' That is the question which my Honourable friend has put.

The Honourable Sir Edward Benthall: My answer is, "Yes, with a few exceptions".

Mr. Muhammad Nauman: Does the Honourable Member propose to bring in the old scales in the circumstances which are prevailing at present?

The Honourable Sir Edward Benthall: I have answered that in reply to part (b) of the question.

Mr. Lalchand Navalrai: If it is not possible to revise their salaries, will the Honourable Member, in view of the conditions which exist at present, give them more dearness allowance?

The Honourable Sir Edward Benthall: The question of dearness allowance is constantly under consideration.

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

NON-RECOGNITION OF WAR SERVICE IN POSTS AND AIR DEPARTMENT

†279. ***Sardar Sant Singh:** Will the Secretary for Posts and Air please state if it is a fact that his Department does not recognise war services of its employees? If the reply be in the negative, will the Department please give the details of their employees whose services have so far been rewarded by special promotions?

Sir Gurunath Bewoor: The Department does recognise war services but employees are not rewarded by special promotion on the ground that they have served in the Field. Promotions in the different grades are governed by Departmental rules.

†280* and 281*.

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

†These questions were postponed to be answered on the 23rd February, 1945.

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

282. ***Mr. Lalchand Navalrai:** (a) Will the Foreign Secretary be pleased to state if there is a propaganda carried on in America by the British India Government through the Agent General for India in America in regard to India?

(b) Is it a fact, as stated in the Indian Press that the British Government spends over Rs. 4 crores per year and the Indian Government spends rupees twenty-six lakhs a year over this propaganda?

(c) If the answer to (a) and (b) be in affirmative, will the Honourable Member be pleased to state under whose authority is such false propaganda being carried on?

(d) If the answer to the above two parts be in the negative, will the Honourable Member be pleased to explain why such information is being published, and what steps did Government take to ascertain the truth?

Sir Olaf Caroe: (a) Yes, the Agent General does conduct publicity in the United States of America.

(b) In reply to the first part I am unable to say what the expenditure of His Majesty's Government on publicity in America is. The information given by the Honourable Member in the second part is not correct.

(c) Does not arise.

(d) I am unable to say why an incorrect statement was published in the press. In so far as the Government of India are concerned, they have ample opportunities for knowing the truth regarding this matter in the United States of America.

Mr. Lalchand Navalrai: With reference to the Honourable Member's reply to part (b) of the question, may I know what is the correct information?

The Honourable Sir Sultan Ahmed: My Honourable friend is wrong by twenty-one lakhs and a half.

Mr. Lalchand Navalrai: If the propaganda is not being made adversely to India, may I know whether it is being made in favour of India? If so, what is that?

Sir Olaf Caroe: That is rather an involved question. I am quite sure that no official organisation is making propaganda against India.

Mr. M. Ananthasayanam Ayyangar: What is the nature of the propaganda which is being carried on there?

Sir Olaf Caroe: I cannot give a lecture on the nature of the whole system of publicity.

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

REVISION OF DEARNESS ALLOWANCE OF POSTMEN AND LOWER GRADE STAFF

283. ***Mr. G. Rangiah Naidu:** (a) Will the Secretary for Posts and Air please state whether the Dearness Allowance said to have been revised for the fourth time early last year was with reference to the rise in the cost of living index?

(b) Are Government prepared to accept the demand of the Postmen and lower grade staff to grant Dearness Allowance at the rate of Rs. 1-8-0 for every five points rise in the cost of the living index as published from time to time by the Provincial Government?

(c) In the alternative, will Government consider the advisability of supplying to the employees necessities of life at the rates which prevailed prior to September 1939?

Sir Gurunath Bewoor: (a) The rates were reviewed in the light of the general course of prices and not with reference to any particular price index or cost of living index. The reasons for this are that the rise in the cost of living has not been uniform throughout India, and reliable cost of living indices are available only for a relatively small part of the country.

(b) No. The reasons are as explained in reply to (a) above.

(c) No. Government have been taking measures from time to time to afford necessary relief to their employees and the whole position is again at present under review.

CERTAIN MEMORANDUM ADDRESSED TO DIRECTOR GENERAL, POSTS AND TELEGRAPHS

284. *Mr. G. Rangiah Naidu: (a) Will the Secretary for Posts and Air please state whether the Director General, Posts and Telegraphs, to whom a memorandum was addressed on the 4th February, 1942, made the only proposal to increase the outstation allowance for Railway Mail Service as a result of his consideration of the suggestions in the Memorandum?

(b) If there were also other proposals, what were they, and why were they not considered by Government?

Sir Gurunath Bewoor: (a) The Honourable Member is presumably referring to the memorandum from the postmen and lower grade staff of the Madras Circle, which was placed before the Director-General, Posts and Telegraphs, when he visited Madras on the 4th February 1942. If so, I would refer the Honourable Member to the reply given to part (a) of his starred question No. 326 on 14th November 1944.

(b) The other proposals contained in the memorandum related to a variety of subjects. These were duly considered and disposed of by the Director General to whom the memorandum was addressed.

INADEQUATE STRENGTH OF POSTMEN AND LOWER GRADE STAFF

285. *Mr. G. Rangiah Naidu: (a) With reference to the answer to starred question No. 329, dated the 14th November, 1944, that the increase in the ministerial staff above the rank of Postman was on account of increased business, will the Secretary for Posts and Air please state whether the increased business entails increased work on the Postmen and lower grade staff also?

(b) What was the strength of the lower grade staff in 1925 and what is their present strength in the Madras Circle? Will Government please take necessary steps to augment this strength?

Sir Gurunath Bewoor: (a) Yes, but not in all cases nor in the same proportion.

(b) The strength of the lower grade staff (including Postmen) in 1925 was 9,677 and in October 1944 it was about 8,656, but I must explain that the decrease is due to a big reduction of over 1,500 in the number of runners who are included in Lower Grade Staff as a result of numerous Runners' Lines having been replaced by motor mail services. There has actually been an increase of about ten per cent. in the number of Postmen and other inferior servants excluding Runners. The staff of all classes and categories is increased from time to time as and when justified.

Prof. N. G. Ranga: How does it compare with the increased amount of work that is being carried on by these people?

Sir Gurunath Bewoor: I mentioned that the staff of all categories and classes is increased from time to time as and when justified. There are certain standards laid down in the Department according to which as the work increases the staff is increased.

ALLOWANCES PAID TO CLERKS BUT NOT TO POSTMEN AND LOWER GRADE STAFF IN MADRAS POSTAL CIRCLE

286. *Mr. G. Rangiah Naidu: (a) With reference to the answer to starred question No. 330, dated the 14th November, 1944, that such allowances as compensatory allowance, etc., are admissible to Postmen and lower grade staff, will the Secretary for Posts and Air please state the places in the Madras Circle and the rate at which the allowance is paid to clerks but not paid to Postmen and lower grade staff?

(b) What are the places in the Madras Circle and the rate at which the allowance is paid both to clerks and Postmen and lower grade staff, separately?

(c) If the answer to the above reveals invidious distinction between the clerks and the Postmen and the lower grade staff, will Government take necessary steps to remedy the anomaly?

Sir Gurunath Bewoor: (a) and (b). The information asked for by the Honourable Member is given in Appendix 10 of the Manual of Appointments and Allowances of Officers of the Indian Posts and Telegraphs Department (2nd Edition), a copy of which is available in the Library of the House.

(c) These allowances are sanctioned on the merits of each case with reference to the scales of pay, conditions of service, and other relevant factors in respect of each class of employee and the question of invidious distinction or anomaly does not therefore arise.

Prof. N. G. Ranga: Are efforts made to review the conditions under which the lower grade staff and postmen are employed and also whether the various allowances are given or given at a lower rate?

Sir Gurunath Bewoor: I mentioned that these allowances are sanctioned on the merits of each case with reference to the scales of pay, conditions of service, and other relevant factors.

Prof. N. G. Ranga: In regard to those relevant factors and conditions of service, have any efforts been made to review the conditions of service under which these men are being employed because it is a universal fact that they have been paid extremely low salaries.

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

Prof. N. G. Ranga: Has any effort been made to review the conditions under which these lower paid officials are employed?

Sir Gurunath Bewoor: Reviews are always made, whenever representations are received.

LEAVE RESERVE CLERKS IN POSTAL DEPARTMENT

287. *Mr. G. Rangiah Naidu: (a) Will the Secretary for Posts and Air please state whether there is a category of leave reserve clerks in the Postal Department? If, so, what is their percentage to the total strength of permanent clerks?

(b) How are they distributed to each office or are they stationed at central places and deputed to act for incumbents proceeding on leave?

(c) Will the Honourable Member consider the advisability of creating a category of leave reserve for Postmen and lower grade staff?

Sir Gurunath Bewoor: (a) The reply to the first part is in the affirmative. The percentage varies in different branches of the department.

(b) The arrangement is as stated in the latter part of the question.

(c) No; as substitutes are employed when such officials proceed on leave.

FIXATION OF BASIC PAY DEMANDED BY ALL-INDIA POSTMEN AND LOWER GRADE STAFF

†288. *Mr. G. Rangiah Naidu: With reference to the answer to starred question No. 333, dated the 14th November, 1944, that there is no difference in the nature of duties performed by the old and the new entrants, to Postal Department, does the Secretary for Posts and Air propose to abolish new scales of pay introduced in 1931 and fix the basic pay as demanded by the All-India Postmen and lower grade staff?

Sir Gurunath Bewoor: No, Sir.

NEGOTIATIONS FOR CONFERMENT OF UNITED STATES CITIZENSHIP ON INDIANS

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

(a) at what stage the negotiations for conferment of United States Citizenship on Indians now are; and

(b) whether no progress has been made in the matter due to the indifference of the Indian Agent-General in the United States of America?

Sir Olaf Caroe: (a) The attention of the Honourable Member is invited to the reply given by me on the 8th February 1945, to question No. 3 tabled by Sardar Mangal Singh.

†Answer to this question laid on the table, the questioner having exhausted his quota.

(b) The Government of India deny this suggestion. - On the contrary the Agent-General has continued to represent with marked initiative and in unmistakable terms the importance as the Government of India see it of early legislation to enable Indians to acquire citizenship rights in, and rights of entry into the United States.

Mr. T. T. Krishnamachari: May I ask the Honourable Member if he remembers, in answer to the question he referred me to, he spoke of the inclinations of the Agent General. Are the inclinations favourable to press the claims of Indians generally?

Sir Olaf Caroe: I could not hear what the Honourable Member said.

Mr. T. T. Krishnamachari: The Honourable Member said, in reply to the question he referred me to, something about the inclinations of the Agent General. Are those inclinations favourable to pressing the claims of Indians generally?

Sir Olaf Caroe: Whose inclinations?

Mr. T. T. Krishnamachari: I think I heard him say something about the Agent General's inclinations?

Sir Olaf Caroe: Of course the inclinations are favourable. Why should they not be?

Mr. T. T. Krishnamachari: I asked a question. I do not expect a question in return as a reply.

UNSTARRED QUESTION AND ANSWER.

DISAPPEARANCE OF A POSTAL CASH BAG IN PESHAWAR

7. Sardar Sant Singh: Will the Secretary for Posts and Air please state if a postal cash bag containing Rs. 1,500 disappeared in Peshawar? If so, which official was responsible for it?

Sir Gurnath Bewoor: The reply to the first part is in the affirmative. As regards the latter part, investigations by the Police were unsuccessful. Departmental investigations are now going on with a view to fix responsibility for the loss.

SHORT NOTICE QUESTIONS AND ANSWERS.

DEARNESS ALLOWANCE TO OFFICIALS OF THE GOVERNMENT OF INDIA

Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Home Member please state:

(a) whether there are any proposals with the Government of India to increase or give dearness allowance to the various cadres of the officials in the Government of India;

(b) whether any dearness allowances have been recommended to officials receiving over Rs. 1,000;

(c) if so, at what rate; and

(d) to whom else and at what rate fresh allowances have been recommended?

The Honourable Sir Francis Mudie: (a) to (d). Certain proposals for increasing the war allowance and dearness allowance are under consideration of Government. I regret that I am at present not in a position to give any information regarding the nature of these proposals.

Prof. N. G. Ranga: Why, Sir?

Mr. T. S. Avinashilingam Chettiar: May I know when the Government expect to make them public?

The Honourable Sir Francis Mudie: When a decision is reached.

Mr. T. S. Avinashilingam Chettiar: Will Government take the decision of this House before they come to their conclusions?

The Honourable Sir Francis Mudie: No.

Dr. Sir Zia Uddin Ahmad: Will the Standing Finance Committee be consulted?

The Honourable Sir Francis Mudie: It is not for me to say so!

Prof. N. G. Ranga: Will the Honourable Member repeat his answer?

Mr. President (The Honourable Sir Abdur Rahim): Which answer?

Prof. N. G. Ranga: His answer to Dr. Zia Uddin Ahmad's question.

The Honourable Sir Francis Mudie: It is not for me to say.

Mr. T. S. Avinashilingam Chettiar: May I know whether it is the intention that the Executive Councilors should also get an extra allowance under these proposals?

The Honourable Sir Francis Mudie: I am not in a position to give any information as regards the proposals.

WAR ALLOWANCE TO OFFICERS UNDER CONTROL OF THE SECRETARY OF STATE

Mr. T. T. Krishnamachari: Will the Honourable the Home Member please state:

(a) whether any recommendations have been proposed to be made to the Secretary of State in regard to the grant of war allowances to officers under the control drawing over Rs. 1,000 per mensem;

(b) if the answer to the above is in the affirmative, how it will affect similar officers under the control of the Governor General in Council;

(c) the terms on which these allowances will be granted;

(d) whether any complementary proposals are being considered in regard to officials drawing Rs. 1,000 and below in supersession of the proposals placed before the Standing Finance Committee on the 31st October, 1944; if so, what they are;

(e) whether any change is proposed as a consequence in the existing dearness allowances; and

(f) whether it is proposed to place the proposals before the Standing Finance Committee for its concurrence; if not, why not?

The Honourable Sir Francis Mudie: (a) to (f). I would refer the Honourable Member to the answer I have just given to the previous short notice question by Mr. T. S. Avinashilingam Chettiar.

Mr. Muhammad Nauman: What extraordinary objection is there in making the proposals known to us? Is there any secret behind them? Is there any design underlying these proposals which Government is shy of disclosing at this stage?

The Honourable Sir Francis Mudie: The only reason is that the proposals are not yet ready.

Mr. Muhammad Nauman: There are some proposals in the mind of the Honourable Member. Why is he shy of disclosing them to the House?

Mr. T. T. Krishnamachari: With reference to part (d) of the question, may I ask the Honourable Member whether the file in regard to these proposals was started immediately after the 31st October, 1944, after sanction was given by the Standing Finance Committee to the grant of war allowance to people drawing Rs. 1,000 and below?

The Honourable Sir Francis Mudie: I do not remember what part (d) is.

Mr. T. T. Krishnamachari: Part (d) is before the Honourable Member.

The Honourable Sir Francis Mudie: I would refer the Honourable Member to the answer I have already given.

Mr. T. T. Krishnamachari: The answer does not cover my question whether the file was started immediately after the war allowance sanctioned by the Standing Finance Committee on the 31st October, 1944, to officers drawing Rs. 1,000 and below.

The Honourable Sir Francis Mudie: I do not remember when the file started.

Sir Muhammad Yamin Khan: When does the Honourable Member think that his proposals will be ready?

Mr. N. M. Joshi: After the Assembly Session is over.

The Honourable Sir Francis Mudie: No, they will be ready before the Assembly is over.

Mr. T. S. Avinashilingam Chettiar: May I know whether any provision has been made in the Budget for these allowances?

The Honourable Sir Francis Mudie: No provision has been made.

Mr. T. T. Krishnamachari: May I ask how the Honourable Member is able to reconcile the answer given by him to the short notice question today with the answer which he gave yesterday when an adjournment motion was sought to be moved?

The Honourable Sir Francis Mudie: The position is the same.

Mr. T. T. Krishnamachari: In view of the Honourable Member's reply to the short notice question today is not his acceptance of these short notice questions a mere farce?

Prof. N. G. Ranga: May I know whether the Finance Member was consulted to see if he agreed with these proposals?

(No answer was given.)

AMENDMENT TO COORG MOTOR VEHICLES RULES

The Honourable Sir Edward Benthall (Member for Railways and War Transport): Sir, I lay on the table a copy of the Notification No. 2/R.F. 243/44, dated the 3rd January, 1945, relating to an amendment of the Coorg Motor Vehicles Rules, 1940, under sub-section (3) of section 133 of the Indian Motor Vehicles Act, 1939.

THE CHIEF COMMISSIONER OF COORG

NOTIFICATION

No. 2/R.F. 243/44, dated Mercara, the 3rd January, 1945

In exercise of the powers conferred by section 41 of the Motor Vehicles Act, 1939 (IV of 1939), and the notification of the Government of India, Department of Communication No. R. 60, dated the 28th June 1939, the Chief Commissioner is hereby pleased to make the following amendments to the Coorg Motor Vehicles Rules, 1940, issued with his notification No. R.F. 43/121-39, dated the 26th March 1940:—

Amendment.

(1) In Rule 30(a) after the words "Provincial Government" add the following:—

"A certificate of fitness issued by a competent authority in the Province of Madras shall be deemed to be a certificate of fitness granted under this Rule."

(2) In Rule 30(g) delete the words "Either" and "Madras or."

2. The amendment hereby made shall be deemed to have been made to have come into force on and from the 1st January, 1945.

K. CHENGAPPA,

Chief Commissioner.

RAILWAY BUDGET FOR 1945-46

The Honourable Sir Edward Benthall (Member for Railways and War Transport): Sir, the figures which I am about to disclose in presenting the Railway Budget for 1945-46 are, judged by pre-war figures, phenomenal; but it is of still greater importance that they reflect the success of the railways in performing the task laid upon them.

The past year

2. Assisted by the welcome absence of serious natural disasters in the shape of floods and cyclones or man-made hindrances to movements, performance has shown a satisfactory improvement. The Bombay explosion caused a small amount of damage to the railways and dislocated traffic in the Bombay area for some considerable time but this and a series of minor floods, unlike the misfortunes of the two previous years, had no major effect upon the carrying or earning powers of the railways. In the first 8 months of the year the railways loaded 7½ per cent more wagons and carried nearly 2,000,000 tons more goods than in the same period of the previous year. Coaching traffic, judged by earnings, showed a remarkable increase of some 30 per cent, spread over all railways. The heaviest regional increase in goods traffic has, of course, been on the lines of communications to the Burma front where rolling stock was concentrated and where we had the invaluable assistance of our American friends over a large section of the metre gauge; but other railways less fortunately placed have also shown creditable increases. Continuous efforts are

being made to speed up traffic and expedite the turn round of wagons but several factors have tended to offset further improvements such as the more stringent operation of the priority system, the longer delays at terminals resulting from war conditions and the quality of coal which in some areas particularly has led recently to frequent engine failures and consequent dislocation of traffic. Considering the increasing difficulties under which railways have been working, the statistics of operating efficiency have been fairly well maintained.

The Civil and Military load

3. The military operational demands have been met to the satisfaction of the Service Chiefs. The expansion of capacity on the Lines of Communication to Assam has been in excess and in advance of the target and over the rest of the Indian railway system military movements generally have had a high degree of priority which has enabled military programmes, with the inevitable minor hitches, to be carried through. This must be attributed not only to the good work of the Railway and Priority authorities but also to the close co-operation of the Services. A notable example of this is the work of the Panel in Calcutta which regulates not only the military lift to the front but also the civil supplies to Assam and East Bengal. The special thanks of the Railway Department are due to General Lindsell, Principal Administrative Officer, General Headquarters, and his British, Indian and American colleagues for their help and support.

On the civil side essential programmes have, on the whole, been successfully carried out, though many trade movements of low priority have been of necessity held up. The machinery established by the Priorities Branch of the War Transport Department has functioned with increasing smoothness and efficiency largely owing in the same way to the closer co-operation established with other Departments of the Government of India and with Provincial Governments. Particular mention may be made of the inter-provincial distribution of food grains and sugar in association with the Food Department; of the distribution of cotton cloth in co-operation with the Textile Commissioner and the Industries and Civil Supplies Department; and of the movement of timber, iron and steel and cement under arrangements with the Supply Department. In the case of many other major commodities, there has been progress both in distribution and in collection of raw materials, combined with economy in transport by means of zoning and rationalisation. As regards foodstuffs in particular, there were local shortages of particular commodities from time to time in certain areas due to congestion of traffic but these were on a greatly reduced scale owing to the improved system of distribution and the railways can claim with satisfaction that in 1944 nobody in India went short of the necessities of life because of failure of rail transport.

Coal supplies for the railways have been a continual source of anxiety owing to the low coal raisings. A vigorous campaign of fuel economy has been in force and one of the steps taken has been the closing of numerous stations. On one occasion the curtailment of passenger services for a short period was also necessary. Railway coal stocks are at a dangerously low figure and must be increased. The demand for wagons for coal loading for the year was on a slightly reduced scale and has been a particular cause of watchfulness by the Wagon Interchange Control. Over the year, however, all coal offered was moved. Reduced coal raisings during the later months of the year as usual afforded a temporary chance to catch up arrears of movements of other goods but with the coming of the present good coal raising season, and with heavier demands for traffic and particularly a large increase in military traffic a period of great wagon stringency is likely to ensue this spring and to last at least until substantial deliveries of wagons mature in the second half of the year.

In order to interest the public in the difficulties and achievements of the railways we are holding a Railway Exhibition at New Delhi station in the beginning of March and I hope Honourable Members will give it their hearty patronage.

[Sir Edward Benthall.]

Constructional work

4. The magnitude of the work accomplished by the Engineering Departments of the railways to increase the line capacity and to supply military depots and airfields is not generally appreciated. Since the war began over 1,400 miles of military sidings have been constructed, 70 miles of permanent and 153 miles of temporary sidings for airfields, 21 miles of new single line and 400 miles of doubling or quadrupling have been completed up to the end of January 1945 and the programme is by no means finished. In addition 198 crossing stations, additional loops at 174 stations, lengthening of loop at 145 stations and remodelling of 30 large station yards have been completed. In all some 3,500 miles of track material have been arranged for (including 1,205 miles for overseas) so that in spite of the difficulties arising from shortage of materials and labour and the pressure of every day maintenance work, the engineering departments have succeeded in providing the equivalent of a good sized railway system with a speed and reliability of which, considering the circumstances, they may well be proud.

Passenger traffic

5. As foreshadowed last year, the upsurge of passengers has continued. Some 10,000,000 passengers more were carried monthly in 1944 than in 1943 and 25,000,000 more are now being carried than in 1942 in spite of the relatively small increase in war activity of which the figures of coal consumption and rail movements of goods are a good index. This fact, coupled with the comparatively large percentage increase in upper and inter class passenger traffic, demonstrates beyond doubt that apart from military passengers the increase in travel is due to the increased availability of money. The publicity campaign to restrict travel proved largely fruitless and expenditure on this has been heavily reduced. Certain other steps which were discussed by the Central Advisory Council for Railways have been taken, notably the promulgation of a new Defence of India Rule No. 85-C, to provide police help to railway servants to prevent travel on foot-boards, the restriction of travel by Mails and Expresses to journeys of not less than a certain distance, the encouragement of bus services in congested areas, and stricter measures to combat ticketless travel. Special military leave trains have been run to reduce the military demands on the space available for the public and further extension of this practice is under consideration. Vigorous efforts to improve the lighting, fitting, and cleanliness of trains have been and are being made but thefts of fittings have reached phenomenal proportions, any brass work is systematically stolen and the wastage of electric light bulbs is of such dimensions that imports and local manufacture in spite of pressure for priority are unable to meet more than 50 per cent of our demands, while the intensive use of stock makes it difficult to service the carriages to pre-war standards. Continuous efforts are, however, being made by all railways to improve conditions and we have renewed assurances that the electric bulb supply will soon be on a more satisfactory basis. The only cure for the present congestion is to increase passenger services, but it is impracticable for the railways to apply this remedy effectively owing to the demand for coaching stock for the transport of Armed Forces, the shortage of supplies, particularly of timber, for constructing new coaches, and finally the coal shortage which necessitates the conservation of coal in whatever ways are possible. In spite, however, of the shortage of materials all possible efforts are being made to bring into service every coaching vehicle which can be made to run and to construct more coaching stock, if necessary of inferior wartime specification, in order to relieve the pressure.

Post-war plans

6. Good progress has been made with the details of the post-war plans which were discussed by the House during the last Budget Session. A tentative programme of construction of new railways has been prepared in consultation with Provincial Governments. This can be put into operation at reasonably short

notice and will keep the railways occupied for several years. Standards for improved rolling stock and plans for amenities for third class passengers and staff are being finalised. As regards the manufacture of locomotives and boilers in India, it is hoped to complete the agreement with Messrs. Tatas at an early date and to hand over the Singhbhum shops to them on April 1st, 1945. With assistance from the Tata Iron and Steel Works and from the East Indian Railway it is planned to produce 100 boilers within 15 months of that date which, even if not fully achieved, will afford substantial relief owing to the late deliveries of boiler orders from overseas. The lay-out and equipment for the manufacture of locomotives at Kanchrapara under State management are also being finalised and sufficient progress has been made to enable orders for certain heavy machinery to be placed so as to prevent any avoidable delay in commencing manufacture as soon as the works have been remodelled after release from their war functions. Proposals for an overhaul of the rating system and for a regrouping of railways are in hand but nothing useful can be disclosed at the present juncture. A Committee has been set up under the chairmanship of Mr. John Sargent to examine the question of encouraging tourist traffic after the war both by Indians and by tourists from overseas. Generally it is safe to say that railway plans for post-war reconstruction are as well ahead as or in advance of those of any other department of Government.

As regards the question of road-rail competition, Government have very recently had the advantage of a full discussion of the post-war problems at meetings of the Transport Advisory Council and of the Policy Committee on Transport. These bodies were unanimous that effective co-ordination is essential, although there is, naturally, still some difference of opinion as to the best methods of achieving it. Government are approaching the problem in the post-war period in the light of the advice tendered by those two bodies, and from the point of view of securing the utmost productivity of all forms of transport on a basis of rationalisation with the maximum possible co-ordination between the various transport media. In particular they seek to secure a close co-ordination between railway and road interests, whether the latter be those of road-operating companies or of Provincial Governments who may in future participate in road transport operation. In order to regulate competition, they seek, within the general framework of the Motor Vehicles Act, to secure that control of fares, routes and traffic on roads shall be exercised in accordance with principles to be agreed upon between the Centre and the Provinces, such control to be exercised through Provincial Transport Authorities. A still closer community of interests will be sought, where possible, by the railways negotiating financial participation in road transport companies where the Provincial Government concerned is prepared that they should do so. In short the Central Government are willing to consider any methods of securing the joint interests of road and rail development and to accommodate the means of co-ordination so far as possible to the policy found to be most suitable to the varying needs of Provinces. This policy appears to be suited to the prevailing conditions and to be best calculated to result in a rational, rapid and prosperous development of internal transport. This would allow for further developments in the direction of the organisation of road transport through public utility corporations should that be accepted by the Central and Provincial Governments of tomorrow as the goal to be aimed at. In the meantime road transport services are being organised to afford relief on congested sections and to encourage movement of essential supplies.

Rolling stock

7. The Wedgwood report in 1937 expressed the view that the Indian Railways had an excess of engines. It must be remembered, however, that they were then regarding the problem solely from the point of view of economy in normal peace time conditions and in pre-war days there was regularly a shortage of wagons during the busy season, as the result of maintaining only a

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minimum stock, which was said to have had some hampering effect on industry. The war has shown that the railways have been much handicapped by the shortage of power and wagons. As the result of pre-war economy no less than 29 per cent. of India's locomotives are now over 35 years old, but all serviceable rolling stock has had to be kept in operation, often at a high cost in repairs and in efficiency in order to meet the emergency. As soon therefore as the Japanese aggression showed in 1942 that an increased burden would fall on Indian railways, orders were placed for engines abroad and for wagons in India to the maximum capacity of the Indian wagon industry. As the mounting military load on Indian railways became evident, combined with the heavy wear and tear on existing stock, it became necessary, with the approval of the Standing Finance Committee for Railways and as reported in my last two budget speeches, to increase the orders and, owing to the fact that the Indian wagon industry was already filled to capacity, to place in addition large orders for wagons overseas. The total stock ordered for use in India since 1942 has been 937 broad gauge engines, 415 metre gauge engines, 46,734 broad gauge wagons, 12,481 metre gauge wagons of which 17,934 broad gauge and 661 metre gauge wagons have been ordered in India. The liability for the cost of the metre gauge engines and wagons is a matter which is still under discussion between the Railway and War Departments. Of these, 255 broad gauge engines, 334 metre gauge engines, 4,029 broad gauge wagons and 8,790 metre gauge wagons were in service by the middle of January 1945. In addition to this, metre gauge engines and wagons sent overseas from the Indian railways in the early part of the war are now being returned in considerable numbers. It is expected that the whole of the orders from overseas will be in service by the early part of 1946 and the latest order for 10,000 wagons placed on the Indian industry is now scheduled for delivery in 1946 or early 1947.

The orders placed are by normal pre-war standards immense but so was the emergency which faced Indian railways. It is no secret that the situation has been one of great anxiety for the last two or three years. It has only been by the narrowest of margins and with considerable delays that the railways have succeeded in moving the requirements of the Services in addition to the people's food and the raw materials and products of industry. Much less essential traffic has not moved at all. The military load planned for the railways in the ensuing year is higher than ever and for this reason and in order to safeguard essential civil movements, a resolute attempt had to be made to place the rolling stock position on a sound basis. There was, of course, no time for a leisurely purchase in the cheapest market and at the cheapest time. We had to act vigorously. There is no doubt that the timely arrival of metre gauge engines and wagons played a significant part in the victory of Imphal and the replacements and reinforcements which broad gauge railways have received, though relatively small hitherto, have just turned the scale in maintaining the civil life of the country. In a few months when wagons come rolling in, we hope to be in a happier position altogether to supply the war-time needs of the country for the movement of goods and subsequently, after making allowance for the necessity for overtaking arrears of maintenance and for a return to more normal operating methods involving better service to the public, to be in a better position to meet also the high hopes of post-war industrial and agricultural expansion. The public will, however, naturally be anxious, with an eye to the future, to know what will be the effect of these deliveries of rolling stock on the Indian locomotive and wagon industries. There is no difficulty in giving an assurance on this point. In the case of locomotives, the deliveries will barely replace the overage locomotives which ought to be scrapped and no provision at all has been made for deliveries of passenger engines so that there is no doubt that there will be plenty of orders available for the new locomotive works which are being established provided funds are conserved for the purpose. In the case of wagons our present orders have had the effect of anticipating future demands to some

extent and will provide for some overall increase in our stock, but in the 10 years from 1945-46 an average of 5,400 wagons will become overage each year against an average of 480 which were still due replacement in the previous 10 years. There, therefore, appears from the technical aspect to be room from 1947 onwards for wagon orders on the Indian industry in excess of the pre-war average. It will also be necessary to initiate a programme for the reconstruction, to conform to Indian standards, of the wooden bodies of certain stock of war time specification received from America and there is the possibility of the wagon builders undertaking the provision of coaching stock of all-steel construction.

Finance of Rolling Stock and War Works

8. According to the principle adopted in Indian finances, commercial departments of the Government of India bear the full cost of capital assets acquired whether under Lease-Lend terms or otherwise. The Railway Department is not therefore concerned with the arrangements made by the Government of India in the Finance Department with the United States of America. The effect of these large purchases on the finances of the railways must clearly be abnormal, especially since they have been made at war prices and in some cases the stock delivered has been below Indian standards. Fortunately the railways have been and will, we hope, continue to be able, aided by this additional equipment, to offset these abnormal charges by earning abnormal profits which the Government propose to allocate in large part to paying for the abnormal cost of war purchases and the cost of works undertaken for war purposes, costs which would be a charge against the War budget but for the fact that Railways are a commercial department. I will now proceed to describe the special measures which Government have decided to take to bring the above principle into effect.

The amounts expected to be spent on locomotives and wagons in the four years 1943-44 to 1946-47 will be about 94.75 crores. If this expenditure is allocated under the ordinary rules, there would be a debit of 16 crores to capital and of 78½ crores to the Depreciation Reserve Fund. The figures of expenditure incurred on works are not so striking, but they are, nevertheless, substantial. The application of the ordinary rules would result in some degree of over-capitalisation and a very serious depletion of the Depreciation Reserve Fund, which would be crippled thereby for future renewals programmes, more especially those of the immediate post-war period.

To deal first with the works it has been decided that all works of general traffic utility executed at the instance of the War Department to meet the needs of war time military traffic will be charged to military estimates and the Railways will pay interest and depreciation at agreed rates subject to the arrangement being reviewed at the end of one year after the war. This arrangement will give a considerable measure of relief to Railway capital. In addition there are numerous other works such as military sidings, depots, etc., constructed for the sole use of the War Department. The costs of such works are shared between the Railways and the War Department according to certain prescribed code rules. Although the Military sidings, depots, etc., constructed during the war should be treated as temporary, the Railway share of the cost, which is estimated at about 3 crores, has been charged to capital. It is now proposed to transfer this expenditure to working expenses in accordance with the principles of allocation of temporary Railway works. As regards other important Capital and Depreciation Fund works for purely railway purposes, we propose that 50 per cent. of the expenditure incurred after 1942-43 should be debited to working expenses in view of the high cost of these works resulting from the war. Under this head we have for the present made a provision of 1.50 crores to cover the expenditure for which particulars are available.

The rolling stock presents a much greater problem both in intricacy and magnitude. We are, however, able to solve this problem by making a change in the rules of allocation as a temporary measure for the period of the war. All

[Sir Edward Benthall:]

rolling stock will be treated as being on-replacement account. Under the existing rules a newly acquired wagon or locomotive is compared with the corresponding unit that is treated as having been replaced. If there is any increase in the capacity of the wagon or in the tractive effort of the locomotive the proportionate cost of such increase is debited to capital. The increases to capacity thus made render some wagons or locomotives superfluous, and their cost at original prices is credited to capital by charge to Depreciation Fund. There may actually be no increase in total capacity but there would be a net debit to capital because on individual unit basis the cost of increases in capacity is charged to Capital at present day high prices while credit is afforded at original prices. We now propose that a charge to Capital should be raised only when the total capacity of wagons or the aggregate tractive effort of locomotives is increased on any railway after making allowance for difference in estimated lives of the old and the new stock. If under this new rule any debit is involved to capital we propose to apply a suitable formula to write off the element of excess war time costs by debit to working expenses. Actually under the programmes so far sanctioned there is no increase in the aggregate tractive effort of locomotives while the increase in the aggregate wagon capacity is very small.

In respect of the charge to the Depreciation Reserve Fund we propose with the approval of the Standing Finance Committee to adopt the following measures:—

- (i) debits to the Fund will be limited to the amount accumulated therein for the items that are treated as replaced;
- (ii) the difference between the accumulations in the Fund and the original cost of the items treated as replaced will be found from the Railway Reserve. This difference represents the arrears of depreciation which as provided for by the Convention of 1924 form an appropriate charge on the Railway Reserve;
- (iii) the balance will be charged to working expenses.

Summarising the financial results of these proposals in respect of wagons and locomotives, the charge to Capital will be about a crore; that to Depreciation Fund will be reduced from 78½ to 22 crores; there would be a withdrawal of Rs. 10½ crores from the Railway Reserve and a sum of 61½ crores will be debited to working expenses. Adding 3 crores for Military sidings, depots, etc., and 1½ crores for works the particulars of which are available, the total amount that is proposed to be debited to working expenses is Rs. 66 crores of which 24 crores will be accounted for in 1944-45, 30 crores in 1945-46 and 12 crores in 1946-47.

Capital and Depreciation Fund, 1944-45

9. Having explained this background, I turn to the capital and depreciation expenditure in the current year. When I presented the budget last year I estimated an expenditure of 52·22 crores, 28·7 crores chargeable to capital, 23 crores to the depreciation fund and 52 lakhs to revenue. During the course of the year we arranged to terminate the contract of the Bengal Nagpur Railway by paying 4·8 crores of which 4 crores will be charged to capital and 80 lakhs representing compensation for loss of profits to working expenses. In parenthesis I must observe that the acquisition of the last big Company-managed Railway by the State is an event which in peacetime would have been a source of more than passing comment, and in war time has been a notable achievement having regard to the volume of other work. Under suspense we anticipate an increase of 1·85 crores while the estimate for released material is now 1·77 crores against the original expectation of 4 crores. Due to delay in the final settlement with Liquidators of the Bengal and North Western and Rohilkund and Kumaon Railways we expect a bigger throw forward from 1943-44 and the expenditure now expected is 1·25 crores against the budget provision of half a crore. This additional expenditure has been more than counter-balanced by the relief afforded as a result of the measures I have outlined above for the avoidance of over-capitalisation and the protection of the Depreciation Fund. Against the original estimate of 52·22 crores we now expect to spend 56·24 crores, of

which 12·3 crores will be charged to depreciation fund; 20·84 crores to revenue, 2·17 crores to railway reserve and 20·93 crores to capital.

Capital and Depreciation Fund, 1945-46

10. For 1945-46 our total demand for expenditure chargeable to Capital and Depreciation Fund is 32 crores of which 22½ crores will be met from the Depreciation Fund. We propose to purchase three Railways—Podanur-Pollachi, Jacobabad-Kashmore and the Dibru-Sadiya—at the aggregate cost of 2·83 crores of which 2·26 crores will be charged to capital. Our works programme is for an expenditure of 15·32 crores. After making a lump-sum cut of about 20 per cent we have provided 12·6 crores, 5·4 crores chargeable to capital and 7·2 crores to depreciation. Our total rolling stock programme for 1945-46 is 72·60 crores, but to provide for throwforwards for the next year we have made a lump-sum cut of 25 per cent leaving the net provision at 54 crores, of which 30 crores will be chargeable to revenue, 5·8 crores to railway reserve, 15·9 crores to depreciation fund and 2·3 crores to capital. Our suspense balance is likely to increase by about 3 crores but we expect a credit of 4 crores, 1½ crores for released materials and 2½ crores for dismantled lines and abandoned assets.

Accounts of 1943-44

11. I turn now to the income and expenditure of the past, the present and the coming year. Beginning with 1943-44, it was estimated that the year would end with a surplus of 43·77 crores. But the receipts during the last three months proved better by 6·93 crores entirely due to passengers and parcels traffic while our working expenses exceeded the revised estimate by eleven lakhs only. The net result was a surplus of 50·84 crores, out of which general revenues received 37·64 crores and railway reserve 13·2 crores.

Revised Estimate for 1944-45

12. Our estimate of receipts for the current year was 182 crores. Our revised forecast is 214·30 crores. To this increase of 32·30 crores 'Goods' have contributed 6 crores, 'Passengers' 9·36 crores, and 'Other Coaching Traffic' the high figure of 17·4 crores on account of more military specials and of a phenomenal growth in our parcels traffic.

Our budget estimate of gross working expenses including appropriation to the depreciation reserve fund was 114·28 crores. We now expect an expenditure of 147·49 crores. To make a proper comparison with our budget, however, we should exclude a sum of 24 crores, representing adjustments on account of temporary military sidings and of works and rolling stock under the various decisions I have already described, so that our revised estimate exceeds our budget only by 9½ crores. This is due mainly to dearness allowance 2·15 crores, additional staff 1·76 crores, more expenditure on repairs and maintenance and stores 2·26 crores, other miscellaneous increases about 3 crores, which includes provision for 25 lakhs for wireless installations and 35 lakhs for road transport services.

Our interest charges would be 94 lakhs less than our budget and our surplus is expected to be 42·01 crores, which is the result of a surplus of 43·81 crores on commercial lines and a loss of 1·8 crores on strategic lines.

Budget, 1945-46

13. We place our earnings for budget purposes for the next year at 220 crores, which is 5·7 crores above our revised estimate for the current year. They may well be higher dependent upon the character of the traffic but so may the working expenses. It is only possible in wartime conditions to budget on the revised estimates of the current year and to make a modest estimate of additional traffic which can be relied upon. Our estimate of ordinary working expenses for the next year is 140·65 crores, out of which 30 crores would, but for the revised procedure introduced for the allocation of rolling stock, have been charged to capital and depreciation fund. There is an adjustment of about 2½ crores on account of dismantled lines and abandoned assets. Other points worthy of notice are that our coal bill will go up

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by 1.35 crores, our losses on working of grain shops will be 1.39 crores more than this year and our staff charges including dearness allowance at present rates will be 1.32 crores more. We have made a provision of 82 lakhs for road transport services. The appropriation to the depreciation fund will be 17.12 crores, which is 11 lakhs more than this year. Our net miscellaneous receipts are estimated to be 3.77 crores, an increase of 76 lakhs over this year while our interest charges will be 27.39 crores, 42 lakhs less than this year. Our surplus is estimated to be 36.51 crores.

Disposal of Surpluses, 1944-45 and 1945-46

14. I budgeted for a surplus of 42.02 crores for this year of which 31.18 crores was the share allotted to general revenues, after meeting the loss on strategic lines.

Our estimated surplus for the next year is 36.51 crores (a surplus of 38.34 crores from commercial lines less loss of 1.83 crores on strategic lines).

As I have already explained to the House our ordinary working expenses include in 1944-45 a sum of about 24 crores and in 1945-46 a sum of 30 crores which if we had continued to follow our ordinary rules of allocation would not have been charged to working expenses. To enable the Railways to finance this special liability and bearing in mind the needs of both the General Revenues and Railways, Government propose that the Railway contribution to the General Revenues should be fixed at 32 crores in 1944-45 as well as in 1945-46. With the substantial improvement in our revenue position reinforced by this favourable arrangement with the general revenue we are able to relieve capital of the debit of 15 crores and depreciation reserve fund of 56½ crores. We, however, have to be content with smaller net contributions to the Railway reserve but this is not a high price to be paid for the effective protection that is ensured for the depreciation reserve fund and the capital account. The arrangement made with the general revenues whereby the contribution is stabilised at 32 crores for two years is subject to review if the actual position next year turns out substantially different from what we are able to forecast now. Next year we shall have the problem of providing ways and means in the budget of 1946-47 for financing the expenditure of 12 crores left over from previous years under the special procedure I have explained to the House, as also any further expenditure which it may be necessary to meet under the principle on which that procedure is based. The basis for sharing the surplus in 1946-47 will be determined in the light of conditions next year with due regard to any further special liabilities which may have to be defrayed from Railway revenue.

After contributing 32 crores in each year to General Revenues we shall therefore credit to the Railway Reserve 10.01 crores in 1944-45 and 4.51 crores in 1945-46.

Railway Reserve

15. The objects of the Railway Reserve, as laid down by the Convention of 1924, are specifically to form reserves for securing the payment of the percentage contribution to General Revenues, for arrears of depreciation, for writing down and writing off capital and for the improvement of services rendered to the public and the reduction of rates. It is now apparent that there are other specific purposes for which the Reserve might have to be used, in particular (a) for covering arrears of maintenance during the war, (b) for covering a possible fall in prices in the inflated stores values resulting from high war time prices and (c) for the improvement of post-war amenities for the public, particularly third class passengers, and for the staff.

A careful review following the observations of the Railway Convention Committee and of the Public Accounts Committee on the accounts of 1940-41 shows that arrears of maintenance, in particular for ballast renewals, for new minor works, which have been postponed and for maintenance of coaching stock to the extent of 5 crores should be provided for in 1944-45 and that 2

crores yearly should be set aside until such time as conditions make it practicable to resume a normal programme of maintenance. We are not making a special allocation to the Reserve to meet this requirement, but propose that a corresponding amount should be earmarked in the Reserve Fund for arrears of maintenance so that when funds are needed to overtake them it should be possible to seek help from the Reserve in case the revenue position of Railways renders this course necessary.

Stores balances held in suspense account by railways have increased from 10 crores in 1938-39 to 20½ crores in 1943-44 largely owing to the rise in prices and the increased stocks of foodstuffs. It is not feasible to suggest any specific earmarking of reserves to meet the possible consequences of a rapid fall in prices making it desirable to draw on reserves rather than to charge stores at high prices to working expenses but the contingency should not be overlooked.

As regards capital for amenities, this must either come internally from the accumulated resources of railways or be raised as fresh capital. Since such expenditure will not be directly remunerative it is clearly sound finance to build up reserves for this purpose, especially as the other resources of the Government of India for capital expenditure will be under competition from demands for roads, education, health, agriculture and a thousand and one other objectives of the post-war development plan.

The Railway Reserve which stood at 22½ crores on March 31st, 1944, is expected, under the present proposals, to stand at 30.4 crores on March 31st, 1945 and 20.1 crores on March 31st, 1946. Of this, 7 crores represent the sum earmarked for deferred maintenance. From the point of view of sound railway finance and post-war railway development, it is clear therefore that determined efforts should be made during years of good surpluses thereafter to build up the reserve to a far higher figure.

Depreciation Fund

16. The Depreciation Fund opened with a balance of 92.3 crores on April 1st, 1944 and is expected to close at 98 crores on March 31st, 1945 and at 92.71 crores on March 31st, 1946. But for the financial measures proposed above it would have been reduced by March 31st, 1946, to some 36 crores, which would obviously have been grossly inadequate. The measures taken therefore at least preserve the Depreciation Fund in the neighbourhood of the existing figure, the adequacy of which has been under consideration by the Railway Convention Committee. In accordance with the recommendation of this Committee a comprehensive enquiry into the lives of the assets was commenced by a special committee under the chairmanship of Mr. Sankara Iyer, who submitted a valuable report but found that, owing to war conditions, a thorough and satisfactory investigation could not be completed. This subject will therefore have to be taken up again at a more convenient time.

Rates and Fares

17. It is not proposed to make any general increase in rates and fares. I say "general increase" because the House will have observed that we have recently issued a press notice indicating that from February 1st it has been decided to increase port-to-port rates on certain goods in order to bring them into line with the cost of shipment by sea. This has been done purely as a war measure with the object of ensuring that shippers who are forced by the controls to send their goods coastwise by sea shall not be unfairly penalised by the cost of doing so and is designed to make the maximum use of all forms of available transport in the present emergency. If successful, it will mean not an increase but a decrease of earnings to the railways to the extent that goods are diverted to the sea route. It is perhaps proper to emphasise once again that the large earnings have been due in the main to increased efficiency in hauling the large volume of traffic temporarily offering and that railway rates and fares, in spite of the increases in 1940 which were relatively light and totally excluded such things as foodgrains and short distance passenger traffic, stand far below the general level of prices prevailing now or likely to prevail.

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for some years to come. Transport is still cheap though, it must be confessed, not comfortable.

Staff

18. I have comprehensively surveyed the financial and general position of the railways but have left to the last the most important of all aspects of railway operation, the railwayman himself.

An exceedingly heavy burden is falling on the gazetted officers of the railways. The strain has increased and 150,000 extra men have been added to the railway services, but, owing to the number of officers lent to the Armed Forces and the Supply Department for posts of great importance, the number of experienced officers on the railways is less than before the war even after allowing for a considerable number of extensions of service. It is not generally realised that on the railways there is in any case only 1 officer to about 450 men which is a fraction only of the proportion in the Army and except on the Lines of Communication it has not been possible so far to obtain reinforcements of trained supervisory personnel. The task of keeping the machine running efficiently and speeding it up is therefore no light one, apart altogether from the extra construction work to which reference has been made and such extraneous work as creating and operating the enormous grain shop organisation. In these difficult circumstances the officers under the leadership first of Sir Leonard Wilson and now of Sir Arthur Griffin have put up a very fine performance. They deserve, and shall get, all the support which Government can give them in their task. As in the case of all Government officers, the relief which they have received to meet war time living conditions has been small or non-existent, but I can assure them that any further relief which Government may be able to extend to their officers will be shared by the railways and the small relief afforded by cost price canteens will be expanded to the uttermost.

We have fortunately been able to do more for other classes of railway servant. During 1944, the conditions under which they are working have been almost continuously under review. The cost of living did not on the whole run so high as in 1943: nevertheless relief in cash in the forms of a dearness allowance was increased on two occasions in March and in July. On the last occasion, a considerable extension of this relief was sanctioned by giving all non-gazetted staff an allowance of 10 per cent. of their pay, subject to minima which, in some places, is as much as Rs. 18. There was some criticism among the lower paid staff that this extension gave them nothing extra. This was not in fact correct or a fair representation because at the same time the benefits arising out of the grain shops were extended to a point which was calculated to give the lower paid worker an average addition of Rs. 3-8-0 per head. The selling prices at the grain shops were reduced by 10 per cent. so that foodgrains and other miscellaneous necessities of life for the low-paid worker are being sold at the prices which obtained in the spring of 1942 and the benefits were at the same time extended to a larger number of dependents. Relief so afforded measured by what the worker has to pay at the grain shop compared with what he would have to pay for a similar amount of commodities in the local bazar is in the region of Rs. 11-3-0. The aggregate relief in cash and in kind is such that workers in the lowest wage ranges have been completely compensated for the rise in the cost of living, so far as that rise can be ascertained with accuracy. This method of relief in kind has other advantages. It affords greatest relief to the man with large domestic liabilities, i.e., it gives most relief where most is required. The worker is moreover free from anxiety in regard to increasing bazar prices as the grain shop prices are fixed. Finally, the benefits of inculcating the cash habit among the workers must not be lost sight of. In December 1944, there were 689 Grain Shops functioning on State-managed Railways selling 1,300,000 maunds per month to over 866,000 ration card holders, so that with their families probably no less than 3½ million individuals were being provided for. The cost of this

elaborate system of relief in cash and in kind is already in the neighbourhood of the very large sum of Rs. 20 crores per annum.

The question of granting further relief to Government civilians of all ranks is one which has been having the very close attention of Government and although the relief afforded to non-gazetted railway staff compares well with that of employees of other departments, they will be included in any further extension of benefits and the question will be further discussed with the All-India Railwaymen's Federation in the next few days. As a small but important concession the allotment to the Staff Benefit Funds of the railways is being rebled both this year and next. This will give much needed relief where it is most required for hard cases and will assist in providing amenities for the staff.

Government fully appreciate the difficult conditions under which the men are performing their more than normally arduous duties. The great body of railway servants have worked most loyally in shouldering the immense burden which Indian Railways are now being called upon to bear and will, I am confident, make the tremendous additional effort necessary to tide the country over the next twelve months.

Conclusions

19. The Indian railways are now almost one hundred per cent. Indian owned and they are 99½ per cent. operated by Indians and Anglo-Indians. They are an asset of which India can be proud, but the lessons of the past show that their financial resources must be handled with sedulous care. Government are determined that the mistakes in railway finance made in the last war and commented upon in the Acworth Report shall not be repeated and these proposals are an attempt to face squarely up to all the problems involved. I commend this somewhat unorthodox budget to the House in the firm belief that, if it is adopted, the Indian railways will enter the post-war period, with their war duty to the country faithfully performed, in a fit state technically to cope with the expansion of trade and industry which we all look for, and, if the present policy is continued, in a fit state financially to give a fair chance to the governments of the future.

STATEMENT OF BUSINESS.

The Honourable Sir Sultan Ahmed (Leader of the House): Sir, there is no business for to-morrow and I would request you to cancel the meeting for Friday, the 16th February.

There is another matter which I would like to mention. In deference to the wishes of the House that there should be four days allotted for voting Railway Demands, we propose to move His Excellency the Viceroy to give an additional day, i.e., Tuesday, the 20th, and that will mean four days—20th to 23rd—for voting Railway Demands. But this will involve your cancelling the business for Tuesday which is official.

Mr. President (The Honourable Sir Abdur Rahim): There will be no sitting of the House to-morrow.

As for the 20th I cancel the allotment of official business for that day leaving to the Governor General to allot it for the voting of Demands in respect of Railways.

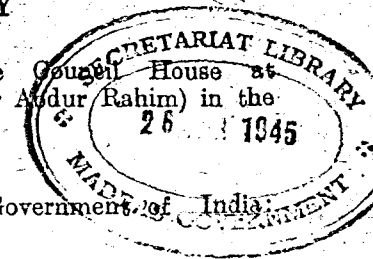
The Assembly is now adjourned till Monday the 19th.

The Assembly then adjourned till Eleven of the Clock on Monday, the 19th February, 1945.

LEGISLATIVE ASSEMBLY

Monday, 19th February, 1945

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



MEMBER SWORN:

Colonel Henry Wynter Wagstaff, M.C., M.L.A. (Government of India)
Nominated Official).

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

†290*—329*

REFUSAL TO INTERVIEW THEIR RELATIVES BY DETAINED CONGRESS WORKING

COMMITTEE MEMBERS

330. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Home Member please state:

(a) whether Maulana Azad, Pandit Jawaharlal Nehru and other Members of the Congress Working Committee have refused to avail themselves of the privilege of having interviews with their relatives;

(b) the reasons for which they have refused to exercise this privilege, and whether it is true that to this privilege were attached humiliating conditions; and

(c) whether Government have considered the matter and resolved to remove these conditions?

The Honourable Sir Francis Mudie: (a) Yes.

(b) I would invite attention to the answer given to parts (a) and (b) of Mr. K. S. Gupta's question No. 219 on the 14th February. No humiliating conditions were attached.

(c) Does not arise.

Mr. T. S. Avinashilingam Chettiar: May I know whether it is true that some of the Working Committee members were forced to speak in languages other than their own and that is the reason why some of them refused these interviews?

The Honourable Sir Francis Mudie: I think there is a specific question on that subject.

Mr. T. S. Avinashilingam Chettiar: There is no question coming up today and I am entitled to get an answer to this.

The Honourable Sir Francis Mudie: I am quite sure there is a question on this subject. I should like to give the reply when I answer that question.

Mr. T. S. Avinashilingam Chettiar: Is it not a fact that the Honourable Member said on a previous occasion that they were not asked to speak in languages other than their own?

The Honourable Sir Francis Mudie: I did say that.

Mr. T. S. Avinashilingam Chettiar: May I know whether the Government of Bombay have written to the brother of Mr. Hare Krishna Mehtab, a member of the Working Committee, asking him to bring an interpreter with him as he would not be allowed to talk in his own language and as a consequence of that Mr. Mehtab has refused the interview?

The Honourable Sir Francis Mudie: All these questions will arise on the supplementaries to the question to which I have referred. I have not the necessary papers with me today.

Mr. T. S. Avinashilingam Chettiar: That member may or may not put that question.

†For these questions and answers, see pages 445—64 of these Debates.

Mr. President (The Honourable Sir Abdur Rahim): What is the number of that question?

The Honourable Sir Francis Mudie: I shall look up the number of the question to which I have referred, which specifically deals with this point. If I should be wrong, and there should be no question, I will accept a short notice question.

Mr. T. S. Avinashilingam Chettiar: That is a different matter. The question is not coming up today.

The Honourable Sir Francis Mudie: As far as I remember, there is a specific question on this subject. I shall verify that in the course of the day. If I should be wrong, I shall accept a short notice question.

Mr. Sri Prakasa: So far as I know, the usual system is to reply to the questions and supplementaries when they are put and when the same questions are put again on a future occasion, the Honourable Member on behalf of Government simply refers the questioner to the previous replies. But in this case, the question referred to is not coming up today.

Mr. President (The Honourable Sir Abdur Rahim): In this case, has the question been answered before?

Mr. Sri Prakasa: It has not been answered. The Home Member says that he will answer on a future date when the question comes up before the House.

Mr. President (The Honourable Sir Abdur Rahim): Is the Honourable Member prepared to answer that question today?

The Honourable Sir Francis Mudie: I am not prepared.

Mr. T. S. Avinashilingam Chettiar: What is the reply to part (c)?

The Honourable Sir Francis Mudie: "Does not arise."

HEALTH OF MAULANA ABUL KALAM AZAD AND OTHER DETAINED CONGRESS COMMITTEE MEMBERS.

331. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Home Member please state:

(a) the present state of health of Maulana Azad, Mr. Jawaharlal Nehru and other Members of the Congress Working Committee including that of Babu Rajendra Prasad; and

(b) whether their cases were reviewed in January and fresh orders of detention passed on them?

The Honourable Sir Francis Mudie: (a) The Honourable member is referred to my reply to question No. 106 of Mr. Satya Narain Sinha on the 10th February, 1945.

(b) Yes. The orders were extended.

Mr. T. S. Avinashilingam Chettiar: May I know whether arrangements are being made to operate Pandit Govind Vallabh Pant for hernia?

The Honourable Sir Francis Mudie: My answer to the question is that arrangements are being made.

Mr. Badri Dutt Pande: May I know whether some of these persons are being transferred to their Provinces?

The Honourable Sir Francis Mudie: No.

Mr. T. S. Avinashilingam Chettiar: May I know whether there is any truth in the report of the *Hindustan Times* that they are being transferred to the U. P.?

The Honourable Sir Francis Mudie: The matter is under consideration.

Mr. Lalchand Navalrai: May I know if the Honourable Member himself reviews the case of Pandit Jawahar Lal Nehru?

The Honourable Sir Francis Mudie: Yes, Sir.

Mr. Lalchand Navalrai: Was there any recommendation from the Provincial Government with regard to the extension?

The Honourable Sir Francis Mudie: No. No recommendation from the Provincial Government of any sort.

Mr. T. S. Avinashilingam Chettiar: May I know whether these cases are considered on the advice of the Provincial Governments? What is the procedure adopted?

The Honourable Sir Francis Mudie: The Government of India may consult the Provincial Governments or they may act themselves.

Mr. T. S. Avinashilingam Chettiar: What is the procedure?

The Honourable Sir Francis Mudie: In some cases they may consult. In other cases, they may not need the advice of the Provincial Government.

Mr. T. S. Avinashilingam Chettiar: What is the procedure in the case of the members of the Working Committee?

The Honourable Sir Francis Mudie: That is just what I have answered.

Mr. Sri Prakasa: While extending the period of detention of members of the Working Committee for another six months, what were the facts taken into consideration? Had they done something during the last six months, while till in jail, which has resulted in a further extension of the period of detention?

The Honourable Sir Francis Mudie: No.

Mr. Sri Prakasa: How is it that the period of detention is extended for another six months when they had done nothing during the previous period which necessitates such detention?

The Honourable Sir Francis Mudie: Technically the order is not extended or another six months. The order is merely extended. The position is not that the detenu should remain for another six months in jail. The position is that he cannot be released on the expiry of the previous order.

Mr. Sri Prakasa: Is it not a fact that such extension of detention, whether it is for a period of six months or less, is on the basis of certain activities of the person concerned during the previous period?

The Honourable Sir Francis Mudie: No; I have answered that question.

Mr. Badri Dutt Pande: In view of the fact that Mr. Govind Ballabh Pant is seriously ill, is the Government contemplating an operation early?

The Honourable Sir Francis Mudie: I have answered that question once today and once on a previous day.

Mr. T. S. Avinashilingam Chettiar: Will the operation be performed by the doctors of his own choice?

The Honourable Sir Francis Mudie: That will be arranged.

Mr. Badri Dutt Pande: Will his wife be allowed to be at the bed-side of the patient during the time of the operation and after?

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

COMPANIES REGISTERED SINCE WAR

332. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Finance Member please state:

(a) how many companies have been registered under the Indian Companies Act in the years after the war up-to-date with the permission of the Controller of Capital Issues;

(b) of these how many are Insurance, Industrial, Banking Commercial or Planning; and

(c) how many were refused by the Controller of Capital Issues to be registered?

The Honourable Sir Jeremy Raisman: (a) The number of companies which have been permitted to make issues of capital from the 17th May, 1943, when control of capital issues was introduced, to 15th January, 1945 was 1,350.

(b) Insurance 21, Industrial 401, Banking 27, Planning (i.e., Long Range Schemes) 54, Others 847.

(c) Four hundred and ninety-three.

Mr. T. S. Avinashilingam Chettiar: May I know what considerations are taken into account to refuse or to give permission for these companies?

The Honourable Sir Jeremy Raisman: Those considerations have been set out at some length in press communiques which have been issued.

INDIAN CASUALTIES IN THEATRES OF WAR

333. *Mr. T. S. Avinashilingam Chettiar: Will the War Secretary please state:

- the number of Indian casualties in all theatres of the war up-to-date;
- how many casualties there are in the Navy, Air Forces and Land Forces and
- how many casualties there are in the borders of India and how many in foreign countries?

Mr. C. M. Trivedi: (a), (b) and (c). I lay a statement on the table.

Statement showing Indian casualties in the Navy, Air Forces and Land Forces inside and outside the borders of India up to the 31st December 1944

Branch of Service	Killed		Wounded		Missing		Prisoners of War		Believed Prisoners of War		Grand Total
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	
Navy	45	49	2	100	—	—	—	—	—	—	196
Air Forces	142	13	173	—	17	—	—	—	—	—	345
*Land Forces	5,920	11,194	17,221	28,420	1,676†	11,850	19†	52,979	—	22,036	1,51,315
Total	6,107	11,256	17,396	28,520	1,693	11,850	19	52,979	—	22,036	1,51,856

NOTES

(A) Figures for Indian casualties inside the borders of India.

(B) Figures for Indian casualties outside the borders of India.

* Figures for casualties in the Land Forces also include casualties in the Hong Kong and Singapore Royal Artillery. Figures under (A) are approximate and represent casualties reported as having occurred while operations were in progress in India and on the Indo-Burma border.

† The figure 19 under Prisoners of War taken inside India relates only to those who are known to be Prisoners of War. It is hoped that a considerable proportion of those reported missing from within India will turn out to be Prisoners of War also.

Mr. T. S. Avinashilingam Chettiar: What is the answer to part (a) of the question? The Honourable Member can read out the statement.

Mr. C. M. Trivedi: I can give the total. The number of Indian casualties in all theatres of war-up to the 31st December, 1944 is killed 17,363, wounded 45,916; missing 13,543; prisoners of war 52,998; believed prisoners of war 22,036; Grand Total 1,51,856.

Mr. T. S. Avinashilingam Chettiar: What is the answer to part (c)?

Mr. C. M. Trivedi: I have got a combined total for all the services and I shall have to read it.

Mr. Manu Subedar: May I know whether the non-combatant casualties are included in this number?

Mr. C. M. Trivedi: If they are enrolled non-combatants, I think they are included, but I will verify this.

Mr. Muhammad Azhar Ali: Will the Honourable Member please lay the statement on the table of the House?

Mr. C. M. Trivedi: As I said, I am laying a statement on the table.

PASSENGERS' SEARCH BY CUSTOMS STAFF AT QUETTA AND OTHER RAILWAY STATIONS

334. *Mr. Abdul Qaiyum: Will the Honourable the Finance Member please state:

(a) whether his attention has been drawn to the allegations against the Customs staff in an article "Custom Ka Azar" published in the *Istiqal*, Quetta, dated the 31st December, 1944;

(b) whether passengers are searched at the Quetta Railway Station and, in fact, at all Railway Stations from Jacobabad to Chaman and Nokundi;

(c) whether the Customs staff searches people within the limits of the Quetta municipality and other Notified Areas in Baluchistan;

(d) whether it is a fact that the persons searched are forced to take off their clothes including *Shalwars*, i.e., trousers; and

(e) whether he will put a stop to such searches of peaceful citizens?

The Honourable Sir Jeremy Raisman: (a). I have not seen a copy of the article but have called for one.

(b) Searches are carried out at the Quetta and other Railway Stations on the routes thence to Persia or Afghanistan and were formerly carried out down to Jacobabad, but usually only after receipt of information indicating that the person searched is in possession of goods intended for illegal export.

(c) When necessary, searches are conducted within these limits.

(d) This only occurs when would be smugglers adopt the not uncommon practice of wearing several suits of new clothing with the object of smuggling these out of the country.

(e) In view of the reply to part (d), I regret I can give no such undertaking.

Mr. Abdul Qaiyum: With reference to answer to part (b), is it not a fact that wholesale searches of passengers are going on? It is not only those who are suspected or against whom information has been given who are searched but the newspaper article says that wholesale searches all along the line from Jacobabad to the Persian and Afghan frontier are being carried on.

The Honourable Sir Jeremy Raisman: I am afraid I cannot answer off-hand, but my information is that searches are based on information and suspicion for which there is some ground.

Mr. Abdul Qaiyum: With reference to part (c) of the question, may I know where is the necessity of searching people within municipal limits and notified areas?

The Honourable Sir Jeremy Raisman: The necessity may arise from the same reasons as it arises in other cases. The fact that they are within municipal limits does not mean that they *ipso facto* abandon all possible intention to smuggle.

Mr. Lalchand Navalrai: May I ask if these searches are made on the platform openly or are they made in some room?

The Honourable Sir Jeremy Raisman: I must have notice of that.

Mr. Lalchand Navalrai: How many such smugglers have been caught and searched during the last six months?

The Honourable Sir Jeremy Raisman: I have not got such figures, but the reports before me indicate that these searches have definitely been fruitful.

Sir Cowasjee Jehangir: In answer to part (c) the Honourable Member makes definite allegation that they are searched in the limits of the municipality, which means in any part of the town. Does the Honourable Member mean to say that there is a chance of a man being caught in a street and searched? It cannot be so, but that is the allegation here.

The Honourable Sir Jeremy Raisman: My understanding of the matter is that a man can be searched. He can be seized in the main street of Bombay and hauled off to be searched in connection with smuggling just as he can be for any criminal offence.

Sir Cowasjee Jehangir: How do they know that the man is going from Bombay by rail? Can they simply get hold of him in the street?

The Honourable Sir Jeremy Raisman: They have some information on which they are proceeding.

Mr. Abdul Qaiyum: Will the Honourable Member issue instructions that searches should be confined to the railway stations which are close to the border and not all along the line from Sind to the Iranian and Afghan border?

The Honourable Sir Jeremy Raisman: I understand that recent practice is already moved in that direction. The report which I have before me says: "It was inevitable that in the attempt to bring this situation under control some harassment should be caused to members of the public who were not themselves involved. It is true that searches were carried on the railway at stations the whole way from Jacobabad,

which is not itself the concern of this Administration, to Chaman and Nok Kundi, but it has now been possible to restrict such searches on trains to points from Quetta onwards towards the frontier on each line."

Mr. Abdul Qaiyum: Would it not be a harassment to such people at railway stations from Quetta onwards, which is a distance of hundreds of miles? Why, not have a custom inspection post close to the frontier?

The Honourable Sir Jeremy Raisman: The position, as I understand it, is that the first stage in smuggling is to get a lot of stuff near the border. When you get it there, it is beyond the wit of anybody to prevent it getting over the border. Obviously, there are no great trading markets on that side of the frontier to which these large quantities of goods should be proceeding. The technique is to assume that anybody who is taking excessive goods in that direction is taking them with the object of smuggling.

Mr. Sri Prakasa: With reference to part (d) of the question, having regard to the fact that similar complaints were made in the last Session regarding Dhanushkodi customs, will the Honourable Member get a mental examination made of the members of his staff, who seem to be suffering from what is called perversion in psychology, because of their intense desire to see the naked bodies of members of the public which seems to be bordering on the scandalous?

The Honourable Sir Jeremy Raisman: There is nothing perverted in wanting a man who is wearing 12 suits of clothes to get down to one.

Mr. Sri Prakasa: Do you want them to get down to the twelfth set of clothes, or want them to remove the *shalwar* also after which there is nothing?

INDIAN OFFICERS (WARD ROOM RANK) ATTACHED TO ROYAL INDIAN NAVY

335. *Mr. Manu Subedar: (a) Will the War Secretary please state how many Indian officers of Ward Room rank are attached to the major warships of the Royal Indian Navy?

(b) Is it a fact that Government have shown disinclination to put Indians in such a position?

(c) What is Government's policy in this matter?

(d) Why are opportunities not given to selected Indian personnel of the Royal Indian Navy for superior work and for getting superior qualification?

(e) Is it a fact that British personnel recruited after the war are put on such duty, whereas Indian personnel recruited after the war are kept out of such duty?

(f) If the reply to the above is in the affirmative, will Government explain why this racial discrimination is introduced in the administration of the Royal Indian Navy?

Mr. C. M. Trivedi: (a) 81.

(b) No, Sir.

(c) and (d). The policy is that all Officers, whether Indian or European, should have equal opportunities. There is no discrimination.

(e) No, Sir.

(f) Does not arise in view of my reply to parts (c), (d) and (e) above.

Mr. Manu Subedar: May I know if it is not a fact that Britishers recruited to the Royal Indian Navy later than the Indian recruits are actually given superior places and better opportunities?

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

Mr. Manu Subedar: What is the percentage of Indians doing Ward Room duty as compared with the British?

Mr. C. M. Trivedi: The percentage of Indian officers doing ward room duty is 41.

Mr. Manu Subedar: May I know if it is 41 per cent. of the total?

Mr. C. M. Trivedi: There are 116 British officers of Ward Room rank, and there are 81 Indian officers of Ward Room rank. The proportion of Indian and British officers is therefore 41:59.

Mr. Manu Subedar: What steps do Government propose to take to increase this proportion? Do they put it as target that some day Indians alone will do this work? What steps are Government taking towards this end?

Mr. C. M. Trivedi: I think there is no doubt whatever that the ultimate target for the Royal Indian Navy as for every fighting service is that they should be completely Indianised.

Mr. Abdul Qaiyum: May I know if it is a fact that with regard to the Royal Indian Navy it is so on paper, while in practice there is always discrimination against Indians?

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

Mr. Abdul Qaiyum: Will he see to it that this discrimination is stopped in practice?

Mr. President (The Honourable Sir Abdur Rahim): He says there is no discrimination. Next question.

INDIAN OFFICERS RECRUITED TO ROYAL INDIAN NAVY

336. *Mr. Manu Subedar: (a) Will the War Secretary please state how many Indians have been recruited in the Royal Indian Navy to the officer rank since 1939 September?

(b) How many Britishers have been so recruited?

(c) How many of the Indians have got promotions since their recruitment, and how many of the Britishers have got promotions since their recruitment?

(d) Is it a fact that Government appoint Britishers to ships with Indian personnel in preference to Indian officers even when they are available?

(e) Is it a fact that every attempt is being made to suppress and keep down the Indian personnel of the Royal Indian Navy as against the British personnel?

(f) Whatever the policy of Government may be during the war, will Government consider the advisability of giving an undertaking not to recruit any Britisher for the Royal Indian Navy after the war except as technical personnel?

(g) If the reply to the above is in the negative, will Government explain what their policy is, what they are doing now and what they intend to do as between British and Indian personnel?

Mr. C. M. Trivedi: (a) and (b). In the interests of security, I regret I am unable to disclose the exact numbers of Indian and British officers recruited into the Royal Indian Navy and the Reserves since September 1939, but I may state that the proportion is 46 Indian to 54 British. There is still a shortage of officers and applications for emergency commissions from suitable Indian candidates would be most welcome.

(c) 35 per cent. of the Indian officers and 50 per cent. of the British officers have been promoted since their recruitment.

(d) and (e). No, Sir.

(f) and (g). On the assumption that the Honourable Member is referring to permanent recruitment, the position is that the future policy of recruitment to the Royal Indian Navy is one which is bound up with the post-war organisation of all three Services and is at present under consideration. Until last year permanent recruitment to the Royal Indian Navy was on the basis of one Indian to two British, the total annual intake being about 8-10. During the latter half of last year it was decided, as an *ad hoc* measure, to offer up to 20 vacancies to persons of Indian domicile only and recruitment for these vacancies will, it is hoped, be completed this year.

Mr. Manu Subedar: May I know how long the Government will continue this practice of restricting the number of Indian recruits, while leaving it open to recruit Britishers without any limit, even when Indians are available?

Mr. C. M. Trivedi: As I have said, we took an *ad hoc* decision last year to recruit only persons of Indian domicile, and the whole question is at present under consideration.

Mr. Manu Subedar: As against how many non-Indians, is that offer of 20 vacancies to persons of Indian domicile made?

Mr. C. M. Trivedi: No persons of non-Indian domicile were taken last year.

Mr. Manu Subedar: Will the Honourable Member give an assurance, either now or at any time during the Session—I am not urging the Honourable Member to say here and now—that in future no recruitment of non-Indians will take place for these places in the Royal Indian Navy?

Mr. C. M. Trivedi: I am not in a position to make any announcement or any promise regarding permanent recruitment until the question, which is under consideration, is decided.

Mr. Manu Subedar: May I know if there are any reasons to continue British recruitment?

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

EXPENDITURE ON INDIAN PROPAGANDA ABROAD

337. *Mr. Manu Subedar: (a) Will the Honourable Member for Information and Broadcasting please state by which Department the expenditure is incurred, and how much it is for each of the years 1940-41, 1941-42, 1942-43, 1943-44, and 1944-45 (up to the 31st December, 1944), in respect of (i) visitors and lecturers sent from India, both men and women, for propaganda purposes to the United States of America, (ii) papers published in languages other than Indian, such as Arabic, Persian, Pushtu, Iraqi, Turkish and Egyptian for propaganda purposes abroad, and (iii) broadcasting from the Indian Radio in languages other than Indian languages?

(b) Who takes the decision as to the propriety of the kind of propaganda and the machinery by which it is to be done?

(c) Is it a fact that all such action is taken on the initiative of the Propaganda Minister in the United Kingdom of His Majesty's Government?

(d) Had any attempt been made to recover these costs from His Majesty's Government, having regard to the fact that this is propaganda outside India for and on behalf of the Allied Governments?

The Honourable Sir Sultan Ahmed: (a) (i). I presume the Honourable Member is referring to the lecturers sent last year by the Government of India to U. S. A. If so, the expenditure on account of their passage and daily allowances amounted to Rs. 59,000 roundly and were incurred by the Information and Broadcasting Department.

(ii) The details of expenditure on the magazines, etc., published in foreign languages are not available for the years mentioned separately.

(iii) Following are the expenditure figures incurred by All India Radio on broadcasts in languages other than Indian:

Year 1940-41—Rs. 14,000.

Year 1941-42—Rs. 47,100.

Year 1942-43—Rs. 1,06,700.

Year 1943-44—Rs. 1,72,700.

Year 1944-45 (upto 31-12-44)—Rs. 1,14,900.

In addition, a broadcasting station has recently been started at Gangtok to broadcast in Tibetan. Its budget is Rs. 11,270 per annum.

(b) The Government of India.

(c) It is not a fact.

(d) In so far as the publications in foreign languages are concerned, approximately 50 per cent. of the cost of production of all material sent to the Middle East is recovered from H. M. G. The rest of the expenditure is met by the Government of India.

Mr. Manu Subedar: Why is the rest of the expenditure to be met by the Government of India?

The Honourable Sir Sultan Ahmed: Because a good deal of the stuff which is sent there shows the cultural advance of India.

Mr. T. S. Avinashilingam Chettiar: With reference to part (a) (i) may I know if there are any persons other than those mentioned here, any visitors or propagandists sent from here to the United States of America?

The Honourable Sir Sultan Ahmed: Not that I am aware of.

Mr. T. S. Avinashilingam Chettiar: Are there any persons of whom he is not aware?

(No answer.)

Mr. Sri Prakasa: What exactly is meant by cultural advance?

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

PROPAGANDA ABOUT INDIA CARRIED ON IN AMERICA BY INDIAN GOVERNMENT

338. *Mr. Abdul Qaiyum: Will the Honourable Member for Information and Broadcasting please state:

(a) whether he has read the statement of Mr. G. L. Mehta, Leader of the Indian Delegation to the International Business Conference, recently held in the United States of America, that lakhs of rupees from Indian treasury were being spent on propaganda in the United States of America;

(b) if not, how much was spent thus in 1944;

(c) whether scores of paid lecturers had been engaged for the purpose; and

(d) whether large quantities of pamphlets and magazines had been distributed in the United States of America on behalf of the Government of India?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) The estimated expenditure on the Indian Information Services in America during the year 1944-45 is \$1,34,700 (Rs. 4,51,245).

(c) No. Last year four Indian speakers were sent to America. They have since returned. Their mission was mainly to speak about India's war effort.

(d) No. With the exception of *Indian Information*, very few pamphlets have been distributed in America. No magazine has been distributed there.

Mr. Abdul Qaiyum: May I know if any lecturers who are already in America are subsidised or helped by the Government of India?

The Honourable Sir Sultan Ahmed: Not that I know of.

Prof. N. G. Ranga: Is it not a fact that certain lectures are being sponsored by the Publicity Department of the Agent General in America?

The Honourable Sir Sultan Ahmed: Apart from the Department over which I have control, I do not know of any other.

Prof. N. G. Ranga: Has the attention of the Honourable Member been drawn to the series of articles that were published in the *Hindustan Times* concerning the British publicity racket in America?

The Honourable Sir Sultan Ahmed: My attention has been drawn to those articles, and I may say that nine-tenths of those statements are false.

Mr. Abdul Qaiyum: Will the Government issue a statement stating the correct position, as there is a lot of agitation on this point?

The Honourable Sir Sultan Ahmed: I will take the earliest opportunity of explaining the position in the House later on.

Mr. Abdul Qaiyum: Will the Honourable Member be able to do so before the General Budget is presented?

(No answer.)

Mr. T. Chapman-Mortimer: Did I understand the Honourable Member to say a moment ago that nine-tenths of the statements appearing in the article referred to in the *Hindustan Times* are false?

The Honourable Sir Sultan Ahmed: Yes.

Mr. T. Chapman-Mortimer: Then, is the Honourable Member going to take any action in the matter?

The Honourable Sir Sultan Ahmed: To declare it false in this House is quite enough. I will give details later on during the Session.

Mr. T. Krishnamachari: May I ask the Honourable Member what he proposes to do with one-tenth of the statement which is admittedly correct? Does he take responsibility for it?

The Honourable Sir Sultan Ahmed: One-tenth of the statement is correct and therefore no action will be taken.

RELATION OF "UNITED PUBLICATIONS" WITH INFORMATION AND BROADCASTING DEPARTMENT

339. *Mr. Abdul Qaiyum: Will the Honourable Member for Information and Broadcasting please state:

(a) whether "United Publications" is a part of the External Publicity Branch of the Department run by Colonel Wheeler;

(b) the object in having an assumed unofficial name for the said Branch;

(c) whether a magazine "India To-morrow" is being subsidized or run by the Government of India in the United States of America; and

(d) whether any subsidies are being paid to any magazines in the United States of America; if so, the names of such magazines, and the total amount of subsidy?

The Honourable Sir Sultan Ahmed: (a) "United Publications" is the generic name for all magazines printed by the Publications Division of this Department. The Director of Publications Division is Col. Wheeler.

(b) The object of the name was partly for administrative convenience such as correspondence with printing presses, and partly to avoid the magazines being immediately stigmatised as "mere Government of India propaganda" when they are received in the countries to which they are directed. This is in line with practice elsewhere. Examples are afforded by the Tass Agency United News Reel, All-India Radio, etc., the names of which contain no mention of their Government connection.

(c) No.

(d) No.

Mr. T. T. Krishnamachari: May I know if the address given for the United Publications is a post box number?

The Honourable Sir Sultan Ahmed: I do not remember; I shall require notice.

Mr. Abdul Qaiyum: Is it a fact that post box No. 166 in New Delhi is the Postal address of this "United Publications"?

The Honourable Sir Sultan Ahmed: I do not remember.

Mr. T. S. Avinashilingam Chettiar: May I know if the publications are to be found in the Library of the House?

The Honourable Sir Sultan Ahmed: I shall be very happy to place the whole lot of them there.

Mr. Abdul Qaiyum: With reference to part (d), did the Honourable Member say that no pamphlets and no publications are sent out by this Department to the United States of America?

The Honourable Sir Sultan Ahmed: The question was about subsidies and my answer was in the negative.

Mr. T. S. Avinashilingam Chettiar: Are these publications sent free to many people outside this country?

The Honourable Sir Sultan Ahmed: My answer was in the negative.

Mr. Abdul Qaiyum: With reference to part (a), does the "United Publications" of the External Publicity Branch send out any pamphlet or literature free?

The Honourable Sir Sultan Ahmed: My answer was "No" in reply to parts (c) and (d).

ASSAULT ON MR. MAHESH BY ARMY MAN AT RAJA-KI-MANDI RAILWAY STATION

340. *Mr. Abdul Qaiyum: Will the War Secretary please state:

(a) if he has read a news item under the caption "Alleged assault by army man" published in the *Hindustan Times*, dated the 6th January, 1945;

(b) if Mr. Mahesh was assaulted by military personnel on the Raja-ki-Mandi Railway station and wounded;

(c) whether the military personnel involved were Indian, British or Foreign;

(d) whether Mahesh was brought back to the Railway station and beaten and

(e) whether any enquiry was held, and with what result?

Mr. C. M. Trivedi: (a) Yes, Sir.

(b) No military personnel were involved in the affray.

(c) to (e). Do not arise, in view of my answer to (b).

NEXT COMPETITIVE EXAMINATION FOR ROYAL INDIAN NAVY

341. *Sardar Mangal Singh: Will the Honourable the Home Member please state:

(a) whether it is a fact that the next competitive examination for the Royal Indian Navy will be held on the 2nd April, 1945 and subsequent days;

(b) whether Government are aware of the fact that the Punjab University is also holding the Intermediate and B.A. examinations on the same days;

(c) if the answers to (a) and (b) above be in the affirmative, whether he will take necessary steps to postpone the Royal Indian Navy Examination so as to enable the Punjab University candidates to take part in this competition; and

(d) whether Government will consider the advisability of asking the Federal Public Service Commission to hold all competitive examinations on dates which do not conflict with other University examinations?

The Honourable Sir Francis Mudie: (a) and (b). Yes.

(c) The Federal Public Service Commission have already examined the possibility of changing the date of the examination, but it has been found that no change is possible in view of the limits imposed by the dates of the training programme for selected candidates. The Commission take into account the dates of University examinations in fixing their own examination programme. It is, however, as this case shows, not always possible to avoid a clash of dates owing to the lack of uniformity in the arrangement of university examinations.

(d) Does not arise.

ARMY REORGANISATION COMMITTEE ENQUIRY

342. *Sardar Mangal Singh: Will the War Secretary please state:

(a) whether the Army Reorganisation Committee has issued any questionnaire, if so, what it is;

(b) how many official and non-official witnesses the committee has examined so far;

(c) when the committee is expected to finish its work and submit its report; and

(d) whether its report will be published?

Mr. C. M. Trivedi: (a) Yes, Sir. A copy of the questionnaire issued to non-officials is placed on the table.

(b) Up to the 15th February, 1945, the Committee has examined 76 official and 15 non-official witnesses. I may add that the examination of non-official witnesses has started only recently.

(c) and (d). I would refer the Honourable Member to the reply given to starred question No. 95 by my Honourable friend Mr. Abdul Qaiyum on the 10th February, 1945.

List of subjects which the Re-organisation Committee, India, would like to discuss with non-officials

1. Class representation in the post-war Army—should any classes be excluded?
2. Class composition of units in the Army—should units consist of men of one class or province?
3. Representation of provinces in the Army; the importance of naming units after the province in which they are raised.
4. Possibility of forming an All India Regiment of Guards.
5. Possibility of reduction of the non-Indian element in the Army in India, including Gurkhas.
6. Aid to Civil Power.—Training to fight the country's external enemies (the first duty of an army) conflicts with internal security duties. Should it be the policy to rely as far as possible on the police for internal security?

7. *Indian Territorial Force and Auxiliary Force (India).*—What is value other than on military grounds of the pre-war Indian Territorial Force and Auxiliary Force. (India)?

8. *Provision of officers for the fighting services.*—How can the number and standards of candidates be improved?

9. *Conscription.*—In the event of another major war could conscription be introduced in India either universally or amongst the educated classes and technicians?

10. *Recruitment of women in peace-time.*

(a) Should the Women's Auxiliary Corps (India) be retained in the post-war Army?

(b) Should Indian women be recruited into the Indian Army Medical Corps as Medical Officers and Nurses?

Sardar Mangal Singh: May I know if one of the points in the *questionnaire* relates to the possibility of conscription in India?

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

Sardar Mangal Singh: The Honourable Member said a few days ago that it is only a committee of departmental experts. How can they deal with the question of conscription in India?

Mr. C. M. Trivedi: I said that it is a committee of experts and will deal with matters of a purely military aspect.

Mr. T. S. Avinashilingam Chettiar: Who are the sort of non-officials to whom the *questionnaire* has been sent?

Mr. C. M. Trivedi: The position is that we have asked the Provincial Governments to indicate the names of non-officials representing a wide diversity of opinion.

Mr. T. S. Avinashilingam Chettiar: How many of them are Europeans and how many Indians?

Mr. C. M. Trivedi: I do not know exactly to whom the *questionnaire* has been sent, because it has been sent by Provincial Governments. But I know the committee have so far toured the Punjab and is at present in Bombay where I know one of my Honourable friends—Sir Narayan Chandavarkar—was asked to appear before them.

Mr. Abdul Qaiyum: In view of the fact that section 93 regime holds sway in most of the provinces, is the Honourable Member aware that the non-officials addressed may not be true representatives of public opinion?

Mr. C. M. Trivedi: The committee has issued a Press Note inviting non-official gentlemen to place their suggestions before the committee; so that there need be no fear that any non-official who wishes to place his views before the committee will not have an opportunity of doing so.

Sir Cowasjee Jehangir: May I know if the Members of Legislatures of the different provinces have on principle been invited to give evidence?

Mr. C. M. Trivedi: No, Sir. There is a general invitation to the public and any one who wishes to give evidence apart from those selected by the Provincial Governments, is welcome to do so.

Sir Cowasjee Jehangir: Will the Honourable Member see that elected Members of the Legislature in each province are invited to give evidence.

Mr. C. M. Trivedi: I will consider that.

Prof. N. G. Ranga: Are there two sides of this *questionnaire*, one for the officials and one for the non-officials?

Mr. C. M. Trivedi: No, it is not like that. The Committee has no regular *questionnaire* for officials, but when it calls a particular official as a witness it has questions according to his qualifications and experience.

Mr. Govind V. Deshmukh: Will the Honourable Member consider putting the *questionnaire* in the form of a *communiqué* or some such thing in the newspapers, so that non-official opinion of persons represented in the House or otherwise will be available for consideration?

Mr. C. M. Trivedi: I will consider that.

HEALTH OF MR. BALKRISHNA KAULA, A SECURITY PRISONER

343. *Sardar Mangal Singh: Will the Honourable the Home Member please state:

(a) whether Mr. Balkrishna Kaula, a security prisoner in the Ajmer Central Jail, is suffering from Anæmia, rarification of collar bone, and pain and swelling in foot and is running a temperature; and

(b) what medical treatment has been arranged for him and with what results; (please make a full statement about his illness and his treatment)?

The Honourable Sir Francis Mudie: (a) No. Mr. Kaula's only complaint is slight rheumatism in the foot which is due to pyorrhoea.

(b) He has been given a full course of dental treatment for the pyorrhoea.

Mr. Sri Prakasa: Is it a fact that Colonel Kharegat, the previous Civil Surgeon of Ajmer, reported that this case was a fairly serious one and he used to take Mr. Kaula for ultra-violet treatment to the Victoria Hospital, and that since the arrival of his successor Major Hasset all this treatment given to Mr. Kaula has been stopped?

The Honourable Sir Francis Mudie: I have given the Honourable Member all the information that I have with me.

Mr. Sri Prakasa: I also have some information of a very reliable nature. Will the Honourable Member be pleased to make further inquiries in the matter, because I have received information from Mr. Kaula's wife that his case is very bad and requires immediate treatment?

The Honourable Sir Francis Mudie: The report we have got from the medical authorities is that Mr. Kaula had pyorrhoea, which is receiving immediate treatment.

MUNSTER REPORT.

344. *Sardar Mangal Singh: Will the Honourable the Defence Member please state:

(a) whether Lord Munster has submitted any report of his recent tour recommending a large number of comforts for the British troops only;

(b) what action has so far been taken on that report, and whether the new comforts sanctioned will be available to the Indian troops also up to the same extent; if not, why not;

(c) whether it is a fact that Lord Munster has recommended more abundant supply of Beer to the British troops, and that he has also recommended more British doctors, British nurses, British cooks and British hostesses; and

(d) whether the expenditure for these comforts will be paid out of the Indian treasury or the British?

Mr. C. M. Trivedi: (a), (c) and (d). The Honourable Member's attention is invited to the reply given to Starred Question No. 107 on the 10th February 1945 and to Lord Munster's Report, of which a copy is available in the Library of the House.

(b) Action to implement the recommendations contained in the Report to the extent they are practicable is being pursued, but it has not yet reached the stage at which a statement can be made. I will lay a statement on the table of the House as soon as I am in a position to do so.

Mr. Lalchand Navalrai: Has he made any recommendations for the benefit of Indians also?

Mr. C. M. Trivedi: The recommendations made by Lord Munster for the benefit of Indian troops will be found in the Report.

Mr. Abdul Qaiyum: Who will pay for these amenities and improvements?

Mr. C. M. Trivedi: I have already answered that in reply to a previous question.

MR. CHURCHILL'S PERSONAL REPRESENTATIVE FOR WELFARE OF BRITISH TROOPS IN INDIA

345. *Sardar Mangal Singh: Will the Honourable the Defence Member please state:

(a) whether Mr. Churchill has sent any personal representative to India to look after the welfare of British troops;

(b) whether he will send his reports to the Government of India or direct to the Honourable the British Premier; and

(c) who will pay his expenses?

Mr. C. M. Trivedi: (a) The Prime Minister has deputed Lt. General King to be his personal representative in India. It is not his function to determine the scale of welfare provision or amenities but to assist in the fulfilment of policies and programmes accepted by the Government of India, particularly where these depend on stores and Equipment being imported into India.

(b) He will report to the Prime Minister but he will keep the Government of India informed of what he is doing.

(c) The expenditure relating to the pay and allowances of Lt. Gen. King will be borne by H. M. G.

Mr. Muhammad Nauman: May I know whether this gentleman is also to report on the political conditions in India and is he in consultation with His Excellency the Viceroy as the Crown Representative in India?

Mr. C. M. Trivedi: Most certainly not.

TO FOREIGN INVESTMENTS IN INDIA

346. *Mr. Manu Subedar: (a) Has the Honourable the Finance Member collected at any time any particulars with regard to foreign investments in India including investments by companies and residents in the United Kingdom?

(b) Have Government made through their Economic Adviser any estimate of the amount of British capital invested in India and the amount of non-British foreign capital invested in India?

(c) Did Government have any negotiation with His Majesty's Government with regard to the liquidation of assets of British people in India and the payment of such assets in sterling which has accumulated?

(d) Have Government seen suggestions made in this direction amongst other people from Prof. C. N. Vakil, now Economic Adviser of the Planning Department under Government?

(e) Have Government received representations and suggestions in this direction from public bodies, Chambers of Commerce and others?

(f) What is Government's policy with regard to British assets in India as a possible means of preventing further inflation?

(g) Is it a fact that dollar assets and dollar securities from subjects in India were requisitioned?

(h) What was the total amount of such dollar securities and dollar assets taken from the people of India (including Indian States) in order to enable British to pay America before the Lease-Lend arrangements came into operation?

The Honourable Sir Jeremy Raisman: (a) to (c). No.

(d) and (e). Yes.

(f) The Government's policy of repatriating with the assistance of His Majesty's Government such British assets in India as are suitable for and readily susceptible to requisitioning has been explained in my Budget speeches of the past few years, and has been carried out to the extent of about £375 million. The scope for further action of a like nature is small.

(g) Yes, to the limited extent of certain marketable securities and dollar balances.

(h) It is not in the public interest to give this information.

Mr. Manu Subedar: May I know, Sir, what steps Government are taking in order at least to get an estimate of British investments in this country?

The Honourable Sir Jeremy Raisman: Attempts at least have been made from time to time, but the compilation of a complete estimate could not, I think, be made without taking certain powers.

Mr. Manu Subedar: May I know whether, in view of the fact that such steps were taken with British assets in the United States, in Canada, in Argentina and other places, whether the same steps may not be taken in India in order to facilitate the repayment of moneys due from the United Kingdom.

The Honourable Sir Jeremy Raisman: I think the Honourable Member has an exaggerated idea of the steps that were taken in these other countries. A study of those measures does not suggest that anything very useful could be done in India.

Mr. Manu Subedar: In view of the fact that proposals are being made to scale down the sterling balances and to defer the repayment of them, would not the Honourable Member, in the interest of India, consider whether some of the British assets in this country should not be taken over and sterling paid to them by the United Kingdom Government, and whether he will not make a representation to His Majesty's Government on this subject?

The Honourable Sir Jeremy Raisman: I must point out that a possibility of the kind suggested by my Honourable friend is far more complicated than appears to be generally recognized. In many cases, it would be quite impossible to evaluate the interests concerned. In others it may be the Indian portion of a world business which could not possibly be separated and treated as a unit, for instance banking, insurance business and so on. And then it is hardly possible for the Government to land themselves with such investments at the public expense without knowing exactly what they would be able to do with them. Many of these businesses consist of a large amount of goodwill and so on which would vanish the moment they were taken over by the Government. I merely indicate these as aspects of the problem which have to be taken into account even if the general policy could be agreed upon.

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

Mr. Manu Subedar: I understand that

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

Mr. Manu Subedar: Sir, it is one of the most important subjects. I just want to ask only one question—whether he has represented to His Majesty's Government

Mr. President (The Honourable Sir Abdur Rahim): Will the Honourable Member put the next question. A matter like this can be discussed at the time of the Budget.

NEW STANDARD TIME

347. *Mr. Manu Subedar: (a) Will the Honourable the Home Member please state when the so-called Viceroy's Time was fixed, which puts the clock one hour forward beyond the standard time?

(b) What were the reasons which induced Government to do this?

(c) Which of these reasons now stand, justifying the continuance of a practice, which imposes undue strain on working classes who have to start very early in the morning and on middle class women whose husbands have to reach offices, having to work very early in the morning and having to use electric lights?

(d) Have Government received any complaints with regard to this time from any quarters since it was introduced?

(e) What is the propriety of imposing a time on all-India corresponding to the natural time of territories that are not in the possession of His Majesty's Government?

(f) When did Government last re-examine this problem?

The Honourable Sir Francis Mudie: (a), (b) and (c). I deduce from his question that the Honourable member is referring to Indian Standard Time as in force since 1st September, 1942, which is 6½ hours ahead of Greenwich Mean Time. For information regarding its enforcement and continuance I would invite his attention to the reply given to question No. 464 put by Mr. Badri Dutt Pandé, on the same subject on the 16th of November, 1944.

(d) Apart from some questions tabled by Honourable members and a small number of representations made to Government no other complaints have been received from any quarters since its introduction.

(e) As the question of Standard Time is one of convenience and not of allegiance, no question of impropriety arises.

(f) When an Honourable Member last raised the question on the floor of this House.

Mr. Manu Subedar: May I know why the Indian Standard Time has been fixed at 6½ hours ahead of Greenwich Mean Time instead of 5½ hours? 6½ hours is inconvenient to India.

The Honourable Sir Francis Mudie: It is convenient.

Mr. Manu Subedar: What are the reasons for doing that? What is the convenience, and whose convenience?

The Honourable Sir Francis Mudie: I answered a similar question during the last Session. The real reason for the alteration of the time was to save coal.

Shrimati K. Radha Bai Subbarayan: May I ask, Sir, if the Government have called for the opinion of the Provincial Governments on this question?

The Honourable Sir Francis Mudie: As far as I know, Provincial Governments were consulted before the change was made.

Mr. Badri Dutt Pande: How is coal saved by this new system?

The Honourable Sir Francis Mudie: That was carefully gone into by those who understand coal.

Mr. Sri Prakasa: How much coal has been saved?

(No answer was given.)

BAN ON ENTRY OF CERTAIN BOOKS

348. ***Mr. Abdul Qaiyum:** Will the Honourable the Home Member please state:

(a) whether the entry of the following books has been prohibited into British India;

(i) the Civil War in France by Karl Mark; and

(ii) the Paris Commune by V. I. Lenin;

(b) the reasons which led to the passing of the order; and

(c) whether the entry of the above books has been prohibited into the United Kingdom or the United States of America?

The Honourable Sir Francis Mudie: (a) Yes.

(b) Because it was considered that the effect of these books in this country might be to encourage violent revolution.

(c) Government have no information.

Mr. Abdul Qaiyum: May I know who was the person who judged whether these books would bring about the consequences mentioned by the Honourable Member?

The Honourable Sir Francis Mudie: It was the view of Government.

Prof. N. G. Ranga: Is there any special officer who is placed in charge of the task of seeing which books are to be allowed entry into British India?

The Honourable Sir Francis Mudie: No special officer.

Mr. Abdul Qaiyum: In which country these particular books were published?

The Honourable Sir Francis Mudie: I think, in the United Kingdom.

Mr. Abdul Qaiyum: May I know if it is not considered dangerous to have these books in the United Kingdom, why a different standard is being set up for this country?

The Honourable Sir Francis Mudie: It is for the United Kingdom to decide.

Prof. N. G. Ranga: Has the Honourable Member studied these books?

The Honourable Sir Francis Mudie: Yes.

Prof. N. G. Ranga: What is his opinion?

(No answer was given.)

Shrimati K. Radha Bai Subbarayan: Sir, are there any other books written by Karl Marx, Lenin and others and on Soviet Russia, which have been banned by the Government of India?

The Honourable Sir Francis Mudie: I have no information.

Mr. Abdul Qaiyum: Is there any objection to a copy of these books being placed in the Library for a limited time?

The Honourable Sir Francis Mudie: I am afraid I cannot do that.

W. R. N.'s AND W. A. A. F.'s AND A. T. S.

349. ***Shrimati K. Radha Bai Subbarayan:** Will the War Secretary please state:

(a) the number of Europeans and Indians in the officer and other ranks of W. R. N.'s and W. A. A. F.'s and A. T. S., separately;

(b) if these services are completely or partially under the control of, and paid for by, the Government of India or the British War Office;

(c) if there is any difference in the status, salaries, rights and privileges of officers and other ranks in these services and of those in W. A. C. (I.); and, if so, the reason for such difference; and

(d) the scale of rations in these four services?

Mr. C. M. Trivedi: (a) I think the Honourable Member is under a misapprehension. The W. R. N. S., A. T. S. and W. A. A. F. are purely British services and are not recruited in India. Government have no information whether any Indians have been recruited to these services in the United Kingdom.

(b) The W. R. N. S. in this country are controlled by the Admiralty and paid by His Majesty's Government.

There are only 22 A. T. S. officers in this country, who have been lent to and are paid by the Government of India. Of these, 19 are lent for a short period only for training members of the W. A. C. (I.).

The W. A. A. F. in India are entirely controlled by the Air Ministry and are paid by His Majesty's Government.

(c) There is no difference between the status, rights and privileges. The salaries, however, payable to members of all four services are different; the main difference being that the W. A. C. (I.) receive less than the other three services. This is due to the fact that the members of the other three services have come overseas to take up service.

(d) No scale of rations has yet been laid down in this country for the W. R. N. S. who, it is understood, are fed on contract. The W. A. A. F. receive the same rations as the R. A. F. The A. T. S. and W. A. C. (I.) receive the same scale of rations, which is a slightly modified version of the corresponding troops' scales.

Mr. Lalchand Navalrai: May I know from the Honourable Member whether in view of the stringency of paper, this would be considered a proper use of paper?

(Mr. K. C. Neogy pointed out to the Honourable Member that he was probably referring to another question.)

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

Mr. Lalchand Navalrai: My query referred to question No. 350.

BOOK ENTITLED "ABOLISH MARRIAGE"

350. ***Mr. Lalchand Navalrai:** (a) Has the attention of the Honourable the Home Member been drawn to a book named "Abolish Marriage" by S. Paul, author of novels and stories, published by Indian Printing Works, Kacheri Road, Lahore?

(b) Is the above-mentioned book printed and published with the permission and consent of the Government—either Central or Provincial?

(c) Is it a fact there are expressions such as, "Marriage has nothing to do with religion or morality"; "There is no difference between marriage and prostitution"; "Modern girl loves to be a Juliet to half a dozen Romeos"; "There is no harm in marriage with near relatives", and so forth?

(d) Do Government propose to proscribe such an objectionable book and take necessary steps to forfeit the already printed copies? If not, why not?

The Honourable Sir Francis Mudie: (a), (b) and (c). No. I have never heard of this book or of its author.

(d) Any action that may be necessary can safely be left to the Government of the Punjab, where the book is said to have been published.

Mr. Lalchand Navalrai: May I know from the Honourable Member, wide awake as he is, whether he has sent for the book to see it.

The Honourable Sir Francis Mudie: No.

Mr. Lalchand Navalrai: Will the Honourable Member find out whether such things are not objectionable and that the Provincial Government should be asked to abolish them?

The Honourable Sir Francis Mudie: We can trust the Punjab in this matter.

Mr. Govind V. Deshmukh: Was any attempt made, after the receipt of this question, to secure a copy of this book?

The Honourable Sir Francis Mudie: No.

Mr. President (The Honourable Sir Abdur Rahim): Prof. Ranga.

POST-WAR DEVELOPMENT OF COTTAGE INDUSTRIES

351. *Prof. N. G. Ranga: Will the Honourable Member for Planning and Development be pleased to state:

(a) if it is not a fact that both the Bombay planners and himself have held the view that it is most essential that cottage industries ought to be protected, encouraged and further developed in post-war times;

(b) if it is also not a fact that he has advised the South Indian capitalists during his recent visit to Madras to start more Textile Weaving Mills;

(c) if he is aware of the fact that Madras Presidency holds the premier place as a handloom weaving province in India and that if more weaving mills are started, many times more handloom weavers will be put out of work than what will come to be employed by such mills; and

(d) if Government are prepared to give an assurance to the South Indian handloom weavers that Government do not propose to do anything, in the way of encouraging mills, which is likely to jeopardise their employment?

The Honourable Sir Ardeshir Dalal: (a) and (b). Yes.

(c) and (d). The Honourable Member will appreciate that I was referring to post-war plans. The requirements of textile goods after the war are likely to be so large that the establishment of more weaving mills will not affect the Handloom weaving industry. At other places I have also recommended the early establishment of Spinning mills to help the handloom industry.

Prof. N. G. Ranga: Does the Honourable Member mean that he is already anticipating his post-war plans in advising the South India merchants and capitalists here and now that they should go ahead with the starting of weaving mills?

The Honourable Sir Ardeshir Dalal: I have stated that the starting of more weaving mills in the post-war period in Madras is a desirable object.

Prof. N. G. Ranga: Is the Honourable Member of the opinion that by starting more weaving mills the handloom weaving industry in Southern India will not be affected?

Mr. President (The Honourable Sir Abdur Rahim): That is a matter of opinion.

The Honourable Sir Ardeshir Dalal: There will be room for both spinning and weaving.

Mr. T. T. Krishnamachari: Was the Honourable Member aware of the fact that the Government of India proposed to constitute a handloom board and that the handloom industry will get some kind of protection?

The Honourable Sir Ardeshir Dalal: At that particular moment I had not the question of the handloom board in my mind.

Pandit Lakshmi Kanta Maitra: Has the Honourable Member the question of starting spinning mills with higher counts in his mind?

The Honourable Sir Ardeshir Dalal: As I have already said, the encouragement of weaving mills does not mean any discouragement of spinning mills. I have in one case recommended for the starting of a

Pandit Lakshmi Kanta Maitra: Is production of higher counts of yarn contemplated?

The Honourable Sir Ardeshir Dalal: I have not devoted any special attention to it.

Pandit Lakshmi Kanta Maitra: There are handlooms which exclusively use higher counts.

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

ADVISORY COMMITTEES RELATING TO INDUSTRIES

352. *Mr. T. Chapman-Mortimer: With reference to his announcement of the proposed establishment of 29 Advisory Committees relating to the various industries established in this country, will the Honourable Member for Planning and Development be pleased to state:

(a) the number of such committees that have already been set up;

(b) the method by which members of the proposed Advisory Committees are to be selected or, as the case may be, have already been selected;

(c) whether all materials placed before the proposed Committees and all the Reports of such Committees will be made available to the Members of the Indian Legislative Assembly; and

(d) whether the Government of India propose to act generally in accordance with the recommendations of the proposed Committees as regards the organisation and control of the industries concerned?

The Honourable Sir Ardeshir Dalal: (a) and (b). I would invite the attention of the Honourable Member to the reply given by me on the 10th February, 1945, to parts (a) (i) and (ii) of Question No. 116 by Mr. K. C. Neogy.

(c) The reports of the panels will be made available to the Standing Advisory Committee of this Department if constituted. If no such Committee is in existence at the time, copies will be placed in the Library.

(d) The panels being advisory, Government cannot bind themselves to accept their recommendations, but they will naturally give them very careful consideration.

Prof. N. G. Ranga: Is there any separate committee either for cottage industry or handloom industry in order to advise Government what is to be done in post-war years in regard to this?

The Honourable Sir Ardeshir Dalal: With regard to the handloom industry, the handloom board will look into the matter. With regard to cottage industry, we regard that as the primary concern of the Provincial Government, and all Provincial Governments have been advised to devote special attention to the development of cottage industries.

Mr. President (The Honourable Sir Abdur Rahim): Mr. Chapman-Mortimer.

Mr. T. Chapman-Mortimer: With reference to the reply to part (c) in the event of this House setting up an advisory body to this Department, we shall receive the information?

The Honourable Sir Ardeshir Dalal: Otherwise the reports will be placed in the Library of the House.

Mr. T. S. Avinashilingam Chettiar: Will the reports be circulated to the Members of this House?

The Honourable Sir Ardeshir Dalal: No, Sir. I have already answered what Government propose to do.

Mr. T. Chapman-Mortimer: If we are not to receive copies of these materials and reports individually, are these matters placed before the Secretary of State? To whom is the Department responsible?

The Honourable Sir Ardeshir Dalal: The reports are placed with the Government of India.

Mr. T. Chapman-Mortimer: We want to know whether the reports will be placed before us.

The Honourable Sir Ardeshir Dalal: It would involve too much labour and waste of paper to put all these reports and all the materials before all the Members of the House.

Prof. N. G. Ranga: In view of the fact that the handloom board has not come into existence and has not had a chance to consider the handloom industry in the post-war period, will the Honourable Member be pleased to con-

sult his Honourable colleague the Member for Industries and Civil Supplies before he ventures such opinions as he has done, viz., that there is further scope for more and more weaving mills without any harm coming to the handloom weaving industry?

The Honourable Sir Ardeshir Dalal: That is my opinion and I am as much entitled to my opinion as the Honourable Member is to his.

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

C. S. AND OTHER SUPERIOR OFFICERS ACCEPTING APPOINTMENTS WITH PRIVATE UNDERTAKINGS

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

(a) the names of all former members of the Indian Civil Service and all other superior officers employed by the Government of India who have since the 1st April, 1937, accepted appointments with financial, commercial or industrial undertakings in India together with the names of the financial, commercial and industrial undertakings concerned; and

(b) whether the Government of India have considered placing any restrictions on the acceptance of such appointments by officers employed by them?

The Honourable Sir Francis Mudie: (a) I regret that the information is not available with Government.

(b) The desirability of obtaining the consent of Government before accepting such appointments has been impressed on officers of the classes mentioned by the Honourable Member. The imposition of actual restrictions on retired officers has not been found possible for lack of effective sanctions.

Mr. T. S. Avinashilingam Chettiar: May I know if the Government is aware that these people are mainly appointed by the big companies for purpose of being better able to negotiate with and have influence with the Government of India?

The Honourable Sir Francis Mudie: I have no idea why private employers employ them.

Mr. T. Chapman-Mortimer: Is it a fact that certain Government officers are resigning Government service and taking up private employment long before their proper time of retirement?

The Honourable Sir Francis Mudie: At times I only wonder why the private employers employ such people.

Mr. T. T. Krishnamachari: Do Government contemplate establishing a convention regarding the employment of pro-Consuls who have retired from service in this country?

Mr. Sami Vencatachalam Chetty: Are offers now pending before the Members of the Executive Council and the Government of India of a similar nature?

The Honourable Sir Francis Mudie: No offers.

Mr. President (The Honourable Sir Abdur Rahim): Mrs. Subbarayan.

FACILITIES FOR CORRESPONDENCE BY NEXT OF KIN WITH INDIAN PRISONERS OF WAR

354. ***Shrimati K. Radha Bai Subbarayan:** (a) Will the Honourable the Defence Member please state what facilities are provided by the Government of India to the next of kin to correspond with or have news of the welfare of Indian prisoners of war in enemy hands?

(b) Have the Government seen Reuter's report in the Press, dated December 21, that the British Red Cross have set up a machinery for sending telegrams from next of kin to prisoners of war and civilian internees in the Far East? Has a similar machinery been set up in India to afford such facilities to the next of kin of Indian prisoners of war and civil internees in Japanese hands?

Mr. C. M. Trivedi: (a) I lay a statement on the table.

(b) Yes, Sir.

It is hoped to introduce a similar scheme in India very shortly.

Statement

Facilities provided are:

(i) Free surface mail by prisoners of war post.

(ii) A concessional rate of 8 annas, instead of the ordinary rate of 14 annas per half ounce, is allowed for air mail letters not exceeding half an ounce in weight sent to prisoners of war in Europe. Postage at the ordinary rate is required to be prepaid for the full weight of letters exceeding half an ounce in weight.

Air mail postcards at a concessional rate of 4 annas can be sent to prisoners of war in the Far East.

(iii) Three free surface mail envelopes with the name and address of the prisoner of war entered thereon are sent by Regimental Depots/Training Centres to the next of kin each month for the purpose of writing letters to the prisoner.

(iv) Civil Liaison Officers and their representatives off and on visit the next of kin of prisoners of war and explain the procedure for writing letters to the prisoners.

(v) A scheme, known as the International Red Cross Committee's Express Message scheme, has been introduced for the purpose of correspondence with prisoners of war in Europe. Messages received from prisoners under this scheme are on a special form with a reply portion attached to it. These are distributed to the relatives through the Civil Liaison Officers, District Soldiers' Boards, etc. The relatives can simply fill in the reply portion and return it for transmission to the Prisoner, through the same channel.

Shrimati K. Radha Bai Subbarayan: Does the Government supply the next of kin of every prisoner of war with all the information that the Honourable Member has placed on the table?

Mr. C. M. Trivedi: I have not been able to follow the Honourable Member.

Shrimati K. Radha Bai Subbarayan: Does the Government send to the next of kin of every prisoner of war all the information regarding the sending of letters and parcels to the prisoners of war?

Mr. C. M. Trivedi: Yes.

Shrimati K. Radha Bai Subbarayan: May I ask, Sir, whether the Government have appointed any authority in the districts to have contact with and to supply the next of kin with information about prisoners of war?

Mr. C. M. Trivedi: As my Honourable friend will remember, there are various organisations, like the Indian Sailors', Soldiers' and Airmen's Boards in the districts and there is also the civil Liaison organisation.

(b) WRITTEN ANSWERS

INDIAN OFFICERS AND TROOPS IN JAPANESE HANDS

355. ***Shrimati K. Radha Bai Subbarayan:** Will the Honourable the Defence Member please state:

(a) the number of Indian officers and troops reported to be in Japanese hands;

(b) whether any information is available about their condition and, if it is conveyed to their next of kin; and

(c) if Government pay any maintenance allowances to their families and what other arrangements the Government have made for the welfare of their families?

Mr. C. M. Trivedi: (a) 301 officers and 42,073 troops confirmed and 37 officers and 21,999 troops believed to be in Japanese hands.

(b) Conditions vary considerably in different localities. On the whole they are bad, but they are now believed to be showing signs of improvement. No information is available regarding particular individuals.

(c) Government do not pay any maintenance allowance to the families, but prisoners of war, both officers and troops, continue to receive their pay from Government which is credited to their accounts. Out of this such amount as is notified by each individual as allotment to particular member or members of his family is paid to the latter through official channels. In suitable cases Government increase these family allotments or sanction the payment of one at their discretion to provide adequate financial provision for the family when the individual concerned has left no instructions and it is not found possible to consult him. As regards other arrangements for the welfare of the families the Honourable Member is referred to the statement laid on the table of the House in reply to her question No. 223 on the 14th February 1945.

RULES FOR DISPOSAL OF SURPLUS RATIONS OR COOKED FOOD IN MILITARY MESSSES

356. *Shrimati K. Radha Bai Subbarayan: Will the War Secretary please state:

(a) if Government have prescribed any rules for the disposal of surplus rations or cooked food in military messes and, if so, when these rules were last revised and what they are;

(b) what steps the military authorities take to avoid waste or destruction of raw or cooked food in their mess kitchens;

(c) whether Government are aware that several Commanding Officers have issued instructions that surplus rations and cooked food should be destroyed or buried and not given away to the civilian poor in the locality lest the military be charged of extravagance and waste; and, if so, whether this has been done with the knowledge and approval of Government; and

(d) if the answer to (c) is in the negative, do Government propose to enquire into this matter and take steps to avoid destruction of cooked food by the military?

Mr. C. M. Trivedi: (a) The answer to the first part is in the affirmative. As regards the latter part, the rules were last revised in November 1943 and are framed so as to impress upon Commanding Officers the necessity for ensuring that no foodstuffs are wasted and that any item which cannot be consumed on one day will subsequently be underdrawn to the extent necessary for adjustment.

(b) The following measures have been taken to avoid waste or destruction of food:

(i) Interior Economy: training of cooks in the preparation of food economically at Schools of Instruction; training of unit Messing Officers, and regular visits by specialist Catering Officers.

(ii) Re-utilization of unconsumed cooked food by the preparation of various dishes.

(iii) Periodical review of the scales of rations in consultation with nutrition experts.

(c) No, Sir.

(d) No instances of waste or destruction of foodstuffs have come to the notice of Government. If, however, the Honourable Member could let me have a specific case. I would gladly undertake an investigation.

REFUSAL OF INTERVIEW FACILITIES BY IMPRISONED CONGRESS LEADERS

357. *Mr. Badri Dutt Pande: (a) Will the Honourable the Home Member be pleased to state why the Congress Leaders imprisoned in the Ahmadnagar Fort have refused interview facilities?

(b) Was there any correspondence on the subject between the Central Government and the President of the Congress, M. Abul Kalam Azad?

(c) If so, do Government propose to publish all this correspondence?

The Honourable Sir Francis Mudie: (a), (b) and (c). I would invite attention to the answer given to Mr. K. S. Gupta's question No. 219 on the 14th February.

- APPOINTMENT OF PROF. C. N. VAKIL AS ECONOMIC ADVISER TO PLANNING DEPARTMENT

358. *Mr. T. Chapman-Mortimer: Will the Honourable Member for Planning and Development be pleased to state:

(a) whether it is a fact that Professor C. N. Vakil has been appointed Economic Adviser to the Planning Department; and

(b) the functions proposed to be allocated to the Economic Adviser to the Planning Department?

The Honourable Sir Ardeshir Dalal: (a) Yes.

(b) As his designation indicates his functions will be to advise the Department on the economic aspects of planning and development problems.

LEGISLATION FOR REGULATING STOCK AND SHARE MARKETS

359. *Mr. T. Chapman-Mortimer: Having regard to the increase in speculation during recent years and to the establishment of a number of new Stock Exchanges, will the Honourable the Finance Member be pleased to state:

(a) whether Government propose to take early steps to introduce legislation for the better regulation of Stock and Share markets; and

(b) whether Government will consider the advisability of instituting an enquiry into the operations of all-existing Stock Exchanges in British India?

The Honourable Sir Jeremy Raisman: (a) and (b). An enquiry into the operations of existing Stock Exchanges in British India has recently been instituted. On completion of the enquiry the question of introducing legislation to regulate Stock and Share markets will be considered.

DETENTION OF CAPTAIN B. PATNAIK

360. *Mr. T. T. Krishnamachari: Will the Honourable the Home Member state:

(a) whether it is a fact that one Captain B. Patnaik, formerly employed as the Chief Pilot in the Indian National Airways, is in detention without trial since January 12, 1943;

(b) what the reasons for his detention are;

(c) whether Government are aware that Captain Patnaik led the air communication service between Calcutta and Rangoon during the dark days before the fall of Burma when the Dutch and the British airlines had stopped flying to Rangoon;

(d) whether he had earned from the Government the tribute of "unparalleled and loyal devotion to duty and unflinching courage during the Burma campaign" for keeping the service going like a clockwork in spite of heavy bombing and strafing by the enemy;

(e) whether it is a fact that after Rangoon fell, Captain Patnaik along with his colleagues volunteered and carried on the evacuation from Burma of wounded soldiers and women and children who were predominantly British;

(f) whether it is a fact that the detenu has lost about 40 lbs. in weight since his detention; and

(g) whether Government will consider the question of releasing him?

The Honourable Sir Francis Mudie: (a) Yes. He was a senior pilot but not the Chief Pilot, of Indian National Airways.

(b) Because the Chief Commissioner, Delhi, was satisfied on reliable information received from a number of independent sources that his detention was necessary with a view to preventing him from acting in a manner prejudicial to the public safety and the maintenance of public order.

(c) Government are aware that he was employed on the regular Indian National Airways services to Rangoon and back between January, 8th and February 18th, 1942.

(d) Government have always acknowledged the good work done by him and other Indian National Airways pilots at that time. No tribute from the Government of India in the terms quoted by the Honourable Member can be traced but I understand that a certificate in somewhat similar terms was given by the Burma Government to all Indian National Airways pilots engaged in the evacuation operations.

(e) For one month from February 22nd to March 22nd, 1942, he and other Indian National Airways pilots were flying Indian National Airways aircraft to Magwe and other aerodromes in Burma in connection with the official evacuation scheme. No civil aircraft, however, was permitted to leave for any aerodrome in Burma unless information had been received that there was no enemy activity in or near the aerodrome.

(f) His weight, on admission was 202 lbs. At one time this had fallen by about 40 lbs., but it has recently been increasing and a medical board which

examined him twice in January, 1945, said that his weight at the moment was normal for a man of his type and age.

(g) His case has recently been reviewed and it has been decided that he cannot be released at present. Further consideration will be given to the case in due course.

CALCUTTA STREET ACCIDENTS

361. *Sir Abdul Halim Ghuznavi: Will the War Secretary please state:

(a) whether his attention has been drawn to the news of ever increasing number of Calcutta street accidents caused by special types of lorries;

(b) whether his attention has been drawn to the news which appeared in the Calcutta editions of the *Amrita Bazar Patrika*, dated the 16th, 20th, 23rd, 24th, 27th and 30th January, 1945, under headings "Street accidents on increase", "Car-lorry collision", "Calcutta Street Accidents", "Boy dies on the spot", "4 accidents in one day" and "Street Accidents", respectively, and in many of the cases the accidents had been caused by lorries belonging to a special type;

(c) whether Government propose to take further steps to enforce lower speed limit for special types of lorries for Calcutta and its suburban streets and thus remove the panic created among the pedestrians; and

(d) whether Government will consider the advisability of paying compensation to the injured and the relatives of the fatal cases?

Mr. C. M. Trivedi: (a) and (b). I have seen the extracts referred to by the Honourable Member in part (b) of the question. I would however point out that it is clear from these extracts that not all the accidents referred to involved military vehicles. The information available to me indicates that the number of accidents in which military vehicles are involved is decreasing rather than increasing and it should be noted that it does not follow that in every case in which a military vehicle was involved, the fault was with the driver. Indeed, statistics in my possession indicate the contrary.

With regard to (c) there is already a speed limit fixed for every type of military vehicle. Government do not consider that a lower speed limit would achieve the object desired, but military traffic patrols have been instituted to enforce compliance with the existing limits, and seem to be achieving some success.

In order to bring once more to the notice of Military Commanders the anxiety which this question is causing to the Legislature, I propose to send copies of this question and answer to Army Commanders, who are already aware of the importance which is attached to it by His Excellency the Commander-in-Chief.

In addition, I propose to ask General Officer Commanding-in-Chief, Central Command to consider, in consultation with the Bengal Government, the question of what further measures should be taken in this matter.

(d) Compensation is paid in cases where there has been negligence on the part of a military driver. A Claims Commission has recently been started for this purpose.

PAY OF POSTS HELD BY CIVILIANS IN ORDNANCE FACTORIES AND DIRECTORATE UNDER MASTER GENERAL OF ORDNANCE

362. *Mr. K. C. Neogy: (a) Will the War Secretary be pleased to state the rates of pay that are admissible to civilian personnel holding gazetted and non-gazetted posts in Ordnance Factories in India and in the Directorate under the Master General of Ordnance?

(b) Is it a fact that the personnel of non-Asiatic domicile are not only entitled to overseas pay, but even the basic pay in their case is on higher scales than in the case of the personnel of Asiatic domicile holding corresponding posts?

(c) If answer to part (b) be in the affirmative, what are the reasons for such distinction between the personnel of Asiatic and non-Asiatic domicile in regard to the basic pay of the posts concerned?

(d) Were the rates of pay of these services revised during the last few years? If so, in what manner have the personnel of Asiatic and non-Asiatic domicile, respectively, been affected by such revision?

Mr. C. M. Trivedi: The Ordnance Factories are now under the administrative control of the Supply Department and the Honourable Member should address his question to the Honourable Member for Supply on one of the days allotted to the Supply Department.

As regards the Directorate under the Master General of the Ordnance in India, I might mention that there are several Directorates under the Master General of the Ordnance in India, and if the Honourable Member would specify the Directorate in respect of which information is required, I will be glad to collect the necessary information.

NON-INDIAN BANKING CONCERNS IN BRITISH INDIA

363. *Mr. K. C. Neogy: (a) Will the Honourable the Finance Member be pleased to state how many non-Indian banking concerns operate in British India and to which countries they belong? How many Banking concerns incorporated in Indian States operate in British India?

(b) Are there any restrictions obtaining in any foreign country, or in any foreign possession in India which may militate against the establishment of branches of any British Indian Banking company there?

(c) Do British Indian Banking companies enjoy full freedom in the matter of establishment of branches in Indian States?

(d) In case there are any disabilities attached to the operation of British Indian Banking concerns in foreign countries or in any Indian State, has the question of imposing similar disabilities on the operation of banking institutions domiciled in such countries or States in British India been examined by the Government of India? If so, with what result?

The Honourable Sir Jeremy Raisman: The information is being collected and a reply will be laid on the table of the House in due course.

INCLUSION OF 'AD DHARMIS' UNDER SCHEDULED CASTES

364. *Mr. Piare Lall Kureel: Will the Honourable the Home Member be pleased to state:

(a) whether Ad Dharmis of the Punjab have been recognized as a Scheduled Caste by the Government of India (Scheduled Castes) Order, 1936;

(b) if the answer to part (a) above be in the affirmative, why have they been excluded from the figures of the Scheduled Castes of the Punjab by the census of 1941; and

(c) whether the Honourable Member proposes to rectify this mistake on the part of the census authorities?

The Honourable Sir Francis Mudie: (a) Yes.

(b) They have not been excluded. The Honourable Member's attention is invited to the first paragraph of the flyleaf to table XIII in the Punjab Census Volume, 1941, which declares them to be Scheduled Castes. The position in fact is that separate figures are given for this particular scheduled caste element in the Punjab.

(c) Does not arise.

COMMUNAL COMPOSITION OF PLANNING AND DEVELOPMENT DEPARTMENT STAFF

365. *Mr. Piare Lall Kureel: (a) Will the Honourable Member for Planning and Development be pleased to state the total number of Gazetted and non-Gazetted Officers in the Department of Planning and Development?

(b) How many of these posts are held by Scheduled Castes, Hindus, Muslims, Sikhs and others?

(c) Is the Home Department Resolution regarding Scheduled Castes representation being followed in the matter of appointment to various posts?

The Honourable Sir Ardeshir Dalal: (a) and (b). I lay a statement on the table of the House.

(c) Yes.

	Direct Recruits	Transfers or Promotions	Scheduled castes	Hindus	Muslims	Sikhs	Others	Total	Remarks
(a) Gazetted officers	2	9	...	8*	1	...	2*	11	
(b) Non-gazetted officers—									
(i) Assistants and clerks	18	20	†2†	§21	10	4¶	1	35	
(ii) Personal Assistants and stenographers	...	8	+	7	1	...	...	8	

NOTES.—* Only one is a direct recruit who is a specialist officer.

† Both are direct recruits.

‡ One post of Assistant and one post of stenographer, to be filled by Scheduled caste candidates, have been kept vacant and efforts are being made to secure qualified Schedule caste candidates.

§ 10 are direct recruits.

|| 4 are direct recruits.

¶ 2 are direct recruits

INDIA OFFICE STAFF

366. *Mr. K. S. Gupta: (a) Will the Honourable the Home Member please state what the India Office staff is?

(b) How many of them are (i) Indians, (ii) Englishmen; and (iii) Non-English?

(c) How many of the staff are, (i) retired from Indian service, and (ii) dismissed from Indian service?

(d) Is there any condition prescribed for employment at the India Office in secretarial, administrative or clerical capacity like administrative or other experience in India?

(e) How many of them had been to India?

(f) Is it not a fact that most of them have no knowledge of practical affairs in India?

The Honourable Sir Francis Mudie: (a) to (f). Expenditure on the staff of the India Office is borne by His Majesty's Government and the staff are not under the control of the Governor General in Council. The Honourable Member may, however, refer to pages 1-4 of the India Office List, 1940 a copy of which will be found in the Library of the House. No later edition has been published.

EDUCATIONAL FACILITIES FOR SOLDIERS AND NON-COMBATANTS

367. *Mr. Manu Subedar: (a) Will the Honourable the Defence Member please state what educational facilities Government have created for soldiers and non-combatants in the Army with regard to (i) technical training, and (ii) literacy?

(b) Has any plan been evolved and, if so, what is it, with regard to the future of combatants and non-combatants who will return from the war, for their vocational training and training in literacy?

(c) How many publications of special interest to the Army for information and instruction of the Indian Forces are being made, what are they, and how many copies are printed?

(d) What special facilities have been created by Government to impart literacy to Indian soldiers when they are in hospitals or when they are convalescent or when they are on leave?

(e) What is the progress of literacy in the Indian Army, year by year, and what is the objective of Government with regard to the Indian soldier and non-combatant in their employment in this matter and how do they propose to reach it?

Mr. C. M. Trivedi: I lay a statement on the table of the House.

Statement

Recruits to the different branches of the Defence Services are given training as below:—

I. Recruits for the Indian Engineers are trained at one of the following training establishments according to the type of unit for which they are destined:—

- (a) K.G.V's. O. Bengal S. & M. Group I.E., Roorkee. } All these recruits are given 16 weeks training. 30 per cent. are selected for advanced trades training varying in duration from 26 to 39 weeks.
- (b) Q.V.O. Madras S. & M. Group I.E., Bangalore. }
- (c) Royal Bombay S. & M. Group I.E., Kirkee. }

(d) No. 1-WS(E & M) Group I.E., Lahore.

(e) No. 3 (Cons.) Group I.E., Lahore.

(f) No. 4 Engineer Group I.E., Sialkot.

(g) No. 6-Mechanical Equipment Group I.E., Lahore.

All recruits trained at (d) and (g) above are given training in a trade varying in duration from 12 weeks upwards.

75 per cent. of recruits trained at (e) are given trades training for a period of 15 weeks, the remaining 25 per cent. are trained as motor drivers.

25 per cent. of recruits trained at (f) are given trades training and 5 per cent. in motor driving.

II. I.A.O.C.

(a) Military Ranks.—Pre-recruit training in the duties of clerical staff and artificers is given in Technical Training Centres under the organisation of the Recruiting Directorate. Facilities exist in Schools and Training Centres of the I.A.O.C. for the technical training of all categories of Indian Ranks, as under:—

Sepoys.	Drivers of Motor Lorries.
Painters.	Drivers of Mechanical Trucks.
Packers.	Drivers of Cranes.
Carpenters.	Drivers of Armoured Vehicles and Heavy Vehicles.
Saddlers.	Laundry Operators.
Bootmakers.	Laundry Boiler Attendants.
Boot Machine Operators.	Havildars.
Tentmenders.	Storeman's duties in specialist groups of stores.
Tailors.	Office duties.
Tinsmiths.	

V.C.O.s.

Storekeepers duties in specialist groups of stores.

(b) Non-Combatant Personnel.—Facilities for the Technical training of civilian clerks and storemen exist in all Ordnance Depots, which have been allotted special training staffs. Armies/Commands are arranging to have recruit training schools for civilian clerks and storemen, and Specialist Training in Storemen's duties is also being organised for Havilda clerks (stores). The War Department have sanctioned Travelling Allowance and Daily Allowance for temporary civilian personnel for training purposes, who are receiving training in the operation of Mechanical Calculating Machines (Comptometers).

III. I.E.M.E.

The craftsmen of the I.E.M.E. are trained in the following thirty-five technical trades:—

1. Wireless Mechanic.	18. Welder.
2. Radio Mechanic.	19. Grinder (Precision).
3. Fitter (Armoured Fighting Vehicle).	20. Blacksmith.
4. Electrician (Armoured Fighting Vehicle).	21. Carpenter.
5. Armourer.	22. Copper-smith.
6. Draughtsman.	23. Electroplater.
7. Electrician (Motor Vehicle).	24. Moulder.
8. Fitter (Motor Vehicle).	25. Riveter.
9. Fitter (Armament).	26. Sheetmetal Worker.
10. Fitter (Bench).	27. Tyre Repair Plant Operator.
11. Instrument Mechanic.	28. Vulcanist.
12. Machinist.	29. Painter.
13. Pattern Maker.	30. Upholsterer.
14. Toolmaker.	31. Saddler & Harness Maker.
15. Turner.	32. Cycle Repairer.
16. Typewriter Mechanic.	33. Boiler Attendant.
17. Watchmaker.	34. Motor Mechanic.
	35. Driver Mechanic.

The average number of craftsmen under training in I.E.M.E. Training Centre at any one time in all the above trades is approximately 10,000, the total number trained since the commencement of the present war being approximately 1,00,000.

In order to replace the British Armament Artificer, a higher technical grade of Indian Armament Artificer has recently been introduced, which consists of highly skilled and

especially trained non-commissioned engineering officers ranking next only to K.C.Os. in technical ability. The number accepted for training to date is 360 and further candidates are being accepted at the rate of 30 per month.

Question (a) (ii). Literacy

All soldiers receive education calculated to enable them to read, write and understand Urdu in the Roman Script. Instruction is given in units by specially trained unit personnel under unit arrangements.

Question (b)

Technical training centres controlled by the Department of Labour are now fully occupied with the training of services personnel and civilian war workers, and a good proportion of the present capacity will be retained for peace time vocational training of services personnel on demobilization. This capacity estimated at the moment at 30,000 seats for technical courses of 8 months duration is expected to become available for post-war vocational training of services personnel on demobilization.

The Provincial Governments are being asked to supply information about large post-war projects capable of absorbing considerable numbers of skilled and semi-skilled personnel. Upon the collation of data from Provinces, the extent and nature of vocational training which can profitably be given will be further worked out. Meanwhile action has been taken to cater for the large percentage of agriculturists serving in the Indian Army, the majority of whom will probably wish to return to the land. For this purpose visual and practical demonstrations of the improved village conditions and the increased productivity of the soil, made possible by the use of scientific methods and devices, are being arranged in Exhibition Rooms and Agricultural Demonstration Plots at 59 regimental training centres and 7 major military stations. Courses of agricultural training have been introduced by some Provincial Governments in which military personnel are receiving training as potential agricultural instructors. To enable men to take advantage of this training, authority has been given to provide for a quota of 20 extra men to each establishment of Indian Infantry, Indian Artillery and Indian Armoured Corps training centre, and the various other training centres where Agricultural Demonstration Plots have been authorised.

These courses of training are normally of three months duration, and are designed to instruct the students in only one subject or aspect of agriculture. The more proficient students are eligible for selection for a more intensive course of 10 months training at Civil Agricultural Colleges.

Question (c).

The following publications are, or have been, issued in connection with the educational training of Indian troops:—

- (1) Current Affairs (English & Roman Urdu).—50,000 copies p.m.
- (2) Winning the Peace (Tarraghi-ke-Usul) (English & Roman Urdu).—50,000 copies p.m.
- (3) Illustrated Review (published in English, Urdu, Tamil, Telugu & Hindi).—26,000 copies p.m.
- (4) Map Review (English & Roman Urdu).—20,000 copies p.m.
- (5) Wartime Education Handbook for Indian troops (English & Roman Urdu).—40,000 copies.
- (6) The Basic Wartime Education Handbook for use in Training Centres.—7,000 copies.
- (7) The 1st, 2nd, 3rd and 4th Roman Urdu textbooks.
- (8) Mathematics Instructors' Book Nos. 1, 2 and 3.
- (9) The Student's Mathematics Book Nos. 2 and 3.
- (10) In conjunction with the Orthological Institute four textbooks in English for Indian soldiers on B.A.S.I.C. lines are now being issued. Some 15,000 copies will be printed.
- (11) Educational Training (Indian Army) 1939 (English & Roman Urdu).
- (12) "Notes on Instructional Method" (English and Roman Urdu).
- (13) "How the Mind Works" (English and Roman Urdu).
- (14) Textbook of Geography (Roman Urdu).
- (15) Textbook of Hygiene (Roman Urdu).
- (16) The Teaching of English to Indian soldiers (English).

Except in cases where figures of monthly issues are given, it is not possible to give the number of copies printed because their issue extends over some years and re-prints are made when necessary.

Question (d).

In hospitals and convalescent depots special attention is paid to wartime education based on the "Current Affairs" and "Tarraghi-ke-Usul" pamphlets with a view to facilitating mental rehabilitation of the patients. Patients enjoying greater degree of health are eligible for normal educational training which includes training in literacy such as is given to fit men in the units. No special facilities exist for the educational training of men on leave.

Question (e).

The rapid expansion of the Indian Army makes it impossible to give figures to indicate the progress of literacy in the Indian Army. But the bulk of recruits leave their Training Centres after having passed the "Recruit's Test", which is the minimum standard of literacy (in Roman Urdu) in the Indian Army.

The objective during wartime, as regards literacy, is that every man should be able to read, write and speak Urdu sufficiently for all Army purposes. In addition as many men as possible should be taught English. The ultimate objective, after the conclusion of hostilities, is to make every man literate in his own vernacular. The Army Educational Corps, consisting of trained unit personnel with the assistance of a large number of civilian schoolmasters, are looking after this need during wartime; and steps have been taken to secure a large number of additional instructors in all vernaculars for postwar period. In every case enrolled non-combatants are entitled to the same privileges and opportunities for educational training in all its aspects as combatants.

CONSTRUCTION OR RECONDITIONING OF BOATS REMOVED FROM COASTAL AREAS OF BENGAL UNDER 'DENIAL POLICY'

368. *Mr. K. C. Neogy: (a) Will the Honourable the Defence Member be pleased to refer to starred question No. 136 of the 7th November, 1944, on the subject of construction or reconditioning of boats removed from the coastal areas of Bengal under the Denial Policy, and make a statement indicating the number of boats that were either reconditioned, or constructed anew and supplied to the persons concerned before the last rains, as also the progress made in that matter since the last rains?

(b) Is the Honourable Member in a position to state what has been the cost of reconditioning or reconstruction of these boats, and to what head the expenditure involved is to be charged?

(c) Is the Honourable Member in a position to state the extent of unemployment created by the Denial measures in this behalf, giving the approximate number of persons thus affected and the extent of compensation, if any, that the Government have paid or propose to pay for such unemployment and resulting hardship, to the people thus affected, apart from the return of a proportion of the boats?

Mr. C. M. Trivedi: Information is being collected from the Government of Bengal, and a statement will be placed on the table of the House, when it is received.

The Honourable Sir Francis Mudie: With regard to the supplementaries to Question No. 330 which was asked today regarding the language which the Congress Working Committee members are allowed to use at interviews, a question to this effect is already in the name of Mr. Abdul Qaiyum for the 22nd.

TRANSFERRED STARRED QUESTIONS AND ANSWERS.†

(a) Written Answers

PERMITS FOR NEWSPAPERS UNDER PAPER CONTROL ORDER

290. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member for Industries and Civil Supplies please state:

(a) how many newspapers have applied for permission to publish under the Paper Control Order;

(b) how many were given permission, and how many were refused;

(c) whether the decision of the Government in the case of any papers was on political grounds; and

(d) whether any of them were asked to give an undertaking in writing that they would support war effort?

The Honourable Sir M. Azizul Huque: (a) Collection of the information asked for will involve an expenditure of time and labour which Government do not consider justified in present conditions.

(b) Eighteen periodicals were permitted to be brought out under the Paper Control Order, 1942, and seven under the Paper Control (Economy) Order, 1944.

(c) and (d). No.

EVACUEES IN INDIA MAINTAINED BY GOVERNMENT

291. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member for Commonwealth Relations please state:

†The meeting of the Assembly that was to be held on the 16th February, 1945, having been cancelled, the answers to Starred Questions for that day were, in pursuance of convention, laid on the table of the House to-day.—Ed. of D.

(a) how many evacuees of all nationalities are now in India and maintained by the Government of India;

(b) how many of them are Greeks and French and of such other countries which have been regained from Germany; and

(c) when the Government propose to repatriate these evacuees to their respective countries?

The Honourable Dr. N. B. Khare: (a) The number of evacuees of all nationalities in India is 4,05,093. The number of evacuees and dependants of persons stranded in enemy occupied territories maintained in Camps or assisted financially is about 1½ lakhs.

(b) There are no French evacuees in India. The number of Greeks is about half a dozen and that of evacuees from countries regained from Germany is 5,757.

(c) As soon as conditions permit.

EXPENDITURE ON FOREIGN EVACUEES.

292. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member for Commonwealth Relations please state:

(a) the total amount of money spent up-to-date over the foreign evacuees in India;

(b) if it is true that His Majesty's Government made themselves responsible for the expenditure on them, but now refuse to pay; and

(c) what steps the Government are taking to get this expenditure accepted by His Majesty's Government?

The Honourable Dr. N. B. Khare: (a) The information is being collected and will be laid on the table of the House in due course.

(b) Broadly speaking His Majesty's Government have accepted liability for European British subjects. They have never repudiated this liability. The following statement shows the exact extent to which His Majesty's Government and other Governments have made themselves responsible for the expenditure on evacuees.

Government to which cost is debitable

I. His Majesty's Government

Classes of evacuees

(a) European British evacuees and other evacuees of non-Indian domicile who are British subjects from Hong Kong and Malaya.

(b) Evacuees from Middle East, the Balkans, Malta and Siam.

(c) Greek and Czech evacuees irrespective of the country from which they may have been evacuated to India provided that they belong to parties whose evacuation to India has been sponsored by their own Governments.

(d) All British subjects not covered by III and IV below.

II. Polish Government

All Poles evacuated to India.

III. Government of Burma

(a) All Burmans, Anglo-Burmans, European British subjects and all other evacuees who are British subjects other than Indians and Anglo-Indians, evacuated from Burma to India.

(b) All Burma Governments servants irrespective of their nationality whose services have not been terminated by that Government.

IV. Government of India

All Indians and Anglo-Indians irrespective of domicile and all British subjects ordinarily resident in India.

(c) The expenditure as and when incurred is debited to the Governments concerned and recoveries are made.

MEAT DEHYDRATION FACTORY AT NOWSHERA

293. *Mr. Abdul Qaiyum: Will the Honourable the Food Member please state:

(a) the date on which the Meat Dehydration Factory was set up at Nowshera, North-West Frontier Province;

(b) the number of animals which are being slaughtered daily there;

(c) whether the meat prices at Peshawar have shot up in consequence;

(d) whether this factory constitutes a serious encroachment on the food of the Pathans; and

(e) the steps he proposes to take to bring down the meat prices in the North-West Frontier Province?

The Honourable Sir Jwala Prasad Srivastava: (a) The factory commenced working in April, 1943.

(b) About 600 goats.

(c) Meat prices in Peshawar have increased in proportion to general rise in the cost of living.

(d) No; the demand has been reduced since last year by one half of it being placed on the neighbouring Punjab districts.

(e) The Central Government has established co-ordination committees to reduce prices by eliminating competition between Defence and Civil Purchases.

NEW MACHINERY REQUIRED

294. *Mr. Manu Subedar: (a) Has the Honourable the Commerce Member invited particulars of new machinery required from (i) Government Departments, (ii) Provincial Governments, (iii) Indian States, and (iv) factory owners and industrialists in India?

(b) How many replies have been received?

(c) What is the policy of Government with regard to the placing of orders?

(d) How many orders have been negotiated and how many have Government undertaken to negotiate?

(e) Who fixes the price at which these machineries are to be received?

(f) In which country are these orders being placed?

(g) Are these orders being placed by Government's Purchase Mission or by His Majesty's Government through the British Chambers of Commerce or other bodies?

(h) To which class of companies or firms are priorities given in respect of these machineries and on what principle?

(i) Have Government adopted the proposed Road Plan and placed any orders in respect of machinery for road making? If so, for how much and in which country?

(j) Is it proposed to place all the orders now, or to wait till the relative inflation in U. S. A. and U. K. and other countries is checked?

(k) Have Government considered the alternative of giving special facilities to concerns capable of manufacturing machineries in India? If so, what are the arrangements contemplated?

(l) How many orders for electrical generating plant have been placed in

(i) U. K., and (ii) U. S. A. in

(i) 1942-43,

(ii) 1943-44, and

(iii) 1944-45 (up to the 31st December, 1944)?

The Honourable Sir M. Azizul Huque: (a) It is presumed that the Honourable Member has in mind capital goods that will be required after the cessation of hostilities. If so, the answer is in the affirmative.

(b) 198.

(c) In the matter of the placing of an order it is for the importer himself to decide the various points that may be involved. Requirements of Provincial or Central Government Departments will be placed through the normal procurement channels.

(d) Government have no information as to the number of orders negotiated by private industrialists. Nor have they undertaken to negotiate such orders on behalf of private industrialists.

(e) This is a matter for settlement between the importer and his supplier.

- (f) This is a matter for the importer to decide.
- (g) Government are not placing any orders on behalf of private individuals.
- (h) No priorities have yet been accorded in any case. A priority grading will be given where considered necessary on the merits of the case and where arrangements with the manufacturing country make this possible.
- (i) The Honourable Member presumably refers to the Road Plan prepared by Chief Engineers of Provinces and States at the meeting held in Nagpur in December 1943 proposing an expenditure of Rs. 450 crores in ten years, of which about Rs. 320 crores would fall for expenditure in British India. Government have not accepted that plan, but are examining the project estimates prepared by Provincial Governments against that general outline. The second part of this question does not therefore arise.
- (j) This is a matter within the importer's own discretion.
- (k) It is the intention of Government to encourage the manufacture of machinery in this country to the fullest extent possible. In order to advise Government on the lines on which this can be done, three separate Panels have been constituted for Electrical machinery, heavy industrial plant and machinery and light engineering industries.
- (l) The following orders were placed on the United Kingdom and the United States of America during the years indicated:

	From U. K.		
	1942-43	1943-44	1944-45 (April to December)
Boilers	12	8	9
Turbo Alternators	7	2	6
Water wheel Alternators	5	...	4
Diesel generators sets	...	...	8
From U. S. A.			
Boilers	2	...	...
Turbo Alternator	2	...	...
Diesel generator sets	25	...	...

These orders were placed by Public Electricity Undertakings, Steel producers and the Cement Industry. Information in regard to orders placed by other industries is not readily available.

BHORE COMMITTEE REPORT

295. *Mr. Manu Subedar: (a) Will the Secretary for Education, Health and Lands please state why a copy of the Bhore Committee's report has not been circulated to Members of the Assembly?

(b) What steps are Government taking on the recommendations of this report?

(c) Pending other steps, what plan have Government got for increasing facilities for medical training in India?

(d) Are Government aware of the enormous difficulty of getting admission to medical colleges all over the country and how numerous parents who are willing to spend money for their children's medical education, cannot find the facilities?

(e) Do Government propose to open half a dozen more colleges at important centres where there are full-fledged hospitals? If not, why not?

(f) Is it a fact that Government have recently tried to engage English doctors as full-time professors, thus discouraging the salutary procedure hitherto adopted of engaging honorary professors from amongst distinguished doctors practising in the cities?

(g) What stage has been reached in Government's enquiry into the method for reducing the time for acquiring a medical degree, or for simplifying the teaching into two parts: (i) full-fledged doctor, and (ii) the licentiate who would

be good enough for most of the ordinary ailments, and who would be put in charge of public health of small localities?

Mr. J. D. Tyson: (a) The Health Survey and Development Committee have not yet submitted their report.

(b) Does not arise.

(c) The question of increasing facilities for medical training will be considered in consultation with Provincial Governments when the report of the Committee is received.

(d) Yes.

(e) The opening of medical colleges in the Provinces is the concern of the Provincial Governments. As regards the centrally administered areas the Government of India are awaiting the report of the Committee.

(f) No.

(g) The Government of India are awaiting the recommendations of the Health Survey and Development Committee on Medical Education.

BUTLER REPORT ON FOODGRAINS PROCUREMENT

296. *Mr. Abdul Qaiyum: Will the Honourable the Food Member please state:

whether any steps have been taken or are about to be taken to implement the Butler Report:—

(i) in the matter of monopoly procurement of foodgrains;

(ii) elimination of corruption from the food control administration; and

(iii) petty harassment by minor officials; and

if so, the nature of the steps taken or proposed to be taken?

The Honourable Sir Jwala Prasad Srivastava: (i) The monopoly procurement of foodgrains, was discussed, with special reference to the Honourable Somerset Butler's Report, at the recent Fifth All-India Food Conference. A copy of the recommendation passed by the Conference is placed on the table of the House. The Government of India will encourage the study and development of monopoly procurement systems by Local Governments, as therein recommended.

(ii) and (iii). The question of bribery and corruption within Food Administrations and that of petty harassment by minor officers has been referred to all Administrations for their closest consideration and examination. The introduction of a Vigilance branch or section into the Administration, and the close association of non-officials have been recommended as the best means of reducing bribery, corruption and petty harassment.

DEPARTMENT OF FOOD FIFTH ALL-INDIA FOOD CONFERENCE *Resolution on Procurement*

It is recommended that:

The results so far obtained in the working of monopoly procurement systems justify their further study; and their development so far as the circumstances of each Province and State permit.

Where monopoly procurement is in operation in respect of any particular grain, Government should, in the interest of producers, accept all such grain as is offered, subject to considerations of quality. Acceptance should be at notified centres, at the appropriate stage of the marketing process, and at prices fixed in accordance with the all-India policy after consultation, wherever necessary, with the Central Government.

The development of monopoly procurement should be in the direction of the acquisition by Government of grain offered for sale voluntarily. Nevertheless, in those areas where it is deemed advisable, monopoly procurement may be extended by:

(1) a compulsory levy and the acquisition, in addition, of any balance that any producer may desire to sell; or

(2) assessment of the surpluses of individual producers and the compulsory acquisition of such surpluses.

The Conference in making this recommendation recognises that the financial consequences of implementing the policy may necessitate assistance to the Provinces by the Central Government.

BUTLER REPORT ON FOODGRAINS PROCUREMENT

297. *Mr. Abdul Qaiyum: Will the Honourable the Food Member please state:

(a) whether the Butler Report on Foodgrains procurement has been published; and

(b) whether copies of it will be supplied to the members of this House?

The Honourable Sir Jwala Prasad Srivastava: (a) Yes.

(b) Two copies have been placed in the Library of the House.

PRIVY COUNCIL JUDGMENT RE BEQUEST TO UNBORN PERSONS

298. *Mr. Manu Subedar: (a) Has the Honourable the Law Member seen the Privy Council decision, setting aside the bequest to unborn persons, contrary to the practice and understanding of High Court decisions in India from nearly every centre?

(b) Have Government seen the leading article in the *Times of India* of the 16th January, 1945, on this subject, in which it is pointed out that thousands of wills which are made on the basis of the old law, would be upset?

(c) In view of the Privy Council judgment, will Government consider the advisability of introducing a Bill in the Legislature at an early date in order to confirm that gifts to unborn children could be given, reserving life interest to certain individuals, where the donor parts with the whole interest in the property?

(d) Will Government ascertain the views of the Legislature on this subject at an early date?

The Honourable Sir Asoka Roy: (a) and (b). Yes.

(c) Subject to the views of Provincial Governments and High Courts, to whom a reference has already been made as to the expediency of legislating in this matter with retrospective effect, I hope to introduce a Bill in the course of the next Session.

(d) I see no advantage in ascertaining the views of this Legislature in advance of the introduction of the contemplated Bill.

SMALL-POX EPIDEMIC IN CALCUTTA

299. *Mr. K. S. Gupta: (a) Is the Secretary for Education, Health and Lands aware of the tragic condition prevailing in Calcutta due to the epidemic of small-pox intensely raging?

(b) What are the steps taken by the Government of India to stem the tide of the epidemic?

(c) What is the total number of deaths due to small-pox in Calcutta in the months of December, 1944, and January, 1945?

Mr. J. D. Tyson: (a) and (b). The Government are aware that there is an epidemic of small-pox in Calcutta. The Government of India have not been asked to render any assistance in the matter.

(c) 550 for the four weeks ending the 30th December, 1944 and 1,077 for a similar period ending the 27th January, 1945.

EXTENSION OF UNITED KINGDOM COMMERCIAL CORPORATION ACTIVITIES TO LIBERATED BURMA

300. *Sir Abdul Halim Ghuznavi: Will the Honourable the Commerce Member please state:

(a) whether it is a fact that the United Kingdom Commercial Corporation has been extending its sphere of influence and activities and that civil supplies are being scheduled to the liberated parts of Burma by this Body;

(b) whether any Indian firm approached Government for obtaining similar facilities to trade with the liberated parts of Burma;

(c) whether Government have prepared any plan to give facilities to the Indian commercial community for both export and import with the liberated parts of Burma;

(d) whether the Indian firms which were trading with Burma before her occupation by Japan will be given previous facilities to trade with the liberated parts of Burma; if not, why not; and

(e) whether the Government of India's representative with the Government of Burma has submitted any such plans for giving trading facilities to the Indian commercial firms?

The Honourable Sir M. Azizul Huque: (a) The answer to the first part of the question is in the negative, so far as trading in India is concerned. As regards the latter part of the question the procurement and distribution of all civil supplies for Burma during the period of Military Administration is in the hands of the Military authorities and no private trading, whether by United Kingdom Commercial Corporation or by other firms is contemplated.

(b) Representations have been received by the Government of India for the grant of facilities to trade with the liberated parts of Burma.

(c) and (d). Proposals relating to trade with Burma after the period of military administration are under consideration.

(e) The representative is seized of the matter and will submit his proposals in due course.

EXPORT OF FINER CLOTH

301. *Mr. Manu Subedar: (a) Having regard to the shortage of finer cloth in India, will the Honourable the Commerce Member please give reasons for the continued export of finer cloth outside India?

(b) Have Government received complaints about the shortage of finer cloth in India?

(c) Have they noticed queues near cloth shops everywhere in large cities and criticisms in the press?

(d) What was the total quantity of fine cloth allowed to be exported from India in 1941-42, 1942-43, 1943-44 and 1944-45 (up to the 31st December, 1944)?

(e) To what destinations has this cloth gone and to what countries?

(f) What class of people were the licences, i.e., how many of the export licences were given to non-Indians or purchasing agents of foreign firms, or foreign Governments?

(g) Having regard to the difficulties in India, will Government consider the present position and modify their policy?

(h) What was the view expressed by the Textile Control Board on the subject of export of finer cloth from India?

(i) In any case whatever the view may be of people interested in the textile trade, have Government, looking at this problem from the point of view of the general consumer in India, any reorientation of their policy or do they propose to permit export of finer cloth, when it is needed in India itself?

The Honourable Sir M. Azizul Huque: (a) to (c) and (g) to (i). The question of restricting export of cloth of fine counts has been engaging the attention of the Government of India for some time past. The Textile Control Board have also recently recommended the immediate prohibition of export of all cloth containing 48's and higher counts. As announced in a Press Note published on the 7th February, Government have now decided that cloth in which the count of warp yarn is 36's or finer should be allowed to be exported only to the extent of a very small percentage of the production and that within this limit, a further restriction should be imposed on exports of cloth in which the count of warp yarn is 48's and over.

(d) and (e). Separate statistics have not been maintained for exports of fine cloth.

(f) Export licences are issued to firms established in the trade in India with reference to a basic period. Information regarding the quantities for which licences were given to non-Indians and others is not readily available and its collection would involve an amount of time and labour that would not be justifiable in wartime.

CONFERENCE FOR FIXATION OF JUTE ACREAGE IN BENGAL

302. *Mr. K. C. Neogy: (a) Will the Honourable the Commerce Member be pleased to state whether a conference took place at New Delhi recently between representatives of the Government of India and of the Government of Bengal in connection with the fixation of the acreage for jute in Bengal during the current year? If so, will the Honourable Member be pleased to indicate the trend of the discussions that took place?

(b) Is it a fact that the jute mill-owners favour the fixation of acreage at -/12/- annas, while the Government of India and the Government of Bengal are in favour of -/10/- annas and -/6/- annas, respectively?

(c) What part do the Government of India play in the final fixation of jute acreage in the jute-growing Provinces, and what are the considerations that have determined the attitude of the Government of India in this matter in recent years?

(d) Is it a fact that while the supply of the jute fabrics from India to America during recent years has been understood to be primarily intended for war purposes, a proportion thereof has been supplied by the United States of America authorities to commercial bodies outside United States of America, such as sugar manufacturers in Cuba and Puerto Rico, as reported by Reuter from Washington on March 24, 1944? If so, will the Honourable Member be pleased to explain the exact nature of the understanding in this matter between the Government of India and the Government of the United States of America?

The Honourable Sir M. Azizul Huque: (a) and (b). A Conference took place in New Delhi but no final conclusions were reached. The matter is still under consideration and a Press Note will be issued as soon as possible.

(c) The Government of India discuss with the Bengal Government the question of the fixation of jute acreage with a view to examining whether sufficient quantities of raw jute and jute goods can be made available to the United Nations for their needs without affecting the acreage under food crops necessary for the requirements of Bengal.

(d) Supplies are not restricted to war purposes. The United States of America have been purchasing raw jute and jute goods in India through commercial channels and are not precluded from making purchases on behalf of other countries. The Government of India have not entered into any agreement with the Government of the United States of America in this matter.

SIR AKBAR HYDARI MISSION

303. *Mr. K. C. Neogy: (a) With reference to a recently announced Mission to be shortly undertaken by Sir Akbar Hydari and other officials of the Department of Industries and Civil Supplies to the United Kingdom with a view to helping in devising methods for relieving the strain of war demands on Indian production, will the Honourable Member for Industries and Civil Supplies be pleased to make a detailed statement explaining (i) the objects of the Mission, (ii) the instructions given by the Government of India to it, and (iii) the extent of authority of the Mission to commit the Government of India in any question of policy or important agreement with His Majesty's Government or trade interests in the United Kingdom?

(b) In so far as the activities of the Mission may relate to an acceleration of the importation of consumer goods from the United Kingdom and the enlargement of the list of such goods, will the Honourable Member be pleased to declare the latest policy of the Government of India in this matter with particular reference to its repercussion, if any, on the position of indigenous industries in India?

(c) Is it any part of the duty of the Mission to study the various measures that are being undertaken in the United Kingdom for the purpose of helping the British industries, with a view to their adoption in India for the benefit of Indian industries?

(d) Has the Mission been instructed particularly to find out whether dumping methods are resorted to by any British industry that may be engaged in exporting goods to India?

(e) Is the question of protection of Indian industries generally or any thorough investigation into the case for such protection with the help of a Tariff Board under consideration in relation to the present policy of encouragement of the importation of consumer goods from abroad?

(f) What progress has been made in the matter of obtaining complete statistics of production in respect of Indian industries? Has any effort been made for determining separately in the case of each such industry, its likelihood of being prejudicially affected by the importation of consumer goods from abroad, and is this factor taken into consideration before deciding upon the importation of competing goods?

The Honourable Sir M. Azizul Huque: (a) (i) The object of the Mission, as stated in the opening sentence of the question itself, is to devise methods for relieving the strain of war demands on Indian production. This was fully explained in Sir Akbar Hydari's statement to the Press on the 18th January, 1945.

(ii) and (iii). It is not in the interest of the discussion which the Mission is having in the U. K. to divulge the actual terms of Instructions given to it by Government. It may be explained, however, that the Mission is not a policy Mission, nor will it explore or formulate policy. It is merely an administrative instrument for dealing with a very intricate and detailed subject which could have been dealt with by correspondence but only with delay and waste of effort.

(b) The policy is to import 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.

(c) and (d). The answer is in the negative.

(e) In view of the answer to (b) this question does not arise. The question of protection to Indian Industries in the post-war period is under consideration.

(f) First part.—Steps are being taken to improve the position. It is proposed to enforce the Industrial Statistics Act, 1942, as early as may be practicable. The industries to be covered by this Act will be gradually extended.

Second part.—The statistics that are available are utilised in determining imports in accordance with the policy stated in reply to part (b) of the question.

BOOKLET "A TREATY BETWEEN INDIA AND THE UNITED KINGDOM"

304. *Sardar Mangal Singh: Will the Honourable the Leader of the House please state:

(a) whether the attention of the Government has been drawn to the booklet entitled "A Treaty between India and the United Kingdom" by Sir Sultan Ahmad Khan;

(b) whether the Government of India have drawn the attention of His Majesty's Government to this booklet and proposals contained therein for the future constitution of India; and

(c) whether the Government of India have commented upon this booklet and submitted the same for consideration of His Majesty's Government?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) No.

(c) No.

SUPPLY OF FOODSTUFFS TO LIBERATED BURMA

305. *Mr. K. C. Neogy: (a) Will the Honourable the Food Member be pleased to state whether there is any understanding that, as the process of re-conquest of Burma progresses, the civilian population thus liberated will be supplied with foodstuffs from India as a temporary measure of relief?

(b) Will the Honourable Member be pleased to make a detailed statement explaining the nature and extent of the responsibility thus undertaken by the

Government of India with reference to the civil population of Burma, indicating at the same time the nature of help that may already have been given to the people of Burma in this matter, as also the reaction that the said policy may have on the position of supplies available for the civilian population in India?

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

(b) Does not arise.

CONSTRUCTION OR RECONDITIONING OF BOATS REMOVED FROM COASTAL AREAS OF BENGAL UNDER DENIAL POLICY

306. *Mr. K. C. Neogy: (a) Will the Honourable the Food Member be pleased to refer to starred question No. 136 of the 7th November, 1944; on the subject of construction or reconditioning of boats removed from the coastal areas of Bengal under the Denial Policy, and make a statement indicating the number of boats that were either reconditioned, or constructed anew and supplied to the persons concerned before the last rains, as also the progress made in that matter since the last rains?

(b) Is the Honourable Member in a position to state what has been the cost of reconditioning or reconstruction of these boats, and to what head the expenditure involved is to be charged?

(c) Is the Honourable Member in a position to state the extent of unemployment created by the Denial measures in this behalf, giving the approximate number of persons thus affected and the extent of compensation, if any, that the Government have paid or propose to pay for such unemployment and resulting hardship, to the people thus affected, apart from the return of a proportion of the boats?

The Honourable Sir Jwala Prasad Srivastava: This question should have been addressed to the Defence Department.

POSSIBILITY OF ARMY IN BENGAL SUPPLYING VEGETABLES FOR MILITARY AND CIVILIAN REQUIREMENTS

307. *Mr. K. C. Neogy: (a) Will the Honourable the Food Member be pleased to refer to the supplementary questions and answers in connection with starred question No. 49 of the 2nd November, 1944, dealing with the possibility of the Army in Bengal becoming self-supporting in vegetables, including potatoes and being able even to supply such stuff to the civilian population?

(b) Is the Honourable Member in a position to state the results of the efforts made by the military authorities in this direction, and the extent of help derived therefrom, either directly or indirectly, by the civilian population of Bengal?

The Honourable Sir Jwala Prasad Srivastava: (a) and (b). The Army in Bengal is self-supporting in respect of vegetables and potatoes.

During January 1945, 92 tons of vegetables were supplied by the Army to the Civil Administration in Bengal. A large proportion of this supply was for consumption in the Calcutta Area.

EXAMINATION OF COMMERCIAL ASPECTS OF INDIAN SPRING-WATERS

308. *Mr. K. C. Neogy: (a) Will the Honourable the Labour Member be pleased to refer to unstarred question No. 50 of the 5th August, 1943, and the reply thereto, and make a statement indicating the results of the examination of the commercial aspects of Indian spring-waters, and the trial given thereto, the location of the different springs where trials have been made and the composition and properties of the respective waters?

(b) Have Government any scheme for the working of any of these sources of spring-water through State agency or through the agency of any private enterprise? If so, what are the details of such schemes?

The Honourable Dr. B. R. Ambedkar: (a) and (b). Waters of certain thermal mineral springs in Bihar were investigated by the Geological Survey of India and after examination of the chemical properties of these waters it was decided that there would be no advantage in Government undertaking during war time the commercial exploitation of these waters.

MYSORE GOVERNMENT NOTIFICATION RE ANIMAL SLAUGHTER

309. *Mr. R. R. Gupta: (a) Will the Secretary for Education, Health and Lands be pleased to state whether he had seen the Notification issued by the Government of Mysore completely stopping animal slaughter during the 24 hours between sunset on Sunday and sunset on Monday and then again between sunset on Wednesday and sunset on Thursday in a week?

(b) If the answer to the above be in the affirmative, will the Honourable Member be pleased to state whether Government propose to have some such rule promulgated in British India also?

Mr. J. D. Tyson: (a) No, but Government are aware of the fact that two meatless days have been introduced in Mysore.

(b) The advisability of prescribing some meatless days every week was commended to the consideration of Provincial Governments and Administrations on the 14th July, 1944. "Meatless days" are already being observed in Bengal, Assam, Sind and Ajmer-Merwara.

DAMODAR RIVER TRANSPORT FOR COAL IN BENGAL

310. *Mr. R. R. Gupta: Is the Honourable the Labour Member aware that in the last century a proposal was considered by the Government of India for providing river transport to the movement of coal from the Bengal coal fields to Calcutta by rendering the river Damodar as an all weather navigable channel? If not, will Government consider the advisability of re-examining such a proposal in connection with the proposed multi-purpose Damodar River project? If not, why not?

The Honourable Dr. B. R. Ambedkar: I am not aware of any such proposal but there was a proposal to take out a canal from the Damodar river from Raniganj to Calcutta.

The enquiry now being made is examining the possibility of a multi-purpose scheme for the control of the Damodar—this examination will extend to the possibilities of encouraging navigation.

INSTRUCTIONS TO PROVINCES FOR CONTROL OF ANIMAL SLAUGHTER

311. *Mr. R. R. Gupta: (a) Will the Secretary for Education, Health and Lands be pleased to state whether Provincial Governments have been instructed to control animal slaughter, conduct inspection of butcher-houses by veterinary staff and punish those who slaughter such animals whose slaughtering is prohibited in pursuance of Notification No. 1607, dated the 12th September, 1944, under section 81 of the Defence of India Rules?

(b) Will the Honourable Member be pleased to state—

(i) the number of Provincial Governments with their names who have immediately adopted the instructions referred to above in their Provinces; and

(ii) which Provinces have refused to do so and what reasons are given by them to the Government for their inability to do so?

(c) Will the Honourable Member be pleased to lay on the table of the House a copy of the notification referred to above?

Mr. J. D. Tyson: (a) and (c). I have been unable to trace any such notification issued by the Government of India under the Defence of India Rules but suggestions were made to the Provincial Governments to restrict the slaughter of useful cattle.

(b) (i). Nine Provincial Government, viz., Assam, Bengal, Bihar, Bombay, C. P. and Berar, Madras, Orissa, Sind and the United Provinces have issued orders restricting the slaughter of useful cattle, while the Government of the Punjab have the matter under consideration.

(ii) The Government of N.-W. F. P. have intimated that they do not consider it necessary in the circumstances of that province to take any action.

SIR AKBAR HYDARI MISSION

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

(a) the purpose of the Mission of Sir Akbar Hydari to England in so far as it affects his Department; and

(b) whether the Mission would enter into commitments in regard to imports of consumer goods unwanted in this country without any reference to the interests concerned in this country?

The Honourable Sir M. Azizul Huque: (a) The object of the Mission is to devise methods for relieving the strain of war demands on Indian economy. This was fully explained in Sir Akbar Hydari's statement to the Press on the 18th January, 1945.

(b) No, it will not enter into commitments to import unwanted goods.

IMPORT LICENSES TO INDIAN IMPORTERS OF CHEMICALS

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

(a) the policy pursued by his Department in regard to the grant of import licenses to Indian importers of chemicals;

(b) whether licenses to the Indian importers have been refused on the ground that in the view of his Department these importers cannot obtain the goods from the manufacturers or shippers;

(c) how many instances there had been of this nature; and

(d) whether he is aware that, in instances where import licenses have been granted to the Imperial Chemical Industries, they have also not been in a position to obtain the goods over a period ranging from six months to a year?

The Honourable Sir M. Azizul Huque: (a) The policy pursued in regard to the grant of licences for the import of chemicals is generally the same as in the case of other articles, namely, all regular established importers are given a fair and equitable share of such supplies as may be available for import under war-time conditions.

(b) Yes, in the case of a few items.

(c) The items concerned are Caustic Soda, Soda Ash and Bleaching Powder. For these chemicals the Imperial Chemical Industries in the United Kingdom are the sole manufacturers and imports are canalised through their subsidiary firm in India, namely, the Imperial Industries (India) Limited.

(d) This has come to notice in the case of certain articles other than the chemicals mentioned above. In any case the position referred to is not peculiar to the Imperial Chemical Industries, as owing to circumstances beyond their control licence-holders are frequently unable to arrange supplies from other countries for some considerable time.

DISCOVERY OF PETROLEUM NEAR RAWALPINDI

314. *Mr. T. T. Krishnamachari: Will the Honourable the Labour Member please state:

(a) whether his attention has been drawn to the reports appearing in the newspapers about the discovery of petroleum near Rawalpindi and the Punjab; and

(b) whether the monopoly for exploiting this petroleum has been given to a foreign concern?

The Honourable Dr. B. R. Ambedkar: (a) Yes, Government have seen the reports referred to.

(b) The matter is the concern of the Provincial Government and Government of India have no information.

ORGANIZATION FOR CONTROLLING TRADE WITH LIBERATED BURMA

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

(a) whether the Government of India had at any time thought of setting up an organization for controlling and managing the trade with the liberated Burma;

(b) whether such ideas are now being dropped in favour of the U.K.C.C. doing this work;

(c) whether he is aware that representatives of European commercial interests are being sent back to Burma as Military Officers;

(d) whether he is aware that such Military Officers are actually engaged in transactions which are of a commercial nature; and

(e) what steps the Government of India propose to take in order to safeguard Indian interests in the matter?

The Honourable Sir M. Azizul Huque: (a), (b) and (e). The procurement and distribution of all civil supplies for Burma during the period of Military Administration is in the hands of Military authorities and no private trading whether by the United Kingdom Commercial Corporation or by other firms is contemplated. Questions regarding trade with Burma after the period of Military Administration are under consideration.

(c) No, Sir.

(d) No, Sir. Military officers are entirely precluded by military regulations from any private trading.

INDIA'S REPRESENTATION IN MIDDLE EAST SUPPLY COUNCIL.

316. *Mr. T. T. Krishnamachari: Will the Honourable the Commerce Member please state whether the Government of India had taken any steps to obtain representation for India in the Middle East Supply Council? If so, with what success?

The Honourable Sir M. Azizul Huque: The matter is under consideration and a final decision is expected to be reached shortly.

EXPENDITURE ON GROW MORE FOOD CAMPAIGN

317. *Mr. Ananga Mohan Dam: (a) Will the Secretary for Education, Health and Lands be pleased to state what amount of money has been spent for the "Grow more food campaign" since its inception, giving the details of the heads of expenditure in different Provinces?

(b) What amount has been spent for giving agricultural loan to the cultivators in different Provinces?

(c) What amount has been granted to the cultivators for the purchase of plough and cattle in different Provinces?

Mr. J. D. Tyson: (a) and (b). A statement showing loans and grants given by the Government of India for food production schemes to the various Provinces and Indian States during the years 1943-44 and 1944-45 is placed on the table of the House.

(c) A loan of Rs. 48,000 was given by the Government of India to the Government of Orissa during 1944-45 for this purpose.

Statement showing the details of Loans and Grants to Provincial Governments out of Central Revenues and Cotton Fund during 1943-44 & 1944-45.

Name of the Province or State	Irrigation facilities		Land clearance & improvement		Manure for distribution		Seed Multiplicates and distribution.	
	Loan	Grant	Loan	Grant	Loan	Grant	Loan	Grant
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Ajmer-Merwara	...	...	...	...	7,250	3,000	2,27,000	1,33,716
2. Assam	...	2,35,500	...	...	2,10,300	48,417	1,77,667	4,29,900
3. Baluchistan	...	38,148	...	...	...	11,000	1,66,400	1,17,016
4. Bengal	...	5,67,289	...	...	6,16,000	89,700	79,14,000	13,98,850
5. Bihar	...	11,00,000	...	5,76,970	1,92,800	11,00,000	7,71,200	3,00,100
6. Bombay	8,22,500	13,24,830	3,03,000	10,00,000	...	8,22,927	...	9,14,719
7. C. P. & Berar	29,34,000	8,99,000	3,48,970	1,47,985	22,86,000	8,21,000	15,00,000	4,62,166
8. Coorg	...	...	...	41,250	...	0,000	...	...
9. Madras	...	9,76,250	16,25,000	2,02,466	19,00,000	6,66,836	26,00,000	7,75,626
10. N. W. F. P.	...	10,21,000	...	...	...	...	12,74,000	1,60,500
11. Orissa	3,73,500	2,45,600	8,22,000	1,33,900	1,39,300	1,14,250	6,62,100	1,61,667
12. Punjab	...	7,00,000	...	9,00,000	...	15,000	...	...
13. Sind	...	...	...	...	...	...	...	3,43,335
14. U. P.	...	22,83,500	...	1,01,000	...	2,15,000	...	1,71,050
15. I. C. A. R.	...	...	...	...	...	...	...	75,000
16. Baroda State	...	4,92,000	...	82,000	...	33,750	...	8,000
17. Kashmir State	...	...	...	...	...	...	...	16,800
18. Kutch State	...	...	...	...	...	...	...	...
19. Rampur State	...	...	...	...	...	...	...	...
Total	41,30,000	1,05,02,117	30,95,970	37,85,571	53,51,650	29,46,877	1,68,92,367	55,52,441

Statement showing the details of Loans and Grants to Provincial Governments out of Central Revenues and Cotton Fund during 1943-44 & 1944-45.

1943-44 & 1944-45.

Name of the Province or State	Compost making		Bonus to cultivators for diverting areas from S/S cotton to food crops		Fish production		Miscellaneous Schemes		Total	
	Loan	Grant	Loan	Grant	Loan	Grant	Loan	Grant	Loan	Grant
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Ajmer-Merwara	...	3,900	...	51,181	...	...	...	...	2,84,950	1,01,797
2. Assam	...	...	...	...	...	...	...	1,76,668	19,87,067	8,90,485
3. Baluchistan	...	6,938	...	...	...	...	...	19,158	1,66,400	1,85,558
4. Bengal	...	1,37,512	...	...	...	53,450	...	2,76,000	85,80,000	25,25,801
5. Bihar	...	...	...	...	...	...	...	2,37,952	9,64,000	23,30,023
6. Bombay	...	25,000	...	1,17,500	...	...	...	...	11,22,500	48,04,976
7. C. P. & Berar	...	...	...	...	...	...	...	50,000	70,68,970	23,80,151
8. Coorg	...	300	...	...	...	...	...	7,200	...	54,758
9. Madras	...	...	...	3,18,466	...	77,200	...	3,40,571	61,25,000	33,57,412
10. N. W. F. P.	...	...	...	...	...	...	...	9,668	12,74,000	11,91,168
11. Orissa	...	...	...	...	...	24,138	48,000	4,43,336	20,44,900	11,22,891
12. Punjab	...	1,93,860	...	...	...	...	...	...	...	18,03,860
13. Sind	...	...	...	...	...	...	...	2,24,000	...	6,73,835
14. U. P.	...	1,67,140	...	...	...	40,000	...	16,800	...	36,94,490
15. I. C. A. R.	...	2,22,200	...	...	...	...	...	1,37,225	...	4,34,426
16. Baroda State	...	...	...	5,53,000	...	...	...	62,000	...	12,12,750
17. Kashmir State	...	...	...	...	...	...	...	...	...	16,800
18. Kutch State	...	...	...	8,677	...	...	...	...	...	8,677
19. Rampur State	...	...	...	8,698	...	...	...	...	...	8,698
Total	...	7,56,850	...	10,57,522	...	1,94,788	48,000	20,00,574	2,95,17,997	2,67,98,744

N. B.—During 1942-43 grants from the Cotton Fund amounting to Rs. 23,83,721 were sanctioned to Provinces and Indian States.

BUTLER REPORT ON FOODGRAINS PROCUREMENT

318. ***Mr. G. Rangiah Naidu:** (a) Will the Honourable the Food Member please state what action has been taken by the Government of India on the report of Mr. S. Butler, Officer on Special Duty, in connection with the Government Grain Purchases Scheme?

(b) If action has been taken, how many offenders were already detected and punished Province-wise? If not, why not?

(c) Are there any orders issued by the Central Government to the Provincial Governments to investigate into the offences of bribery, corruption and harassment by the Government Officials in Food Department working in the Provinces?

(d) If so, what are the results of their investigation, province-wise?

The Honourable Sir Jwala Prasad Srivastava: (a) and (c). The attention of the Honourable Member is drawn to the reply given by me this morning to Mr. Abdul Qaiyum's question No. 296.

(b) and (d). It is premature to call for a report from the Provinces on the action taken by them in this connection.

PRODUCTION OF FOODGRAINS AND PULSES

319. ***Mr. G. Rangiah Naidu:** (a) Will the Honourable the Food Member please state the quantity of the following foodgrains and pulses produced in India in the year 1944, province-wise, in tons (i) Paddy, (ii) Wheat, (iii) Jawar, (iv) Ragi, (v) Bajra, and (vi) Makkai (Maize); and

Pulses: (i) Rew Gram, (ii) Green Gram, (iii) Bengal Gram, (iv) Black Gram, and (v) Horse Gram?

(b) What quantities of the above commodities were exported to countries outside India, province-wise, in tons?

The Honourable Sir Jwala Prasad Srivastava: (a) and (b). Two statements giving the necessary information are laid on the table of the House.

PRODUCTION OF FOODGRAINS

(Rabi grains relate to 1943-44 crops and Kharif grains and pulses relate to 1944-45 crops)
(In '000 tons)

Province/State	(In '000 tons)										
	Rice (2)	Wheat (3)	Jowar (4)	Bajra (5)	Maize (6)	Ragi (7)	*Red Gram (8)	*Green Gram (9)	*Bengal Gram (10)	*Black Gram (11)	Horse Gram (12)
Ajmer-Merwara	Negligible	10	9	..	13	..	..	1	5	5	..
Assam	1,614	..	..	..	..	..	..	2	..	30	..
Baluchistan	19	49	19	1	N.A.	..	..	..	..	..	..
Bengal	9,748	51	N.A.	N.A.	N.A.	..	..	..	114	..	..
Bihar	2,628	453	N.A.	N.A.	N.A.	..	125	..	452	..	..
Bombay	784	270	492	478	42	..	104	12	80	27	..
C. P. & Berar	1,716	373	1,052	32	68	3	95	16	181	26	..
Coorg	N.A.	..	..	..	N.A.	..	..	..	..	..	..
Delhi	N.A.	11	N.A.	N.A.	N.A.	..	..	..	8	..	..
Madras	4,427	..	N.A.	N.A.	N.A.	..	36	45	12	31	..
N. W. F. P.	N.A.	246	N.A.	N.A.	N.A.	..	2	2	14	4	..
Orissa	1,375	2	8	1	10	..	..	..	2	..	..
Punjab	N.A.	8,408	123	546	538	..	..	32	842	32	..
Sind	556	443	131	176	N.A.	..	..	1	74	2	..
U. P.	1,533	2,525	506	546	963	..	..	..	1,472	..	..
Total Br. Provinces	24,400	7,838	2,340	1,780	1,634	3	362	111	3,256	147.1	..
Total Indian States	(a)1,660	1,901	(a)582	N.A.	N.A.	..	(a)64	(a)75	(a)61	(a)62	..
GRAND TOTAL	26,060	2,739	(a)2,922	(a)1,780	(a)1,634	(a)3	(a)426	(a)186	3,317	(a)209.1	..

N. A. = Not available.
 * = These estimates are supplied by areas concerned and are incomplete.
 (a) = Incomplete.

Showing Exports of Food Grains by Sea outside India during January to November 1944
(IN TONS).

Maritime Province	Rice	Wheat	Wheat Flour	Pulses
(1)	(2)	(3)	(4)	(5)
Bengal	31	Nil	Nil	2
Bombay	Nil	Nil	Nil	1,998
Sind	3	450	622	1,855
Madras	Nil	Nil	Nil	Nil
Not known	..	..	..	7,158
Total	34	450	622	10,923

NOTE.—Figures for October and November 1944 are estimated published figures being not yet available.

TREATY OF NAVIGATION AND COMMERCE WITH UNITED STATES OF AMERICA

320. *Sardar Mangal Singh: Will the Honourable the Commerce Member please state:

(a) whether it is a fact that negotiations for treaty of commerce and navigation between the United States of America and India were postponed in 1939 for the duration of war at the instance of the Government of India;

(b) whether Government will reconsider this question and start talks for the negotiations of this treaty as large purchases are likely to be made in the United States of America after the termination of the war; and

(c) if the answer to part (b) above be in the negative, whether Government will inform this House what those difficulties are which make it impossible to complete the negotiations during the war?

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.

FALL IN AREA AND YIELD OF PADDY IN MADRAS PRESIDENCY

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

(a) if it is not a fact that the area under and yield of paddy in Madras Presidency has come down during the last two years;

(b) the percentages of fall in area and yield;

(c) the reasons attributed by Madras Government for this reduction in area and yield in spite of all the "Grow More Food Campaign" of the Government; and

(d) whether Government have taken necessary steps to enquire to what extent the continued low levels of prices of paddy and rice, maintained by Government as compared to prices for the same qualities of paddy and rice, have been responsible for this fall in the production of food in the Madras Presidency?

The Honourable Sir Jwala Prasad Srivastava: (a) and (b). A statement showing the area and yield of rice for the years 1942-43, 1943-44 and 1944-45 is laid on the Table of the House. It will be seen therefrom that there was an increase in area by 5.2 per cent. and in yield by 6.9 per cent. in 1943-44 as compared with the previous year.

So far as the 1944-45 crop is concerned, only the second (Provincial) forecast is available, and it shows, when compared with the corresponding forecast of 1942-43, an increase of 1.8 per cent. in area and 5.7 per cent. in yield. Compared with the corresponding forecast of 1943-44, however, there is a decrease of 2.2 and 4.5 per cent. in area and yield respectively.

(c) The decrease, this year, is attributed by the Madras Government to the late arrival of the North East Monsoon rains and the insufficient rainfall and consequent inadequate supply of water in irrigating sources in the South West monsoon period.

(d) In view of reply to part (c) of the question, the need for such an inquiry does not arise.

Statement showing area and yield of rice in Madras

(Figures in thousands)

Year	Area (acres)	Yield (Tons)
1942-43	10,382	4,614
1943-44	10,925	4,932
1944-45 (Second forecast)	9,313	4,427

HOLDINGS BASIS FOR DELIVERY OF GRAIN BY PEASANTS IN MADRAS PRESIDENCY

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

(a) if he is aware of the fact that in Madras Presidency peasants are forced to deliver certain specified quantities of grain, whether paddy or millets, calculated on the basis of the holdings and not on the actual acreages under the specified foodgrains; and

(b) whether this procedure obtains in other Provinces also?

The Honourable Sir Jwala Prasad Srivastava: (a) and (b). As regards Madras the system referred to by the Honourable Member is no longer in force. Details of the systems in force elsewhere will be found in the Honourable Somerset Butler's report which is available in the Library.

OVER-ESTIMATION OF CROP YIELDS AND UNDER-ESTIMATION OF FOOD NEEDS IN DISTRICTS

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

(a) what steps are being taken to prevent the over-estimation of the productive capacity and actual yields of different crops of different districts and the underestimation of the total population and their food needs of different districts by Government officials; and

(b) whether Government propose to see that their Regional Food Commissioners are authorised and instructed to study the food needs, food supply capacity and actual food production and distribution in every District in co-operation with the local authorities?

The Honourable Sir Jwala Prasad Srivastava: (a) I have no information about steps taken in particular districts, but crop cutting surveys are being conducted in certain provinces for the purpose of ensuring a greater accuracy in the estimation of the production of rice and wheat. Regarding the estimation of the total population and their food needs, the formula stated in the Foodgrains Policy Committee Report is applied for ascertaining provincial requirements with appropriate adjustments for estimated increase in population over the last census figure.

(b) Regional Food Commissioners are officers of the Central Government and as such their duties require them to be in the closest touch with the food position in their Regions and to report on the position with a view to improvement, wherever necessary, both to the Provincial and Central Governments.

RICE AND WHEAT RATIONS IN RATIONED TOWNS AND NON-RATIONED AREAS

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

(a) the quantities of daily rations of rice plus wheat allotted and distributed to the people of the rationed towns and non-rationed areas;

- (b) if there is any difference in the rations thus allotted, the reasons therefor;
- (c) whether it is not a fact that in the non-rationed areas, black markets prevail;
- (d) whether under-nourishment is increasing;
- (e) whether the incidence of diseases due to under-nourishment and mal-nutrition is not increasing;
- (f) whether Government are contemplating the introduction of complete District-wise rationing in the whole of North Vizagapatam District including rural areas; if not, why not;
- (g) if such District-wise rationing is being contemplated, by about what month it may come to be introduced; and
- (h) in view of the heavy death-roll experienced during last year's Summer, whether Government propose to introduce rationing before Summer sets in?

The Honourable Sir Jwala Prasad Srivastava: (a) and (b). Assuming that this question relates to the Madras Province, the daily basic rations in the rationed towns range from 0.78 lbs. to 1.06 lbs. per adult per day, 1/6th of which is in wheat.

No rationed foods on a fixed scale are issued in non-rationed areas, but in certain areas, under informal schemes the rates vary from place to place at the discretion of the local authorities, depending upon the local supply position.

(c) Black markets do occur in non-rationed areas.

(d) and (e). I have received no reports to this effect.

(f), (g) and (h). Arrangements for the introduction of informal rationing in the rural areas of the deficit districts, are in progress and will be completed as early as possible. Informal rationing in the Vizagapatam District has already been introduced and as a matter of course will be made formal.

CHANGE IN POWERS OF SUPERINTENDENCE, ETC., BY SECRETARY OF STATE FOR INDIA

325. *Mr. T. Chapman-Mortimer: (a) Will the Honourable the Leader of the House be pleased to state whether as a result of legislation enacted by Parliament since 1939 and change has been made in the powers of superintendence, direction and control exercised by the Secretary of State for India by virtue of section 314 and other relative sections of the Government of India Act, 1935?

(b) If the answer to (a) of the question is in the negative, what are the methods by which, in practice, such superintendence, direction and control are exercised?

The Honourable Sir Sultan Ahmed: (a) No.

(b) I am not quite clear as to the intention of the Honourable Member. If his intention is to ascertain the manner in which the control of the Secretary of State over the Governor General in Council is exercised, the position is that in respect of certain matters the Governor General in Council is required by the provisions of the Constitution Act itself or by direction issued by the Secretary of State to obtain his approval. In respect of other matters consultation with the Secretary of State depends upon the intrinsic importance of the question involved.

CONFERENCE FOR DISCUSSING POLICY OF IMPORT OF CONSUMER GOODS

326. *Mr. T. Chapman-Mortimer: With reference to the proposed Conference to be held in Delhi during the second week of February, with commercial and industrial leaders to discuss the policy of import of consumer goods, will the Honourable Member for Commerce and Industries and Civil Supplies be pleased to state:

(a) the names of all persons invited to attend the Conference;

(b) the agenda placed before it; and

(c) whether any report of its proceedings will be presented to the Legislative Assembly?

The Honourable Sir M. Azizul Huque: The Honourable Member is presumably referring to the meeting held on the 12th February, between the representatives of the Federation of Indian Chambers of Commerce and Industry and the representatives of the various Departments of the Government of India. The Federation had submitted a memorandum covering several questions relating to the import policy of Government. It was felt that a personal discussion would be more convenient than entering into long correspondence. The Federation was accordingly invited, if it agreed, to send representatives for the proposed discussion. No invitations were sent to any particular individual. No agenda was placed before the meeting. The question of reporting the proceedings to the Legislative Assembly does not arise.

WOMEN WORKERS IN MILLS AND FACTORIES OF DELHI PROVINCE

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

(a) the total number of women workers in the year, 1944, in the mills and factories in Delhi Province to which the Factories Act is applied;

(b) whether action under the Factories Act was taken against any of these concerns for failure to conform to the provisions of Acts for safeguarding the interests of women workers; and

(c) whether a women Labour Welfare Officer has been appointed for Delhi Province; and, if so, what her duties are?

The Honourable Dr. B. R. Ambedkar: With your permission, Sir, I propose to reply together to question Nos. 327 and 328.

I have made enquiries and will lay a report on the table in due course.

WOMEN WORKERS IN BALL THREAD FACTORIES IN DELHI

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

(a) if Government have made any investigation about the condition of women workers in ball thread factories in Delhi; and, if so, whether Government will place a copy of the report on the table of the House for the information of the Members;

(b) the number of ball thread factories in Delhi to which the provisions of the Factories Act have been applied, and the number of women workers in them; and

(c) whether the workers in these factories receive any dearness allowances and, if so, at what rate?

HEAVY PRICES CHARGED TO THE PUBLIC BY MONOPOLISTIC CONCERNS, ETC.

329. *Mr. Manu Subedar: (a) Will the Honourable Member for Industries and Civil Supplies please state whether there is any law under which Government can interfere with the prices charged to the public by monopolistic concerns, trusts, cartels, pools, price fixation arrangements, etc.?

(b) Are Government aware that India is paying excessively for cement part from the fact that much of it is not being released for public use?

(c) Of how many articles have Government fixed the prices?

(d) Have Government considered the possibility that, owing to scarcity conditions, heavy prices have to be paid by the public for many goods and that increased supply and competitive sale are the only safeguards for the interests of the public?

†For answer to this question, see answer to question No. 327.

(e) What was intended by Sir Ramaswami Mudaliar when he said that Government proposed to take up the question of safeguarding the public against trusts cartels and monopolies?

(f) Do Government propose to introduce an anti-Trust Act or revise the provisions of law against combinations in restraint of trade?

(g) Have Government ever taken any action against high monopoly prices charged to the public? If so, on what occasions?

The Honourable Sir M. Azizul Huque: (a) Yes. The Defence of India Rules, various Control Orders, and the Hoarding and Profiteering Prevention Ordinance give Government the necessary powers.

(b) No. Government are satisfied that controlled prices have been reasonable in the present circumstances and are justified by the actual costs of production figures obtained by costing investigation.

(c) Attention of the Honourable Member is invited to the Starred Question No. 260 on the 10th November, 1944, by Mr. T. S. Avinashilingam Chettiar. Since then prices of 12 articles have been fixed.

(d) It is correct that if supplies are short prices would tend to rise in the absence of any effective measures for controlling the prices and that the price control measures have a greater chance of success if supplies are larger rather than smaller. Government are not satisfied that so long as supplies are inadequate competitive sale would constitute any safeguard for the interests of the public.

(e) The Honourable the Supply Member did not make the statement ascribed to him by the Honourable Member. The Honourable the Supply Member while speaking of trusts etc., at the Convocation of the Osmania University on the 25th January, 1945 suggested an aspect of the question of post-war reconstruction which he thought ought to be considered by Government in framing its policy.

(f) No, but Government will certainly consider as part of their post-war plans for the industrial and other general development measures that may be necessary to protect the public from any malpractices by trusts, cartels and monopolies.

(g) Government have taken action against high prices in regard to a large number of commodities, whether they were high because of monopoly conditions or because of short supply or because of any other reasons. The Honourable Member's attention is invited to the statement in the answer to (c).

TRANSFERRED UNSTARRED QUESTIONS AND ANSWERS.†

CEILING PRICES OF RICE AND CERTAIN INDEX NUMBERS OF PRICES.

8. Prof. N. G. Ranga: Will the Honourable the Commerce Member be pleased to state:

(a) the ceiling prices of common qualities of rice prevailing in Madras, Sind, Punjab, Central Provinces, Bombay, Orissa, Bengal and Assam in any one or two months, say, February and September, during 1940, 1941, 1942, 1943, 1944 and 1945;

(b) the index number of prices and costs of working class living for the same periods as recorded by authorised Government agencies; and

(c) the index number of prices of manufactured goods during the same periods?

The Honourable Sir M. Azizul Huque: (a), (b) and (c). Statements are laid on the table containing such information as is available.

†The meeting of the Assembly that was to be held on the 16th February, 1945, having been cancelled the answers to Unstarred Questions for that day were in pursuance of convention laid on the table of the House today —Ed. of D

STATEMENT I

Statement showing prices of common qualities of rice, at Certain Centres in Certain Provinces (In Rupees per maund).

Province	Centre	1940		1941		1942		1943		1944		1945		Remarks
		Feb.	Sept.	Feb.	Sept.	Feb.	Sept.	Feb.	Sept.	Feb.	Sept.	Feb.	Sept.	
Madras	Madras City	4-15-5	5-12-0	6-12-0	6-1-2	6-0-2	8-6-1	9-7-0	9-8-0	9-8-0	9-8-0	...	...	Market price.
Sind	Karachi	4-3-4	4-3-4	4-7-1	6-6-5	5-1-0	7-0-0	9-4-0	9-4-0	9-4-0	9-4-0	9-4-0	...	From Sept. '42 statutory prices have been shown.
	Larkana	...	...	...	...	...	...	8-8-0†	8-8-0	8-8-0	8-8-0	8-8-0	...	From Sept. '43 statutory prices have been shown.
Punjab	Amritsar	8-12-11	4-6-2	4-10-2	4-5-2	7-9-11	8-8-0	13-2-0	13-4-0	13-8-0	13-12-0	13-12-0	...	From Sept. '44 statutory prices have been shown.
	Quila Shikharpur	...	...	...	...	...	...	13-4-0	13-0-0	13-0-0	12-3-0	13-3-0	...	From Sept. '44 statutory prices have been shown.
C. P. & Berar	Jalpur	3-5-7	4-8-1	4-8-1	5-5-4	5-9-0	6-10-0	8-4-0	9-12-3	9-2-9	8-13-0	8-11-0	...	Market price.
	Nagpur	3-13-8	4-12-5	4-12-5	5-9-10	5-15-0	7-15-0	7-15-0	10-8-6	10-13-3	9-8-2	9-1-3	...	
Bombay	Bombay City	5-12-3	4-8-4	5-11-5	5-7-7	6-14-6	...	8-11-10	11-9-0	9-2-6	9-2-6	9-2-6	...	From Feb. '44 rate in Rationed area has been shown.
Orissa	Cuttack	3-8-11	4-3-4	4-1-3	4-10-9	4-5-8	5-13-1	5-0-0	11-3-0	9-0-0	9-0-0	7-12-0	...	From Feb. '44 statutory prices for Producers has been shown.
Bengal	Calcutta	4-2-0	4-14-0	5-5-0	6-3-6	5-4-0	7-4-0	7-4-0	30-0-0(a) 24-0-0(b) 20-0-0(c)	15-0-0	15-0-0	15-0-0	...	Statutory prices from Sept. '43. (a) Up to 9th Sept. '43. (b) From 9th to 24th Sept. '43. (c) From 25th Sept. '43.
	Dacca	4-9-2	4-12-5	4-7-1	5-5-4	5-6-1	7-4-4	...	Do.	15-0-0	14-12-0	14-12-0	...	
Assam	Dibrugarh	4-2-6	4-11-6	4-13-6	6-3-0	5-5-6	...	9-3-0	26-10-0	16-0-0	14-12-0	14-8-0	...	From Feb. 1944 statutory prices have been shown. The prices supplied for Dibrugarh from 1940 to 1942 are averages for April and October instead of February and September.

*Retail rates.

† (Porbander Kangri).

STATEMENT II

(A) Index Numbers wholesale prices for Madras, Karachi, Bombay and Calcutta and the Economic Adviser's All-India Index Numbers of Wholesale Prices. (No such index numbers are available for Punjab, Central Provinces, Orissa and Assam).

Centre	Base	1940		1941		1942		1943		1944		1945	
		Feb.	Sept.	Feb.	Sept.	Feb.	Sept.	Feb.	Sept.	Feb.	Sept.	Feb.	Sept.
Madras—Madras	Week ending 21st August, 1939=100.	121	115	121	145	155	213	262	C				
Sind—Karachi	July 1914=100.	119	114	116	123	123	C						
Bombay—Bombay	July 1914=100.	124	113	116	145	194	229	255	244	C			
Bombay—Calcutta	July 1914=100.	126	119	119	149	153	198	253	349	300	301	N. A.	
All-India	19th Aug. 1939=100.	130.4	110.5	112.1	143.8	145.0	164.3	197.6	236.4	236.7	242.3	250.0*	

C=Discontinued. N. A. = Not available.

* Relates to the week ending the 3rd February, 1945.

(B) Working Class Cost of living Index Numbers for Madras, Lahore, Nagpur, Bombay and Cuttack. (No such index numbers are available for Sind, Bengal, and Assam).

Centre	Base	1940		1941		1942		1943		1944		1945	
		Feb.	Sept.	Feb.	Sept.	Feb.	Sept.	Feb.	Sept.	Feb.	Sept.	Feb.	Sept.
Madras—Madras	Year ending June 1936=100.	104	108	108	115	115	146	163	180	199	204		
Punjab—Lahore	1931—1936=100.	129	129	133	150	176	220	306	355	363	322		
Central Provinces—Nagpur	August 1939=100.	105	111	109	125	134	183	234	356	286	263		
Bombay—Bombay	Year ending June 1934=100.	112	112	119	129	135	170	205	245	230	239		
Orissa—Cuttack	Average Cost of Living for 5 years preceding 1914=100.	108	117	116	148	152	203	237	387	340	361		

STATEMENT III

Economic Adviser's All-India Index Numbers of Wholesale Prices of manufactured articles. (No figures are available for individual centres).

(Base: 19th August 1939 = 100).

Year	Months	
	February	September
1940	136.6	111.6
1941	121.0	166.3
1942	162.3	179.1
1943	225.5	251.3
1944	251.0	259.0
1945	255.5	

Relates to the week ending the 3rd February, 1945.

HANDLOOM BOARD

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

(a) why the proposed Handloom Board has not yet been constituted;

(b) whether the All-India Textile Board has supported the Government's proposal;

(c) whether the Merchants Chamber has disapproved of it; and, so, why;

(d) whether the Madras Government as well as the Madras Presidency Handloom Weavers' Association have asked for a higher quota of representation for weavers than what had been originally proposed; and

(e) when Government propose to reach a final decision in the matter and constitute the Board?

The Honourable Sir M. Azizul Huque: (a) Honourable Member's attention is invited to my answer to question No. 49 of the 9th February.

(b) Yes.

(c) No. I take it that Honourable Member refers to the Indian Merchant's Chamber, Bombay.

(d) Yes. The Madras Government proposed 16 representatives of the handloom industry, and the Madras Provincial Handloom Weavers' Association proposed 19. Provision has actually been made for 8 representatives of handloom industry, as it was desired to keep the Board to only 30 members in all.

(e) Government has already reached a final decision and the Board is being constituted.

MOTION FOR ADJOURNMENT.

WAR ALLOWANCE FOR SENIOR MEMBERS OF INDIAN CIVIL SERVICE

Mr. President (The Honourable Sir Abdur Rahim): I have received notice of a motion of adjournment from Mr. T. T. Krishnamachari for the purpose of 12 Noon discussing a definite matter of urgent public importance, namely, the proposal to grant by the Government of India war allowance to senior members of the Indian Civil Service drawing salaries between one thousand and two thousand rupees per mensem and the refusal of the Government to disclose any details to the Assembly until the whole matter becomes fait accompli.

I have gone through the questions and answers on this subject and I should like to know from the Honourable Member if he proposes to consult the Standing Finance Committee before any decision is arrived at on the matter.

The Honourable Sir Francis Mudie (Home Member): The question raised is the pay of the Indian Civil Service. I am informed by the Honourable the Finance Member that that does not come within the purview of the Standing Finance Committee.

Mr. T. T. Krishnamachari (Tanjore cum Trichinopoly: Non-Muhammadan Rural): May I submit that this matter was raised by me in a short notice question the other day on your advice and the question was very exhaustive. The question

Mr. President (The Honourable Sir Abdur Rahim): Your adjournment motion now confines itself to the members of the Indian Civil Service. The Home Member says that does not come within the purview of the Standing Finance Committee.

Mr. T. T. Krishnamachari: The second part of my adjournment motion is in regard to the reply furnished by the Honourable the Home Member to my short notice question the other day. My short notice question was very exhaustive. It dealt also with those members of the services who are under the control of the Governor General in Council and who will be qualified to get a similar allowance.

Mr. President (The Honourable Sir Abdur Rahim): The difficulty has been created by the Honourable Member himself in that his adjournment motion is confined to the proposal to grant war allowance to members of the Indian Civil Service. As regards that I understand that the Standing Finance Committee has no say in the matter at all.

Mr. T. T. Krishnamachari: That is not the whole question. I have not raised this issue because the Standing Finance Committee is not likely to be consulted. I have raised the issue because if this House expresses its view on this motion, it is quite possible

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's proposal is that this House should be consulted?

Mr. T. T. Krishnamachari: That is my proposal, Sir. If the House expresses its view, it is quite possible that the Secretary of State may not sanction the proposal. But if the matter becomes a *fait accompli* and comes before the House as part of the Budget, it will come in the Non-voted part. So there is a possibility that if this House expresses itself definitely against the proposal for reasons which it will adduce, it is just possible that the Secretary of State may not accept the suggestion of the Government of India.

Mr. President (The Honourable Sir Abdur Rahim): I understand that the Honourable the Home Member has already said on a previous occasion that he did not propose to consult this House at all before a decision is taken in the matter. Does that apply to this motion also?

The Honourable Sir Francis Mudie: My difficulty is, as I have previously stated, that these proposals are not yet complete. The Honourable Member wishes to raise the whole question of the proposals which we have still under consideration. I do not see how that is possible so long as the proposals are not yet complete.

Mr. President (The Honourable Sir Abdur Rahim): The question is whether the House will be consulted before any final decision is taken.

The Honourable Sir Francis Mudie: No, Sir: that is not the intention.

Mr. President (The Honourable Sir Abdur Rahim): I take it that there is objection to this motion being moved. Will Honourable Members who are in favour of leave being granted to this motion rise in their seats.

(Not less than 25 Members stood up.)

Mr. President (The Honourable Sir Abdur Rahim): As not less than 25 Members have risen in their places, leave is granted and the motion will be taken up at 4 O'Clock.

The next item is the General Discussion of the Railway Budget and there may not be enough time if the motion is taken up at 4 O'Clock today. Under the circumstances I think the House might prefer to take up the motion tomorrow.

Sir Muhammad Yamin Khan (Agra Division: Muhammadan, Rural): Tomorrow is the day given to our Party and I think it would suit the convenience

of the House if the motion is taken up on an official day after the close of the Railway Budget.

Mr. President (The Honourable Sir Abdur Rahim): I cannot allow that. It must then be taken up today. Honourable Members will have to regulate their speeches on the Railway Budget accordingly.

THE RAILWAY BUDGET—GENERAL DISCUSSION.

FIRST STAGE

Mr. President (The Honourable Sir Abdur Rahim): Before the General Discussion of the Railway Budget commences, I have to announce to the House that under Rule 46, I fix the time limit for speeches as 15 minutes for each Honourable Member excepting the Government Member for whom 45 minutes or more will be allowed, if necessary.

Sir Henry Richardson (Nominated: Non-Official): Sir, this is the Honourable the War Transport Member's third Budget, and whilst it is a common belief that the third venture in anything is usually lucky I would like, at the same time as I offer him our congratulations, to suggest for his serious consideration that his luck may not always hold. So that in tendering our views on what is, on the whole, a good budget, I will none the less put forward certain criticisms which we feel are valid in the present situation, and which I know the Honourable Member will accept in a friendly spirit for the practical consideration of his Department.

Many of us in this House are disposed to judge the propositions which come before us from a business man's point of view and in the case of a vast undertaking such as the country's railways, which are so closely bound up with our trade and commerce, this is not a bad standard from which to pass our verdict upon their performance. Looking at the matter from that point of view, I could wish that the statement of accounts which the Honourable Member gave the House last Thursday was capable of some simplification. The form in which the annual railway accounts are presented is a tribute to the care and attention which the Railway Board devote to the subject; but even to the most experienced eye these accounts constitute a most complicated picture, and I very much doubt if they are really intelligible to the vast majority of India's inhabitants who are now the shareholders in a gigantic state-owned enterprise, which is in fact a tremendous essay in socialisation. The railway business which the people of India now own has grown rapidly in recent years by the acquisition of fresh assets, taken out of the hands of private individuals, as well as by the steadily increased trading turnover which has been so prominent a feature of railway development during the war. One wonders whether this is fully realised—whether in fact, when there is so much talk of state-ownership in the air, the man in the street understands that he has already made a beginning with one of the chief assets which a community can own and operate on its own account.

Certainly no one who, by training and temperament, is in a position to appreciate the trend of things can fail to be impressed with the colossal figures which the Honourable Member put forward in his Budget speech. Only ten years ago, in 1934-35, the railways showed a loss of over Rs. 5 crores which for the current year, according to the revised estimates, has been turned into a handsome profit of Rs. 42.01 crores. Not all of this is due to the fortuitous circumstances of the war—and I would remind the House that some part of this remarkable change is due to the energy, the foresight and prudence and devotion to their work of the present railway administration and its predecessors. On that they are entitled to our gratitude and congratulations. At the same time, there are certain features in the situation which must set a limit to our rejoicing. I hope that for the purposes of this debate, and ensuing discussions on the railway budget, Honourable Members will separate in their minds the two quite distinct things which are represented by Rehabilitation and Development—for they are quite separate and distinct functions, and the more I consider them, the less disposed I am to think that, from the purely

[Sir Henry Richardson]

financial point of view, everything in the War Transport Member's garden is quite as lovely as it looked last Thursday morning.

Rehabilitation merely means restoring the railways to the *status quo*—to the condition in which they were before the demands of war took such a heavy toll of their physical assets. Development is something quite different, and I take it to mean a programme for enlarging the scope of the post-war services which the railways are able to render the country—something which represents a considerable addition to the mere *status quo*. How are we situated to embark upon these two most necessary activities? What are the resources with which we will begin? The Second Report on Reconstruction Planning gives us a glimpse of the magnitude of the job that will eventually have to be put in hand. The authors of that report estimate the cost of a post-war programme of rehabilitation and development at some Rs. 319 crores, out of which it is hoped to find Rs. 125 crores from the depreciation fund in the first seven years of the post-war period. The same report also gives us warning that in the succeeding seven or eight years we may expect expenditure from the Depreciation Fund to be more, rather than less, than the figure I have just quoted. No wonder that the Honourable War Transport Member has felt that prudence should be the watchword in disposing of his surpluses. No doubt, it would have been easy for him to secure the approbation of his critics by adopting a policy of easy generosity in the disposal of his surpluses. He has however chosen the harder way, and in our opinion, Sir, he has made the right choice in maintaining the Depreciation Reserve and at the same time debiting a substantial proportion of new capital expenditure to current working expenses. This is sound finance, particularly when we remember, as the Honourable Member himself has reminded us, that whilst a drop in the revenue in the post-war years is inevitable and to be expected, it is most unlikely that there can be any commensurate drop in working expenses. Not all expenditure described as due to the war will be retrenched—some of it has come to stay. In fact, when I contemplate the disparity that there must necessarily be between falling revenue on the one hand and high replacement costs, combined with the working expenses that will obstinately refuse to come down, I seriously wonder whether even now the Honourable Member has gone to the full length of what a prudent assessment of the future demands. Sir, we listened to what the Honourable Member had to say about road transport with very great interest indeed—not only because of its immediate significance in the hard pressed transport condition of India, but because we realise the importance of getting the relationship between the railway authorities and the owners of road transport on to a proper basis from the very beginning. From that point of view, I consider that the Honourable Member might have told us more in his opening speech and might have dealt more explicitly with some of the basic principles which are to govern the development of road transport in India after the war—a development which I, for one, consider will be as inevitable as it will be rapid. Perhaps the Honourable Member will take an opportunity later in the debate to take us still further into his confidence upon this important matter. It is in nobody's true interests to permit a road *versus* rail controversy to develop in this country as it has in others; but it is as well to bear in mind that the situation in India is rather more complicated than elsewhere, by the fact that provincial administrations demand, and rightly demand, a hand in the development of road transportation. When the long distance bus first came on the road in Great Britain it was regarded as something of a curiosity, but it was not very long before the railways were squealing, and in order to protect themselves were obliged to organise a large scale political and publicity campaign which went under the name of "A Square Deal for the Railways". I do not envisage quite the same thing occurring here, because no other agency but our railways can adequately cover the great distances of this sub-continent. But we in this Group have never been in favour of any monopoly of transport and we want to be sure that there is going

to be "A Square Deal for the enterprising Road transport carrier", if only because we feel that road transport offers considerable new avenues of employment and a very sound ancillary means of opening up many parts of the countryside. In a word, Sir, we believe that road transport will itself be solicitous of the consumers interests in the matter of transportation, and will compel the railways themselves to be more solicitous also.

And that brings me to the real gravamen of such criticism as I have to offer of the present railway budget. Honourable Members well know, for I have stated the fact many times in this House, that we on these Benches, put the successful prosecution of the war before everything else. I do not need to labour the point again. But I have read and re-read the Honourable Member's speech and I have looked in vain for any promise or hint of any kind of mitigation of the great difficulties under which the user of railway transport labours today. After all, this is a total war and a very great part of the country's economy is directly geared to the war-effort. Trade and Industry, and the goods and services and personnel associated with it, are all in some way or another supporting the fighting forces in the field, and I must confess I view with alarm the Honourable Member's prognostication that we are to suffer still further shortages of coaching, wagon and locomotive power. The programme for the supply of new wagon and locomotive power is, on the Honourable Member's own admission, far in arrears of what was contemplated, and whilst we do not want these things for our own purely selfish reasons, I am bound to tell the Honourable Member that as long as transportation is deficient, Government cannot expect trade and industry to pull its full weight if they are kept short of essential services and supplies. That is the merest common sense, but I sometimes wonder if it is fully appreciated by those who at present are making the greatest demands upon the railways of the country. I hope I shall not be misunderstood, but I am bound to say that we cannot view with equanimity a situation in which the supply of new rolling stock and locomotive power is as far behind schedule as the Honourable Member's statistics disclose, and I would like to assure him that he will have our fullest support in pressing for the arrears to be made up as speedily as possible by those who are responsible for the delay. The provision of adequate Rolling Stock without question is one of the most important factors of Railway life. Insufficient engines and wagons mean loss of income and inability to take the fullest advantage of the opportunity to earn the money which will obviously be so necessary in the post-war years. The Honourable Member gave us figures of the total stock ordered for use in India since 1942 and the House will have noticed that only some 27 per cent of the broad gauge engines and less than 10 per cent of the broad gauge wagons ordered were in service by the middle of January last. Although we realise that the appalling demands on account of the War must primarily be responsible for this disappointing situation, it is evident that we are faced with a very bad wagon shortage and everything possible ought to be done to speed up supplies. The other day Mr. Neogy remarked that when wagons were available, coal was not available and when coal was available, wagons were not. I am afraid it looks as if it will be the latter predicament with which we shall be faced unless considerable improvement in wagon supplies is effected.

Sir, the War Transport Member and his colleagues have seen us through another year of considerable difficulty, and one in which the railways have been called upon to shoulder heavy and increasing burdens. I have necessarily confined my observations to general principles but I would like to say in conclusion that I hope the Honourable Member and his Department will go forward with their good work and that the general effect of this debate will be to encourage and reinforce them in the noble efforts which they are putting forth for India and the Allied cause as a whole.

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

Mr. M. Ananthasayanam Ayyangar (Madras ceded Districts and Chittoor Non-Muhammadan Rural): Sir, I rise to a point of order. I represent the

[Mr. M. Ananthasayanam Ayyangar]. largest group and the main opposition in this Assembly. I am the spokesman set up by my Party and instead of calling me first you have called . . .

Mr. President (The Honourable Sir Abdur Rahim): That is not a point of order.

Mr. T. T. Krishnamachari (Tanjore *cum* Trichinopoly: Non-Muhammadar Rural): Mr. President: I shall confine myself to only one aspect of this Budget that has been presented to us, which in my view is an all important one. This is a budget which perhaps merits congratulation for the person who presented it. At any rate it has the compensating factor that even if several adventitious advantages have gone to make it, it is a prosperous budget; but in my opinion it has got this great defect that in its make up it is a departure from conventions, from rules, which no amount of eloquence and no amount of persuasion on the part of the War Transport Member will convince us is the right thing to do. In recording my objection to the financial arrangements that have been outlined in the War Transport Member's speech, I feel that this House is in this disadvantageous position that certain aspects of the General Budget have been anticipated in this Budget, with which we cannot adequately deal because the whole picture is not now before us. Sir, I take exception to the methods which those people who have advised the War Transport Member have considered if proper and have made him debit to revenue not only this year but also in succeeding years certain large sums which if they were not so done would reflect on the net surplus available and perhaps go to augment the contribution of the railways to the general revenues.

In this connection I would like to draw the attention of the War Transport Member to one serious defect. The Convention Committee appointed by this House two years back in order to revise the Convention of 1924 had undoubtedly produced an interim report and the interim report covers two recommendations, both the recommendations being in regard to enquiries to be instituted and the reports to be submitted to them. What has happened to this Convention Committee? It looks as though, from the speech of the War Transport Member, that that Convention Committee has been dissolved.

The Honourable Sir Edward Benthall (Member for Railways and War Transport): No.

Mr. T. T. Krishnamachari: Reading the Report of the Railway Board, it looks as though it is still in a state of suspended animation. That being so, my first objection is to this *ad hoc* arrangement between the Finance Department and the War Transport Department of accepting a sum of Rs. 32 crores contribution for this year and also giving it a certain amount of permanency given to it by the Finance Department agreeing to receive the same sum of money next year, with the proviso that if the conditions change next year the amount will be altered. I cannot understand why at all the sum must be fixed for the next year, if it is to be hedged by so many conditions. Does it mean that if the prosperity of the Railways continues, as it has continued during the last few years, the general revenues will not benefit to any extent more than Rs. 32 crores but on the other hand if the income of the railways drops, the Finance Member under this convention will agree to a reduction of that amount?

Apart from this, what I should like to say is in regard to the purchases of locomotives and wagons and the allocation of the cost of these rolling stock. The Budget speech anticipates a sum of Rs. 94½ crores to be spent on this item. The actual figures given in the Honourable Member's speech do not exactly tally with the figures furnished in the latest report of the Railway Standing Finance Committee. In para. 9, page 5 of that report, 24 crores which is to be debited to revenue this year is made up of one crore fifty lakhs in regard to the writing off of 50 per cent of the cost of certain works constructed by the railways at their own expenses, the railway's share in the cost of military sidings being 3 crores—and the share of the cost of wagons and locomotives is

19 50 crores. But in the speech of the Honourable Member in working out the figures it is revealed that the sum that will be debited will be 24 crores, which will be exclusively the cost of the purchase of wagons and locomotives. On the question of the purchase of locomotives I have one remark to make. How has the purchase been made? I understand by reading a book by Mr. Edward Stettinius who was in the past the lease-lend administrator of the United States and who now happens to be the Foreign Secretary, that the need of India in regard to locomotives has been very serious, partly because India has supplied a number of locomotives to the Middle East. America had therefore felt that in order to keep up the war morale of this country and to help it to face the Japanese war, she would have to be supplied with locomotives. I, therefore think that this matter of locomotives must have come under lease-lend aid. Therefore, the debit is a book debit, which has been made by the Finance Department on to the War Transport Department. Nowhere either in the report of the Railway Board or in any other statement of figures supplied to us has the cost of these locomotives been indicated. Probably, the cost has not been indicated yet either to the Indian Government or to the War Transport Department because perhaps they have been supplied free. I would therefore like to have the information as to how this 94 crores odd, in so far as the portion which relates to the purchase of locomotives, is accounted for. I would also like to know what has happened to the debit to the War Department or to the general revenues, as the case may be, in regard to locomotives sent to the Middle East. My Honourable friend on my left has, by reading the report of the Railway Board, arrived at an estimate of the number of locomotives sent to the Middle East which he expects to be somewhere in the region of 221. No figures have been furnished to us in regard to the credit that should have been given to the War Transport Department.

I now come to the question of some portion of the cost of these items to be debited to working expenses. The reasons furnished in the Honourable Member's speech are for every Member to read but I would like to ask if these reasons are based on an astrological presumption that the prices at which these locomotives and wagons have now been purchased will not be the prices near about which the prices of such goods will be stabilised in the near future. What is the authority for the Honourable the War Transport Member and his financial advisers to assume that the prices are going to be lowered considerably within the next two or three years and that the prices will be stabilised at a considerable lower level approximating to pre-war base. Secondly, the Honourable the War Transport Member has taken shelter under a constant cry that has been raised inside this House and outside that the railway assets have been over-capitalised. I agree that that might have been a correct charge if it could have been proved in relation to conditions existing in the past. But today what is the capital value of these assets? It is well known that a bank in a country which de-values its currency, is permitted to re-value its gold holdings. If it is a question of assessing the value of the capital, should not the War Transport Member assess the value today and find out whether it is over-capitalised or under-capitalised. I say with all the emphasis at my command that if the capital assets of the railways are assessed today, they will show a considerable augmentation of their value and the cry, therefore, that nothing should be added to the capital so as to increase the capital of a concern which is already over-capitalised is right.

Sir, there are a number of other points to be considered in regard to this particular matter of allocation of expenditure. Take the question of military sidings. One half share is being undertaken by the War Department in the matter of new works like military sidings and the other half is accepted by the railways, but actually the railway share is also sought to be debited to the revenue accounts. Are these assets completely wasted assets? I would like to ask the War Transport Member and his colleague the Finance Member if they will jointly recommend to the Income-tax Department that they will

[Mr. T. T. Krishnamachari.]

agree to private enterprise also not debiting to capital such capital expenditure and debiting it to working expenses and to give private enterprise the benefit of this method of accounting that the Honourable Member has now followed in regard to the assessment of Excess Profits tax. The whole scheme has been that by some means or other the general revenues should be denied 24 crores that would be due to it this year, 30 crores that would be due to it next year and 34 crores that would be due to it in the year following. The cost of locomotives cannot be assessed because no figures are given, these locomotives having been supplied under lease-lend. In regard to other items there are assets which can be valued and they are not taken into account as assets. They are merely put down to the working expenses. It is all a question of reducing the surplus by one method or the other.

In this connection, before I sit down, I would like to ask this: What is the contribution of the War Department in regard to Military Traffic carried by the Railways? What has been the contribution of the Finance Department in respect of the American traffic carried for which they took the responsibility as part of the mutual aid scheme with U. S. A.? I understand that by means of certain questions raised by an Honourable friend on my right certain figures were given but I cannot vouchsafe to their correctness. It is said that a sum of 17 crores was mentioned as being the contribution in regard to Military traffic and a sum of 3 crores was mentioned in regard to the contribution as against the American traffic carried. If these figures are correct, then this was paid by the Finance Department to the War Transport Department and to that extent the general revenues suffer. They have to find 20 crores to pay the Railways. But on the other side whatever return is due to the general revenues is attempted to be limited by all manner of unorthodox accounting methods. We know of only one method in accounting which is the right method and that is the orthodox method. Orthodox accounting is correct accounting and unorthodox accounting cannot be correct accounting but a species of falsification. Where is the justification now to make a departure unless it be that the general revenues must not benefit to that extent, and I think we have a right to ask why this country should be saddled with taxation or other devices to the extent of 24 crores during the current year and 30 crores during the next year when the possibility seems to be now, according to a report which appeared two weeks back in the *Capital*, the editor of which happens to be an Honourable Member of this House, that it is anticipated that there will be deficit in the general budget of 400 crores during the current year. It may be less or it may be more, but why should the tax-payer suffer to the extent of a deficit which can be lessened by 24 crores. All the accounts furnished are done in an unorthodox manner and they cannot be supported by any orthodox accounting procedure which is the only procedure that can be accepted anywhere. I, therefore, say with all the emphasis I can command that this is a fraud on the intelligence of this House to present us with a budget of this type. That is the fundamental defect in this Budget and I would personally not merely be satisfied with a reply to this point from the War Transport Member but I should like the Finance Member also who is ultimately responsible for the finances of this country to tell us how and why he became a party to this Budget.

Mr. M. Ananthasayanam Ayyangar: Sir, let me say at the outset that it is an unusual procedure for a business gentleman who is a Member of the Executive Council to bring forward a Budget only to be supported and seconded immediately thereafter by another business gentleman, without giving a chance to the Opposition to fight it out. Let that practice continue, I have no objection. Let me be heard, I am entitled to be heard at least in the end when my protest will be recorded. Sir, my first and foremost objection to this Budget is that it is not presented by a National Government to a National Assembly nor even by an Indian Member to an Assembly, solely composed of

is, but it is presented by an exploiting Government to an Assembly composed of Members of its own choice. Sir, in the concluding portion of the irritable Member's speech, he says that this country is justly to be proud of this asset, which is almost 100 per cent Indian owned and 99½ per cent operated by Indians. Let me take the last first, that it is operated by 99½ per cent Indians. Is the Honourable Member himself an Indian? Let him quit first, let him give place to an Indian and then I shall be proud of it. (Interruption.) Yes, I shall be proud at least if he is an Indian in charge of this Department. An Indian Member, even if he is not true to India now, I have every hope, will become true later on. That is why I want an Indian Member. Today, Sir, the next link of importance is the Railway Board. Is the Honourable Member in a position to say that the Railway Board is cent per cent Indian? There are two Indian Members on the Railway Board—the Financial Commissioner and one other gentleman—who are there by courtesy. One of them before he was brought here was the General Manager of Assam Bengal Railway—I do not know whether I am correct—evidently he could not be trusted in that position at the time of war and that is why he has been brought over to the Railway Board and some other man placed there. That is how this gentleman happens to be a Member of the Railway Board. I ask, why does not the Honourable Member have complete Indianisation of the Railway Board.

Now, Sir, let me come to the other branches of administration in the Railways. Am I in a position to be proud of a single department in any branch of administration of the Railways? Is there a single Indian who is a General Manager of any Railway. I presume there is none.

The Honourable Sir Edward Benthall: There is one. On the E. I. R.

Mr. M. Ananthasayanam Ayyangar: Yes, there is one. But I want the tables to be turned. Let there be only one Englishman as the General Manager of a single Railway and let all other Railways be in charge of Indian General Managers. When you, Sir, were a Member of the Public Services Commission, you remarked that it was strange that in this country alone, we are talking of Indianisation. I say, Sir, we are entitled to be Indians in all the services and the Englishmen must try to creep in somehow by the backdoor. But unfortunately the tables are reversed and Indians are in this unfortunate position that they are allowed to remain in the services of their own country only by sufferance from Englishmen.

Now, Sir, let me take up the Engineering Department. All the heads of Departments in this Branch are Europeans. Go to any workshop. Every one of the superior posts is held by Europeans and here and there, there are some Anglo-Indians, but no Indians. I do admit that the brain is European, the nerve is European, the nerve centre is European, the joint is European, possibly the hip and the extremities are Indians. I am ashamed of this state of affairs. Do you want me to be proud of this? You may be proud of your stranglehold on India. Do you want me to be proud of my Railways because the pointsman is an Indian, the station master is an Indian and some other smaller posts are held by Indians? I say they are there by your courtesy because your population in U. K. is small and you cannot bring pointsmen and station masters from there. That is why you have put a smattering of Indians here and there in the Railways. I challenge you to fill up all the 99½ per cent of which you ask me to be proud of today by Europeans, give me only ½ per cent Indians. I shall be satisfied if all the top men are Indians. Let all the low paid servants on the Railways be Europeans. I wish you adopt my suggestion and leave me only ½ per cent Indians. You ask me to be proud of the present position. Are you honest in your suggestion? Will you be proud of this position, if you were in my place?

Another point on which I am invited to be proud is that the Railways are cent per cent state-owned. What is there for me to be proud of? The railway lines are rotten and worn out, the sleepers are all being crushed by constant

[Mr. M. Ananthasayanam Ayyangar].

wear and tear, the wagons are all old, some engines are older still. Therefore I have nothing to be proud of. I am to be ashamed of this asset of 800 crores over which I am paying 24 crores by way of interest. Is this an asset? Far from it. It is a liability and not an asset. Mother earth is mine, the sleeper is not mine, the railway line is not mine, the engine is not mine, the wagon is not mine. I see the Honourable Member is staring at me. When I say that the engine and the wagon are not mine, true they are mine in the sense that I paid for them, but am I to be proud of a single engine? Did I manufacture even a single one in this country? I shall be proud of my engines if I manufactured them in this country, not when I purchase them by paying exorbitant prices abroad. Even during the stress and strain of war, the Government of India have not thought it worth while to manufacture engines in this country. Tiny Australia—no doubt it is large in area, but it is very small in population barely a few millions—Australia is able to manufacture aeroplanes, it is able to manufacture motor cars, engines and other machinery. Still, poor India with a population of 400 millions is kept merely as the milch cow for European exploiters, Indians are to be mere hewers of wood and drawers of water. We are kept as servants and you boss over us as masters. You ask me to be proud of this. I have to hang down my head in shame. Only Mother earth is mine, and you have loaded all these liabilities on my head. Today I cannot be proud of the one thing or other. You have committed my country for thirty long years. For what? For all the engines to be brought from abroad. Neither the Honourable Member for War Transport nor the Honourable Member who supported him just now in his speech has done a single act which should make me proud of it. They have planned together to import all the engines and all the wagons and all the necessary materials from abroad so that for the next two or three generations, there may be no chance for India to manufacture any of these articles. For how many wagons, for how many engines did the Honourable Member for War Transport give orders in 1942? The articles which he has ordered will serve not only myself, but my son, my grandson and great grandson. He has bound this country hand and foot for all times to come by not giving any opportunity for this country to manufacture any one of these articles. Am I to be proud of this? On the other hand he must be proud because he has placed orders in his own country for such large quantity of materials to be imported into India. What is the position? We have ordered for nearly 1,300 engines and in addition to these another 1,500 odd engines which have been taken to the theatres of war will come to India at the end of the war. These engines have a long life. For the next 30 or 35 years, not a single new engine need be manufactured in India, because there will be no necessity for any new ones. Am I to be proud of this position? Well, Sir, my Honourable friend might say he has selected the place in India for manufacture of engines. In this huge continent of India, he has after all, like another Columbus, discovered Kancharapara for manufacture of engines. Evidently it has taken more than 100 years to find out a single spot in India suitable for the manufacture of locomotives. I am glad that after all he has discovered this place. But what are the handicaps? The war must be over, plant and machinery must be released for manufacture of engines, the workshop must be remodelled for which also materials can be released only after the war and the greatest handicap of all, we must find money. I am glad that he does not say, weather permitting. At least, he has no control over elements, otherwise he would have made the elements subserve his own interests. We are at least free with the elements. If he could help it, he would have made the fire not burn in India and the steel not to melt in India. There may be so many other difficulties, so many obstacles put in our way before taking up actually the manufacture of locomotives. All these are meant only to help his own country and to keep India down for all time to be at the mercy of his country in the matter of locomotives. Do you want me to be proud of this state of affairs? I am ashamed of my plight.

Let me now take up the wagon position. Most of the wagons are rotten. They will be scrapped over night, if it suits the interest of the Britisher. Am I in a position to keep a wagon going or to scrap it? Am I entrusted with this task of scrapping it or retaining a single wagon? I may not scrap a single wagon, I may not retain a single wagon, I may not replace a single wagon. It may be that the wagons at present in stock are useful and therefore it may be superfluous to order for more today. But since I have no say in the matter of scrapping or replacing, if you order for more, it may be that to some extent it will impede the manufacture of wagons in this country. The Honourable Member himself admits that this does to some extent retard the manufacture of wagons in this country. Why then has he placed orders? He says the remedy is this. Hitherto 480 wagons per year have been scrapped; hereafter he is scrapping 5,400; that will make it easy. It is beautiful logic and we as dumb millions have merely to take this advice from the other side. If I had only the capacity I would ask him to quit, go beyond six thousand miles. I, like dumb driven cattle, am unfortunate enough and unable to protest against this injustice that is being perpetrated in the name of justice and in the name of law and order in this country. That is the tale of woe with respect to wagons.

Next I come to stores. There are 20 crores worth of stores here. A young friend of mine who has just come out of the university wanted me to get him a job somewhere in the Supply Department. I told him that I am in the Opposition and no one will care for what I say. He said, "I do not want any salary; I will make enough money there". What about your stores? We do not know how much there is; and during the war the 20 crores may have become half. I do not know.

As regards grain depots, they are purchasing rice and other things which they themselves do not eat. Even so, has there been any economy in this? Is it economical work? What am I to be proud of? Let me proceed. The Honourable Member has said that this has been State-owned, all operated by the State, and therefore he has now sought, cleverly and ingeniously, a new method of acquiring profit in this country. There are small stragglers on the road. Britisher is the Nawab here and the Governor General. Already it has been planned by him that 400 crores are to be laid on road. Are we worried about roads first? I have not got food to eat; why waste this 400 crores? I did not understand it then, but today I am able to understand it. The Honourable Member says: I am going to form companies here with motor lorries, stifling all small owners and small drivers, and put them on the road for you, and you as the taxpayer will pay 400 crores; you will enjoy a ride in the third class and I will enjoy a ride in the first class. So that on the one hand you are operating the huge asset, according to you, of the railways and you also want to monopolise the road. That is my complaint. Until an automobile industry is started in this country and until there is a national Government.

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

Mr. M. Ananthasayanam Ayyangar: Lastly, as regards rates and fares and amenities for third-class passengers. The Honourable Member in his speech has said, "I have cut down the railway lines, I have cut down passenger trains by 33 per cent, I have cut down vehicles, I have removed the bulbs"—he did not remove the bulbs, though, others did it for him. There is no light, there is no water, there is no sweeping, there is nothing—"I have increased the passenger rates, the goods rates, the parcel rates, and still money is flowing in". These are the amenities given. And lastly he says he is going to have an exhibition,—an exhibition of my disgrace and my shame and an exhibition of his superiority and skill. I know the difficulties. You first-class passengers may not know but I have travelled again and again and I know. What is this exhibition for? It is an exhibition of our disgrace.

Sir, in conclusion I will say, let this bureaucratic machine roll on and on, crushing me and the toiling millions of my countrymen. We shall be there, but God will be our witness. One day I will be the master and the owner of

[Mr. M. Ananthasayanam Ayyangar]

my assets, not today by camouflage. I assert once again that this will not continue for long. I will suffer and suffer; I will suffer patiently, but God will come to my rescue one day. I am not proud of this asset I am not going to congratulate the Honourable Member on the budget that he has placed before us; it is mere exploitation.

Mr. Frank R. Anthony (Nominated Non-Official): Sir, I do not propose to deal with the rather baffling array of colossal figures that have been put before us by the Honourable War Transport Member. But it appears to me to be a very impressive account of not only massive but a vital achievement of the Indian railways. In assessing the achievements or the contributions of Indians to the war effort we are apt to lose sight of this most vital contribution by Indians on our railways. Literally our Indian railways have been the wheels on which India's war machine and India's fighting men have been carried forward to victory. And while my Honourable friends opposite may not be disposed to congratulate the European officials, I feel that they must join with me in congratulating the overwhelming majority of Indian personnel, because it is their achievement, an achievement which is an essential part of the war effort of this country. Not only as a representative but as one who is in close touch with tens of thousands of railwaymen I appreciate more than others the tremendous handicaps and difficulties under which Indian railwaymen have had to work and continue to work; and it has only been possible by almost superhuman effort that in spite of inadequate and outworn rolling stock, in spite of outworn and over-age engines, these railways have been maintained and kept running. And I feel that we must offer them—the railways as a whole—our congratulations for doing a stupendous job of work under almost incredible handicaps and difficulties. I am not suggesting for one moment that everything in the garden of railway administration is perfect or near perfect. It is a huge machine and as such humanly it must have its imperfections. But some of us who are unaware of the difficulties under which the railwaymen have to work are inclined to be over-ready and over-facile in directing criticism against the work of the railways, over-ready in condemning the lateness of the trains, because we are not aware of the tremendous difficulties under which those who operate these railways have to work, over-ready to complain against the attitude of the railway servants whom we are only too ready to criticise without appreciating their difficulties.

In his Budget speech the Honourable Member referred to the agreement which is about to be completed in respect of handing over to Messrs. Tata's of the site and works at Singbhum for the manufacture of boilers. I fail to understand why this measure was necessary. I yield to no one in my regard for Messrs. Tata's as an enterprising and progressive Indian business concern; but when you propose to retain the prospective locomotive manufacturing works at Kanchrapara, when you propose to retain that under State management, I fail to see why you have found it necessary to contemplate handing over the manufacture of boilers to Messrs. Tata's. And I have a very serious complaint to make in this respect. The railways have a very definite policy and a very legitimate policy. They recognise the vital contributions which have been made by certain sections of the people of this country to railway working and railway administration. The Anglo-Indian community has been largely, if not entirely, responsible for building and developing the railways; and in recognition of these services we have a certain quota of employment on the railways. That is recognised and properly recognised railway policy. By handing over an essential railway activity like the manufacture of boilers to a private business concern, what guarantee is there that this recognised policy will be accepted, will be recognised, will be implemented, by a private business concern, such as Messrs. Tata's?

Sir, I feel—although many of my Honourable friends opposite may not agree with me—that I ought to express some gratitude to the Honourable War Transport Member for having pleaded—as I am sure he must have pleaded, the cause

of railwaymen for dearness allowance. This 10 per cent. dearness allowance granted to employees drawing up to Rs. 1,000 has given a long overdue and much-needed relief to the economically hard-pressed and very deserving railwaymen. But there is one particular aspect of this grant of dearness allowance to which I wish to draw the attention of the Honourable Member, and I hope he will consider it favourably and, above all, urgently. It is with regard to the overtime earned by railway employees. This 10 per cent. of dearness allowance does not extend to and cover over-time. On the G. I. P. Railway, for instance, only 6½ per cent. dearness allowance is granted in respect of overtime, yet for all other purposes—for the deduction of income-tax, for the deduction of house rent—overtime is regarded as a kind of basic wage or emolument.

In his speech, the Honourable the War Transport Member envisaged an even greater strain not only on the railways but more particularly, as I see it, on railway personnel. This strain, as I see it, is going to reach almost intolerable lengths and while I make an appeal to the Honourable the War Transport Member, I want to sound a warning. Speaking for those whom I represent and who represent the backbone of the railway administration, I assure you that we feel that we must contribute to the maximum in the war effort irrespective of political and other considerations and you will get our wholehearted response; but there is the danger of certain railway officials implementing inconsiderate policies in an effort to squeeze the maximum of effort from the railway employees, and because of this the Honourable Member for War Transport may be faced with gravest difficulties. As I see it, if this policy is inconsiderate—not this policy, but the policy of some railway officials—you will be likely to alienate and to drive away from you your best and most reliable workers. By inconsiderate policies, you will be exposing yourself to the danger of driving your best workers into the fold or into the arms of mushroom and extremist unions. And that is a very grave danger. That is why I would ask the Honourable the War Transport Member that when requests or even demands are made by responsible and sober leaders, people who speak admittedly for tens of thousands of railway employees, I would ask him to accept those demands and to implement those requests. I realize more than any one the need for discipline, but there is a very real tendency today in certain railways and in certain sections of certain railways to misinterpret and to abuse the meaning of discipline. Certain railway officials believe that if they crack or even use the whip, they will cow the railwaymen into accepting conditions which are intolerable. This is a dangerous policy and if you allow your officials, whoever they may be, to carry out this policy, as I have said, you will expose yourself to the danger of alienating your best and your hardest and your most reliable workers.

Probably one of the main sources of discontent today is the question of over-work on the railways. I appreciate, as I have already said, the difficulty which the railway administration has to face in meeting the unprecedented strain placed on it by military and civilian traffic but, where you can do, please try and resolve this very serious problem of under-rest and over-work. The rules are not consistent. There is no uniformity of policy. There is some vague rule that the railwayman is entitled to rest after 12 hours of continuous duty, but this rule today is being honoured in certain parts more in the breach than in the observance. Only recently I made an appeal to the General Manager of the E. I. R. pointing out to him that at a certain place—Mughalsarai—drivers are being required to bring in their trains after 12 or 14 hours of work under the most difficult conditions and that in addition to that they were required to turn their engines which duty was formerly done by shunters and which turning often takes another hour. But the General Manager did not appreciate the fact that a man who has worked for 12 to 14 hours has reached the limit of human endurance and that another half an hour of work is just about the last straw. It is in the case of these difficulties that I would ask the Honourable Member to apply his mind personally and where you can help to give them some relief from over-work to which they are being widely subjected. Please do try and give them some relief.

[Mr. Frank R. Anthony].

Then again some Railways think that they are going to extract or extort a maximum of effort from their running staff by holding out to them all kinds of threats of arbitrary and drastic punishment. For instance, today fines are being imposed for the most petty things. If a driver drops what is known as the lead plug, the E. I. R. went to the extent of putting out a special circular that he would be summarily dismissed and, more than that, that no appeal would lie from this summary dismissal. A man with an unblemished record, with 25 to 30 years service, because a lead plug is dropped and dropped in the circumstances which the driver will tell you were beyond his control, is liable to summary dismissal, and worse than that, he has no right of appeal. Before the war even if he was guilty of this, he was fined Rs. 10. This is the nature of the drastic and unnecessary punishment to which you are subjecting your men. This is not the way in which you should get from them the maximum effort which they have always been willing to give you, as they are giving you today.

I think the Honourable the War Transport Member appreciates the fact that the coal and oil which are used by Railways today are of a very inferior quality and yet on the B. N. Railway and the E. I. R., men are being fined, not merely fined but having it put down on their records

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

Mr. Frank R. Anthony: fined, for instance, for the alleged excessive consumption of coal.

Sir, there are many other matters with which I would like to have dealt if time had permitted. I will only very briefly refer to them. One is the very widespread discontent and resentment which is being caused, particularly among your oldest and most loyal staff, by the abuse of the principle of selection. Under the cloak of this principle, the likes and dislikes of the officials are being used to select men, and this principle has, I am convinced, in certain parts of the N. W. R. and on the G. I. P., opened the flood gates to favouritism and to nepotism.

Mr. President (The Honourable Sir Abdur Rahim): Honourable Member's time is up.

Mr. Frank R. Anthony: I will conclude by just asking the Honourable the War Transport Member that when any demand is made and made by responsible leaders, due consideration should be given to those demands.

Mr. Muhammad Nauman (Patna and Chota Nagpur *cum* Orissa: Muhammadan): I am glad that by virtue of the circumstances, Government has been able to produce a satisfactory Budget for Railways for the year under reference. Sir, I do not want to go into the details of the financial allocations made in the Budget as having been in the Standing Finance Committee for Railways, I am a party to that to some extent. I do not see that there is much to criticise on that aspect of the matter when there is a surplus budget. I will just make my comments on the general policy of administration. It certainly goes to the credit of the guardians of the so-called "utility service organisation" that they have produced a satisfactory position on the budget. The Honourable Member for Railways has mentioned in his speech about the excess in the passenger traffic as compared with other years, but he has made no mention of the casualties and deaths which have resulted on the railways due to Railway accidents and negligence in the matter of allowing people either to travel on footboards or in some other dangerous ways. When reviewing the working of the railways in India, the stewards of this "national organisation" cannot shirk their responsibility for safety to lives of Indian passengers. That is one very important and material thing for which the House was anxious to have the report of the Honourable the Transport Member and that the administration should not assume a bureaucratic attitude and look upon the Indian passengers as their subjects and slaves and not as their customers or clients. As a matter of fact,

they should look upon Indian passengers as sharers and partners of "this great national asset of railway organisation" in India. I do not want to talk in those terms as the Honourable Member from the Congress Group has talked just before me. I do not agree with all what he has said. I do not want to criticise Railway administrations for the sake of criticism as Congress Group is doing but I would certainly ask this House to consider whether in any country, where there is a responsibility attached to the Government of the people, would there be such a thing and whether such accidents would have been allowed to continue without any effort on the part of the administrations to check them?

Recently the casualties for railway accidents have assumed a proportion which is unparalleled in the history of this country for the last two decades and probably unparalleled even if compared to the figures of accidents in England where even accidents are due to some direct action of the enemy by bombing. The Railway Member has not probably cared to collect the figures of such casualties in the year under review. This only shows what sense of values the railway administrations have for the lives of the travelling public who are customers, clients, and the sharers of this enterprise.

The Honourable Sir Edward Benthall: On what ground did the Honourable Member make that suggestion?

Mr. Muhammad Nauman: That the railway accidents have been on the increase—and what I will say is that whatever accidents have been reported, they have been mostly to passenger trains. No accidents have been reported of any importance to military specials and in spite of this usual plea has been made that there was always sabotage. If that were so, there would have been far more military specials sabotaged than Indian passenger trains. My complaint is that the Honourable Member did not mention in his speech any figures of the casualties that have been taking place on the railways, either as a result of accidents or as consequence to many passengers being allowed to travel on the footboard, which only meant allowing them to commit suicide.

The Honourable Sir Edward Benthall: The Honourable Member suggested that we were callous and did not attempt to collect those figures. I would like to make it clear that we do go into that very carefully.

Mr. Muhammad Nauman: You have not given the figures or any statement on this. At least now the Members of the House will judge for themselves how the stewards of this Railway organisation have managed affairs so far as safety to passengers is concerned.

Now the Honourable Member says in his speech that "in the case of many major commodities, there has been progress both in distribution and collection of raw materials combined with economy in transport by means of zoning and rationalisation".

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. Muhammad Nauman: Sir, I was referring to the Honourable Member's Budget speech, where he had said that "in the case of many other major commodities, there has been progress both in distribution and in collection of raw materials combined with economy in transport by means of zoning and rationalisation". I must confess to a feeling of surprise at this, coming as it does from a member who is himself a great businessman and who has wide and varied association with business. As such, I think his information must be on the lines of the feeling of the different merchants in the matter of arrivals and despatches of many essential commodities. Speaking for one of the major raw materials in this country, I would like to refer to the movement of raw

[Mr. Muhammad Nauman]

cow hides and buffalo hides from different centres in their own zones. The movement of raw hides to Calcutta has been far from satisfactory. In my capacity as President of the Hides and Skins Traders Association, Calcutta, myself and other members of this Association and Madras Buyers Association waited on the Honourable the Transport Member last year and discussed with him the difficulties which we found and explained to him as also to other Members of the Viceroy's Executive Council, including the Honourable the Supply Member, the position to which this trade has been reduced and impressed upon them the fact that the trade was facing ruin and destruction because of transport difficulties. I discussed this question with few heads of Railway administration as well. I mean General Manager of different Railways in Calcutta zone and although much lip sympathy was shown nothing of material importance has come out as yet. The Calcutta market which is within the supply line to Madras has suffered miserably and the Madras kip tanners were also made to suffer on this account. Imports of raw hides into Calcutta market have shrunk to about 1/20th or 1/25th of what it used to be during pre-war time. I would ask the Honourable the Transport Member if hides are not a major commodity of this country? Unless facilities for small bookings are provided there is no possibility or chance of improvement in this trade or necessary movement in the zone. My Hide and Skin Traders Association at Calcutta wrote to all priority officers, zonal officers and regional officers, General Managers and heads of Railway administrations on these lines about eight months ago. We outlined even a programme suggesting what best could be done to conserve their coal and give us even limited facilities but nothing has been done so far. Facilities for small bookings for raw hides practically do not exist except on a very limited scale.

Mr. Manu Subedar (Indian Merchants' Chamber and Bureau: Indian Commerce): Send by passenger trains.

Mr. Muhammad Nauman: I wish I could do it but that is also not permitted. This has brought ruin to the hide trade, which consists mostly of Muslims and a few of the depressed classes. This is the only trade towards which the greatest apathy has been shown, and non-Muslim officers are anxious to break the back of this trade. I am sorry to make this observations but I am compelled by circumstances to do so when I find that in spite of our representation nothing has been done.

Another point which I want to bring to your notice is that my association has asked its agents and representatives in the different mofussil localities in Calcutta zone not to pay bribes on any account and not to encourage corruption and the result is this impediment to the movement of the trade, a trade which has tried to co-operate with the Government in its efforts on lines of sanctity, purity and honesty. In the end, I would just like to impress upon the Government that this hide trade and its movement is of great importance to 100 millions Muslims as the ruin of the hide trade would mean the ruin of the community which is engaged in it, viz., the Muslims mostly and depressed classes also to some extent. It is a matter of great national anxiety and concern to the Muslim nation as a whole.

I come now to the question of corruptions. The Honourable the Chief Commissioner mentioned about corruption and said that out of about 250 cases launched about 100 convictions were secured. Probably that is the highest satisfaction that he could have and he tried to impress on the Indian representatives that the responsibility of offering bribes lies on the public as well. Probably he forgot that his administration was also responsible. It was his administration which used all sorts of ingenuity in making orders for restrictions, rules of priority giving preference to one community over the other, etc. with the result that so much corruption is prevailing. We all know the scandal which has been going on in the matter of the procurement of wagons and probably in this, officers of high rank and position getting thousand of rupees and more have at least been as much responsible for corruption as the smaller employees.

I want to say a few words regarding the conditions of Muslims in the services. I do not want to develop argument on this as there is no time but I want to say that from your own Railway Board report it is evident that the position has been deteriorating for Muslims. In spite of the fact that the Honourable the Transport Member has given a chit to his officials for the good work that they have done, we have seen that the Divisional Superintendent of Sultan, a Muslim, was invalidated without any ceremony and without reference to Railway Board.

Mr. Deputy President (Mr. Akhil Chandra Datta): Your time is over. **Sir Abdul Halim Guznavi** (Dacca cum Mymensingh: Muhammadan Rural): Mr. Deputy President, when I listened to my Honourable friend, the Member for Railways and War Transport, when he delivered his Budget speech, I was reminded of a shareholders' meeting of a prosperous company, the chairman of the company addressing the shareholders and trying to convey to them that under his stewardship the company has prospered and that all was right with the world. I am sure, he did not forget that the prosperity of the railways, over which he presides, as a great commercial magnate of Clive Street, is apparently an illusion. Nevertheless I must extend to him my warm congratulations as he is not making the mistake that was made during the last war, when the huge surplus that was made and the enormous income that was then earned was dissipated and was not conserved.

Before I proceed with my speech, Mr. Deputy President, I wish to give a reply to my Honourable friend on the opposite bench who said that when Sir Edward Benthall observed that Indian Railways are now almost one hundred per cent. Indian-owned, he was ashamed of owning them because the rails were out of date, the wagons were out of date and so on and so forth. But these very Benches, during the last twenty years that I have been a Member of the Assembly, had been advocating, day in and day out, to purchase on behalf of the Government all the Indian railways that were existing in India and since this has been done.

Mr. N. M. Joshi: (Nominated Non-Official): They wanted the Government to change also.

Sir Abdul Halim Guznavi: Please do not interrupt me—I have got only 15 minutes. Now that this is done, the criticism comes in saying "We are ashamed of owning these railways"—a very funny statement indeed. If we had more Englishmen of the type of Sir Edward Benthall in this country, much more than what we have today, things would have been different. I know him for the last twenty-five years (interruption)—you know him only recently: he has worked with Indians and for India, that is my experience.

Now, my Honourable friend Mr. Anthony made certain remarks about the East India Railway. Let me tell this Honourable House that the East India Railway is 90 per cent. Indianised—I will give you the names. The General Manager is an Indian; the Deputy General Manager is an Indian; the Chief Engineer is an Indian; the Chief Mechanical Engineer is an Indian; the Chief Controller of Stores is an Indian; the Chief Accounts Officer is an Indian and many more. If Mr. Anthony felt certain grievances, he had only to tell the members of the local advisory committee of the East India Railway and these would have been set right. He could have told me—I take great interest in the local advisory committee of E. I. Railway of which I am a member. I would have seen that justice was done.

My time is very short and I shall only mention two or three matters. I was surprised to find in my Honourable friend's long speech that he delivered the other day that it did not mention at any stage any plans to give any amenities to the lower class passengers. Last year he came out with a proposal to increase the passenger fares by 25 per cent. which he wanted to place at the disposal of Government for the amenities of third class passengers.

The Honourable Sir Edward Benthall: You are proposing it this year?

Sir Abdul Halim Guznavi: You proposed it and we opposed it. We did not oppose your idea of providing funds for the amenities of the lower class.

[Sir Abdul Halim Ghuznavi.]

passengers but your increasing the fares. Why have you not provided any money, with the prosperous budget that you have shown this year, for that purpose? Is it because you are still angry with us that we turned down the increase in fares you wanted to impose in order to provide for amenities for the third class passengers? I hope it is not. The Standing Finance Committee have unanimously recommended that provision must be made from 1946 and onwards on as large a scale as possible by appropriation of railway surpluses for a comprehensive programme for amenities to the lower class passengers after the war. I hope my Honourable friend will, in reply to this debate make some sort of announcement that he will accept the proposal made by the Standing Finance Committee. It is long overdue, and it was for the Government to have considered it long long ago; but in spite of this surplus budget, it is amazing that no provision has been made for the amenities of the lower class passengers.

I will now refer to that accident of the 6 Down Punjab Mail train. Unfair criticism has been made of the authorities of that railway. During the twenty years that I have been in this House I have known of many accidents that have happened on this very Railway and many accidents have been debated here. This is the first time, if I may say so, when such prompt action was taken by the East India Railway authorities and they deserve our congratulations. Not only that the head of the Railway Board, my Honourable friend Sir Edward Benthall mentioned.

Mr. N. M. Joshi: He is not the head of the Railway Board—he is the Member of Government incharge of Railways.

Sir Abdul Halim Ghuznavi: He took personal care to see what was being done by the East India Railway authorities so as to give as much relief as possible to the people concerned. (Interruption.) You do not know; your colossal ignorance of the matter

Mr. Muhammad Nauman: It equally applies to you.

Sir Abdul Halim Ghuznavi: I will give you complete reply—but after I have finished my speech. I got into touch with the Railway authorities on the 25th November—the accident took place on the 23rd November. As a member of the local advisory committee I kept myself in constant touch with the General Manager by letters, by telephone and by personal interviews and I have the authority of the General Manager. . . .

Mr. Muhammad Nauman: Did you go on the spot?

Sir Abdul Halim Ghuznavi: It was not necessary; and on the authority of the General Manager I say that everything was done to these poor fellows who had to be looked after. The accident took place, as I say, on the 23rd November, but he wrote to me in the beginning of December and gave me full information of the number of killed, the number of seriously wounded and the number that merely needed attention. I have not the time to read this statement, but he gave me a full statement; and what was the result? By the first week of December everyone was discharged from hospital, barring eight who were seriously injured. Not only that. He had made arrangements for quick payment of claims as they came in and still we hear criticism about the administration of the East India Railway and the way in which they managed their affairs after the accident. A reference was made to the Mayor of Karachi. My friend the Mayor of Calcutta met that gentleman in Calcutta when they were having a conference of Mayors there. He was full of praise but what do we hear—that he did not even have a cup of tea.

Mr. Lalchand Navalrai (Sind: Non-Muhammadan Rural): Praise for what?

Sir Abdul Halim Ghuznavi: Praise for the way in which the accident was managed by the Railway authorities—I mean for the way in which they dealt with the casualties.

Dr. Sir Zia Uddin Ahmad asked the Honourable Member about the cause of the accident and he got a complete reply.

Mr. Muhammad Nauman: One reply—sabotage.

Sir Abdul Halim Ghuznavi: That is a fact. There is no use denying that. That has been found out by the Inspector after inquiry.

Mr. Lalchand Navalrai: You do not want judicial inquiry?

Sir Abdul Halim Ghuznavi: That is not necessary in this case. (Interruption). Every one of you will be replied to in the course of the Finance Bill discussion when there is no time limit. I will note down all your questions and give a complete reply. I have no time at my disposal now.

Mr. Deputy President (Mr. Akhil Chandra Datta): You have got one minute more.

Sir Abdul Halim Ghuznavi: I will mention only one matter very briefly. We heard from the Honourable Member that Government have ordered 937 broad gauge engines and so forth. My point is this. He is going on ordering from year to year huge quantities of wagons and also engines, forgetting that he is getting nothing in shape of deliveries.

Mr. Deputy President (Mr. Akhil Chandra Datta): Your time is up.

Mr. Badri Dutt Pande (Rohilkund and Kumaon Divisions: Non-Muhammadan Rural): I am a very small man and cannot throw big words on this subject. Others have ventilated many grievances but I have a very serious grievance: Mr. Cuffe the other day in a speech referred to the Railways which have been handed over to the Americans in Assam and are being run by them. This is what he said: 'They have set up a new standard of keenness, determination and cheerfulness which, I am glad to say, is proving infectious. I think it would be better if we copy this American standard of cheerfulness, determination and keenness. Everything is wanting in our railways. We have no cheerfulness, no amenities, no determination. Our first and second class is worse than third class. Recently I tried to enter a first class compartment at Moradabad and an officer probably military, there said 'I will shoot you if you enter this compartment'. This is the treatment that is being meted out to us. We cannot congratulate the Railway Member on the working of the Railways these days. It has been a complete failure and a complete breakdown. We have been advocating that locomotives should be manufactured in this country. Nothing was done. We said that wagons should be manufactured and nothing has been done. There are no engines, no wagons, no coal, in spite of the Coal Commissioner getting such a fat salary and being imported from England. There are no bogies, no lights, no doors, no bathroom, no bulbs, no water. There are so many complaints and still there are some who congratulate the Honourable the Railway Member. (An Honourable Member: "They are first and second class passengers". Although not a rich man yet I have to travel first and second class but the conditions there are terrible. Now, the O. and T. Railway is a big railway purchased from the company in 1943. There was a big strike of the menial staff from Katihar to Kathgodam for four days. I wanted to move an adjournment motion but it was crowded out and so I did not move. The Railway Member ought to know that they have been promised relief by the local officers. They have called off the strike and it is now up to the Railway Member to see that their pay is standardised according to the scale in State-managed railways. This has not been done in spite of his assurance. The officers are those who were there in the company management days and they bully the clerks. This should be put a stop to. The underdog is very much pressed these days. You talk of high salaries of 1,000 and 2,000 being given further allowances but the underdog is heavily pressed these days. So, I say that this big strike of the menial staff from Katihar to Kathgodam ought to be inquired into and remedied. With these few words I resume my seat, as I got only five minutes with difficulty.

Mr. N. M. Joshi: The Honourable War Transport Member is clearly possessed of large amounts of surplus and it does not require deep study of the Budget papers for us to know that he does not know what to do with the money which he has got. He therefore disposes of many crores of rupees for purposes for which he is not entitled to do. He charges to the working expenses money which ought to be charged to capital or money which ought to be charged to the

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depreciation fund. The Honourable Member's explanation for the prosperity of the Indian Railways is that large amounts of money are available in the country and therefore the railways are prosperous. Sir, there is no doubt about it. The Honourable Member says, therefore, people are travelling by second class and first class. That is what the Honourable Member has said. 3 P. M. The Honourable Member is right in saying that there is a large amount of money available in the country, but that money is not with the general population of the country. That money is concentrated in the hands of a few landlords who have got surplus agricultural production to sell and in the hands of big merchants and industrialists. Therefore, he is wrong in saying that the general user of the railway, the general tax-payer in this country, is able to bear the burdens of the Indian transport in this country. He says that more people are travelling by second class and first class and that shows that the general user in the country has got more money to spend. But he does not realise that people who generally travel by third class sometimes go by second class and people who travel by second class sometimes go by first class because travelling under the present circumstances by third class has become very difficult, if not impossible. Similarly, those who travel by second class sometimes have to travel by first class because they do not get second class seats. When, therefore, the Honourable Member has got large amounts of money as surplus, I feel that the first party which should have benefited by it was the general user of the railway, which is equivalent to the general tax-payer of this country. But he fixes what should be given to the general tax-payer at 32 crores and he disposes of his surplus by charging to the working expenses which should have been charged to the Capital and which should have been charged to the Depreciation Fund. I feel that the users of the Indian railways and the general tax-payers deserve better treatment at the hands of the Honourable War Transport Member. They are generally contributing to the Indian railways at the expense of toil, harassment and lot of trouble. At present, the third class traveller and even the second class traveller suffers a great deal of trouble, inconvenience and harassment and out of these troubles and harassment the Honourable the War Transport Member has secured his prosperity. I, therefore, feel that a good part of his surplus should have gone to the general tax-payer when he has got a surplus to dispose of. Instead of that, he gives 24 crores for the current financial year to the working expenses and 30 crores also for the next year to the working expenses instead of charging those items to the Capital and the Depreciation Fund.

I do see that there is room for increasing the working expenses in certain items and if the Honourable Member had real sympathy with the employees of the Indian railways, he should have certainly charged more to the working expenses in improving the conditions of life and work of the railway employees. The railway employee under the present circumstances has to bear much larger responsibilities and has to put forth greater labour than he used to do before. I, therefore, feel that there is room for charging more to the working expenses in improving the conditions of life and work of the railway employees. The railway employees' responsibilities have increased a great deal and the Honourable Member has not yet improved their conditions of life. If the railway employees have to bear larger strain under the present circumstances, I think they deserve to be paid better. That the Honourable Member has not done. It was time that the Honourable Member should have taken step to revise the salaries of the railway employees and paid them better salaries. He has not yet done that. He is waiting, I do not know for what period, to do that. But he must remember that the work of the railway employee has increased; his responsibility has increased; and therefore the salaries of the railway employee should have been increased. He must also remember that when the railway employee deserves to be paid more on account of the greater responsibilities which he has to bear and on account of the greater strain which he has to bear,

the Honourable Member does not pay him well, he simply gives them the temptation for malpractices. As a War Transport Member he must know that the malpractices and bribery on railways have increased and it is due to the fact that the railway man, while his responsibility has increased and while the strain on him has increased, is not paid proportionately. It is the experience of many people now that to secure a third class ticket is not an easy job and the man has to pay a little more, sometimes much more, for the ticket than what is due. This is due to the fact that whilst the railway employee's responsibility has increased, his pay has not increased. I, therefore, feel that the Honourable the War Transport Member should immediately revise the salaries of the railway employees and pay them more because their responsibilities have increased.

Sir, the Honourable Member has not only not revised the salaries of the railway employees but, in spite of what the Honourable the War Transport Member says, even the increased cost of living is not met fully except perhaps in the case of those people who are paid paltry sums of Rs. 10 or Rs. 15. Those who get Rs. 20 do not get their increased cost of living met. I shall not deal with this more fully now because there would be another opportunity to do so, but I should like to tell the War Transport Member that not only has he not revised the salaries of the railway employees but he does not meet even the increased cost of living of the largest number of the railway employees.

Then, the Honourable the War Transport Member should also have improved the conditions of the railway employees on account of their greater strain by reducing the hours of work. In India there are many stations where a railway employee has to work for 12 hours in a day and sometimes an Assistant Station Master for the whole of the night. For years together he has to spend all his nights on railway stations. He could have certainly reduced the hours of work of the railway employees and brought them to the level of the hours of work in other countries by introducing an eight hours day, if not a lower day. I hope the Honourable the War Transport Member will take an opportunity of this surplus to do that. On that subject also I shall not speak at greater length because I may have another opportunity to speak on that.

Then, I would like to suggest to the Honourable the War Transport Member that under his management the Trade Unions of the railway employees which are to protect the interests of the railway employees under these difficult times are not sometimes recognised. There is a Union on the Bengal Assam Railway which has got at present more than 8,000 members. The Union has been asking for recognition. The question of recognition is before the Railway Management as well as the Railway Board for a long time. The Honourable Member has not yet found time to give recognition to this Union. I should like the Honourable Member to consider this question expeditiously because especially on the Bengal and Assam Railway where the Union is not yet recognised, the difficulties of the employees are much greater than elsewhere at present. A number of people are being discharged for very paltry—what is commonly called—offence and these people have got very little opportunity of relief unless the trade union of the employees is recognised. I should like to ask the Honourable Member for War Transport to realise the increased difficulties of railway men in Assam and give their request a sympathetic consideration. There are various questions on which the Honourable Member's department does not take speedy decisions. I have recently got a complaint from certain guards in Bombay working at the Victoria Terminus station. These electric section guards first complained about the smallness of their pay to the Railway Agent and then they sent an appeal to the Railway Board. It is now two long years and the Railway Board has not yet found time to take any decision on this question. These guards have got to discharge very responsible duties on account of the fact that the lines near V. T. are very important, there are a large number of trains running over them, there are a large number of lines put together and the work of these guards is very responsible. Although these men represented their grievances to the management and to the Railway Board, and

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although two years have now elapsed, the Department has not yet found time to remove those grievances. Whenever the Government of India have got to consider grievances their general policy is to ignore the claims of the lowest paid staff. I have several times protested against this policy of the Government of India, but they still continue to follow that policy. Recently the railwaymen in Delhi represented to the Railway Board their grievances. In considering their grievances, the Railway Board, to some extent met the grievances of the better paid employees, while in the case of inferior servants, they gave very little relief, at least much less relief. I should like the Honourable Member to consider the claims of inferior servants at Delhi, because in their case the need for relief is greater, while the relief given by the War Transport Member is much smaller.

Mr. Deputy President (Mr. Akhil Chandra Datta): The Honourable Member has one minute more.

Mr. N. M. Joshi: I shall conclude within that time. There is one point which I should like to bring to the notice of the Honourable Member for War Transport. The Honourable Member has given provident fund to those people who were not entitled to provident fund before on a voluntary basis.

Mr. Deputy President (Mr. Akhil Chandra Datta): The Honourable Member must conclude now. He has exhausted his time.

Mr. N. M. Joshi: I shall in one sentence. When the Honourable Member has got such a large surplus, I should like him to consider the question of giving benefits of the provident fund to the lowest paid employees of the Railways on a compulsory basis. I hope the Honourable Member will give sympathetic consideration to the points which I have placed before him relating to the claims of railway men all over the country.

Mr. Deputy President (Mr. Akhil Chandra Datta): Mr. Rangiah Naidu. I must ask the Honourable Member to finish his speech within ten minutes.

Mr. G. Rangiah Naidu (Madras City: Non-Muhammadan Urban): I am sorry, Sir, you have curtailed my time limit by five minutes. However, I will try to finish my speech within ten minutes.

Mr. Deputy President (Mr. Akhil Chandra Datta): The Honourable Member should finish his speech within ten minutes and not merely try.

Mr. G. Rangiah Naidu: All right, Sir. Sir, after my advent to this House, this is the second Railway Budget on which I am taking part in the discussion. Last year, in February, when the Railway Budget was under discussion, I was one of those who opposed the Budget tooth and nail, because it contained many controversial items, the most important of which was increase in passenger fares by 25 per cent. Every Honourable Member of this House was tempted to oppose that increase, and in the end it was eliminated from the Budget. On that item we defeated the Government thrice and when it was brought for a fourth time in this House, it was eliminated. Now coming to the Budget speech delivered by the Honourable Member on the 15th instant. I see the Honourable Member is not present in the House now, he must be here when his Budget speech is criticised.

Mr. Deputy President (Mr. Akhil Chandra Datta): The Honourable Member was here all the time.

Mr. G. Rangiah Naidu: I am glad the Honourable Member has now come to the House. I was referring to the Honourable Member's Budget speech. No doubt it is sweet and delicious, but it is an over ripe plantain fruit. I have completely read the speech. Can we pass this Railway Budget without any criticism? There are so many items in the Budget, and so many controversial points in the Budget speech which can be criticised. The Railway Budget is not beyond criticism. The Honourable Member began his speech by saying that there was plenty of money in the country and that was why people were travelling in higher classes, people who were accustomed to travel only in third class are now travelling in first and second class. Why? People like myself

do not draw fat salaries from public funds like the Members of Government. What is paid for us is not even sufficient to make both ends meet, to meet our daily expenses in Delhi. There is no money in the country, people are poor and there is no money which they can afford to waste in higher class travelling. People who cannot afford to travel in higher classes are forced by circumstances to travel in first and second class for want of accommodation in the lower classes. The other day, Prof. Ranga and myself went to Lahore to attend the University Students conference held at Lahore. We returned to Delhi on the night of 11th February. We could not find any accommodation in the third class or even second class and so we were obliged to travel in first class. On account of the enormous restrictions placed by the Government on railway travel by withdrawing the number of trains and so on, there is too much congestion on railways.

Now, Sir, with regard to the Budget, I must say at the outset that if a man speaks or writes about something, he must have practical knowledge of the subject. Without practical knowledge nobody should speak or write. The Budget speech is not an ordinary one. Here it is said:

"The railways can claim with satisfaction that in 1944 nobody in India went short of the necessities of life because of the failure of railway transport."

Is this a practical statement of facts? I have been, as a Member of this Assembly, touring throughout the country, particularly in my own province. I have seen that with regard to the necessities of life there is grave complaint, in every village, in every taluk and everywhere. Nowadays charcoal and fire wood are necessities of life. I have seen railway stations where these things are lying in lots because there are no supply wagons. No wagons are being supplied for months together and so they have been lying there.

Sir, I have no time to deal with all these questions but I made notes of all the controversial points in the Honourable Member's speech.

Mr. Lalchand Navarai: Place them on the table.

Mr. G. Rangiah Naidu: I will; I will certainly deal with them on the cut motions.

Sir, I am glad that the railway authorities have finally decided that the road transport service should be taken by the railways. But I think this move has come only for westernising the industries of India. There are so many complaints already from the Indian companies in the road transport service that the Government has already started cancelling their licenses and permits and European companies have been asked to take out permits and licenses in their place and run the motor buses. These companies have hitherto been only selling their goods and not running the motor services in any way. Now they are going to be encouraged.

Mr. Deputy President (Mr. Akhil Chandra Datta): The Honourable Member's time is up.

Mr. G. Rangiah Naidu: Sir, my Honourable friend the Leader of the European Group said that this budget is on the whole a good one. It is a good one for Europeans but not for Indians.

The Honourable Sir Edward Benthall: Sir, I cannot on the whole but be gratified by the reception which the speakers in the debate have accorded to the proposals of Government in the Railway Budget. In fact I cannot recall any previous occasion, even in the most prosperous times, of a Member in charge of a prosaic subject like the railways being told that his proposals were "very sweet and delicious". I seem to find that the proposals this year on the whole commend themselves to the House better than the proposals which I placed before them last year. On this occasion there certainly is no pill in the jam.

With regard to the subjects which have been raised by various Honourable Members on the floor of the House, I will try and deal first with the main features, and if time permits, will pass on to the subsidiary points. I think the House will agree that the main features of the Budget are really the rolling stock programme and our method of financing that programme. The first

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speaker this morning said that in spite of the steps we had taken we still admitted that there was likely to be a shortage of capacity, a shortage of engines and wagons. That to a certain extent is true; but I should like to point out that though it may be true it is not the fault of the railways. In so far as it is true it applies to the period immediately in front of us. I indicated in my Budget speech that so far as the movement of goods was concerned we are likely to be in difficulties for the next six or nine months. I indicated too that in the middle of this year we should be getting substantial reinforcements of wagons and that in the meantime locomotives were coming in nicely and being erected on arrival. I anticipate, therefore, that towards the end of the year we shall find that there will begin to be a relief to the goods traffic position; but until we get those reinforcements of wagons I am afraid the position will continue to be extremely tight, as it is at the moment. The Honourable Member suggested that our difficulties were due to the late deliveries of the rolling stock—engines and wagons—which we had on order. In so far as locomotives are concerned I do not think that that is a correct statement of the position. It is true that we placed our first locomotive orders as far back as the early part or the middle of 1942; but nevertheless they have been coming with reasonable punctuality, and I have no complaints on that score.

So far as the wagons are concerned the position is rather different. We started by placing large orders for B. G. wagons on the Indian wagon industry. That was in the middle of 1942; the order was for something like 2,084 wagons,—if I remember the figure correctly,—and we followed it up by a further order for 6,300 wagons later on in that year. It is those wagons for which we are still waiting. We shall not get the last of those orders until the third quarter of 1945 and, as I explained in my Budget speech, that is really the reason why we had to start placing orders so heavily overseas.

Now I came prepared with a long statement to explain the various reasons why the Indian wagon industry was not able to meet the demands of the railways. But other Honourable Members have not expressed a great deal of interest in the reasons and therefore I do not think it necessary to go into details. It would perhaps be sufficient to say that the industry met with grave difficulties, first of all in getting the component parts—the wheels and the axles and the castings—and subsequently in the later stages in getting the necessary labour—the extra riveters—required to keep up or accelerate the programme. But I would like it to be clearly understood that there was no fault of the railways in placing the orders and that the railways do not themselves build the wagons. The Honourable Member who spoke on this subject indicated that he would be very glad to throw all the weight of the interests which he represents behind any efforts to get the programme accelerated and we are most grateful for that assurance.

As regards the question of carriages, I appreciate that more coaching stock is a most urgent necessity for the Indian Railways. But here again we have been up against great difficulties. It is not simply a question, when you want to get rolling stock, of placing the order and expecting it to materialize, but of making complicated arrangements for the underframes, the timber, the lighting apparatus and so on. And in war time it just has not been possible, in view of other priorities to secure all the necessary component parts for making as many coaches as we should have liked to have made. It is true of course that we might have put the manufacture of coaches in front of the manufacture of wagons, but I think that on careful consideration the House will agree that the prime necessity in war time is really to move the goods not only for the army but also for the civil population—the foodstuffs, the other necessities of life and the raw materials and products of industry—and so Government decided to give the priority, in the first instance, to the movements of goods and therefore to the construction of wagons. But even if priority had been given to, for

instance, the steel for making the underframes, there was immediately a difficulty, again on priority grounds, for the manufacture of those underframes. The works which were originally making underframes were turned over to the making of armoured fighting vehicles and at that stage of the war it was absolutely necessary that the maximum possible outturn of armoured fighting vehicles should be achieved. We have, in fact, tried to meet the situation by importation and we have ordered underframes from the only place we could get them at the present time—Australia. We have about 200 broad gauge underframes coming from Australia; we have 100 metre gauge, and one way or another we have in this country about 83 underframes which we are trying to convert into coaches.

Prof. N. G. Ranga (Guntur *cum* Nellore: Non-Muhammadan Rural): How is it possible for Australia to manufacture all that?

The Honourable Sir Edward Benthall: I cannot tell you that, but . . .

Prof. N. G. Ranga: Because she has a national Government.

The Honourable Sir Edward Benthall: Having got your underframes, the next question is to get the timber for building the coaches. The Railway Board is getting about 30 per cent. of the timber which it requires for its purposes and obviously you must give priority first of all to keeping the coaches which you have got in operation rather than to building new ones. There is not much hope, I am afraid, of getting the extra timber that we require, but again we have been forced to ask the mission now in London to see if they can find any external sources of timber so that we can expedite the manufacture of coaches.

Even when you have got your coaches, we are up against yet another difficulty, and that is the coal position. I need not elaborate very much on that, but, as the House knows, we have had to cut out halts at stations for the conservation of coal and last year we had to cut out some services in certain parts of India on account of the shortage of coal. Just recently we have been on the verge of having to do that again, but so far that has been avoided. It is obviously no good building more carriages unless you can get the coal to put in the engines, but we are ensured that the steps which have been taken to raise more coal are likely to be effective and by the end of the year we hope to get, if we are lucky, another 4 per cent. on our existing stock of coaches. We recognize that this question of providing more coaching stock is one of the greatest urgency and we will do what we can to remedy it, but I have explained the difficulties with which we are meeting.

Turning to certain financial aspects of the Budget to which Honourable Members referred, one Member said that he wished for a simplification of the Budget and the Budget statement. I quite agree with him. It is a most complex statement, but it is a complex subject and it is rather inevitable that it should be presented in a complex way. For myself, when I am trying to present the Budget, I always try to present it in the simplest way and to eliminate figures as far as possible, but it is a Budget and it has to deal with figures, and it is almost impossible to avoid dealing with it in a complex way.

I understood Mr. Krishnamachari to say that he disagreed with the financial arrangements which Government proposed. One of the reasons he gave was that the proposals were a departure from the recognized rules of Government finance in dealing with the Railway Budget. Well, I myself said that these proposals were somewhat unorthodox but by that I meant merely that they were a deviation from the standard doctrine, not that they were in any way unsound. Quite the reverse. I consider that had we not attempted to deal with this big financial problem of the rolling stock now, we should have been justly subject to criticism. My Honourable friend, Mr. Krishnamachari, suggested, if I heard him aright that the way in which we presented these figures was a fraud on the public. I think those were the words he used. Well, they may not have been very clearly put forward. As I say it is difficult to deal with complicated matters of this sort but there has been no

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attempt to conceal the facts. As a matter of fact we have dealt most fully with them and tried to explain them to the best of our ability. The facts are all there and if the Honourable Member will really study them he will see that there is no attempt whatever to hide anything. We wanted them to be discussed and understood as fully as possible and if there is any doubt about that I think the Honourable Member should recollect that the whole of these discussions have been before the Standing Finance Committee of the House on two or three occasions and the verdict of the Standing Finance Committee was that the Committee considers that the proposals of Government are based on principles of sound and prudent finance, and in view of this the Committee approves of them. So that the Standing Finance Committee of the House has had the fullest opportunity to examine these proposals and I think their verdict is pretty clear.

Some Honourable Member drew attention to the further recommendation of the Standing Finance Committee that from 1946 onwards after providing for the special liabilities arising out of the excessive costs of works, wagons and locomotives, special provision should be made each year on as large a scale as possible, with due regard to the needs of general revenues, for appropriation of surplus until the total provision is adequate for the execution of a programme for such amenities in the shortest possible time.

Sir Cowasjee Jehangir (Bombay City: Non-Muhammadan Urban): Why did the Honourable Member not call a meeting of the Convention Committee which has been specially appointed for this purpose?

The Honourable Sir Edward Benthall: Frankly it did not occur to me but that is not a very good reason. It does, however, fall within the function of the Standing Finance Committee which examines these figures every year and it does not strictly fall within the function of the Convention Committee, because there is no proposal to alter the convention. If the Honourable Member will recollect, the surpluses of each particular year are to be distributed in accordance with the circumstances of that year.

Sir Cowasjee Jehangir: That is why the Convention Committee was appointed. When that statement was made by the Honourable Member it was suggested that it should be properly examined.

Mr. N. M. Joshi: Every year.

The Honourable Sir Edward Benthall: No, not every year. The Convention Committee considers the convention and having considered it makes proposals for a new convention. The Convention Resolution of 1943 lays down that "for subsequent years, until a new convention is adopted by the Assembly, the allocation of the surplus on commercial lines between the railway reserves and general revenues shall be decided each year on consideration of the needs of the railway and general revenues". That having been laid down, we followed the normal procedure of placing the full figures before three meetings of the Standing Finance Committee in order that they may be fully seized of the facts.

Sir Cowasjee Jehangir: The appointment of the new Convention Committee was due to the Resolution that the Honourable Member has read out.

The Honourable Sir Edward Benthall: You cannot have too many Committees of the House considering the same thing. The Convention Committee was appointed to consider the convention, and it has been the proper function for many years of the Standing Finance Committee to consider the Budget.

Mr. K. O. Neogy (Dacca Division: Non-Muhammadan Rural): The Honourable Member

The Honourable Sir Edward Benthall: Sir, I cannot give way.

Mr. Deputy President (Mr. Akhil Chandra Datta): Order, order.

The Honourable Sir Edward Benthall: I was saying that with regard to the recommendations of the Standing Finance Committee their recommendation is not very different from my own comments in paragraph 15 of my

speech, in which I said that from the point of view of sound railway finance and post-war railway development, with particular reference to the amenities position, determined efforts should be made during years of good surpluses hereafter to build up the reserve to a far higher figure.

Mr. Krishnamachari made interesting remarks about the valuation of assets. I understand there is likely to be a cut motion on railway finance generally, and I think that that would be a more appropriate time to deal with these remarks. He also asked what had happened to the Convention Committee. As I understand the position, the Convention Committee continues to exist and will in due course take up its duties again. That is what I referred to when I said, in connection with the Depreciation Fund, that the examination being carried out by Mr. Sankara Iyer could not be completed in war time, but that the subject would be taken up again at a more convenient time.

Mr. T. T. Krishnamachari: You mean to say that the Convention Committee will meet after the war?

The Honourable Sir Edward Benthall: There may be other questions. I do not regard the Committee as dead, but we cannot proceed with that investigation.

Sir Cowasjee Jehangir: In the meantime you can make any allocation you like between capital and revenue and between the general revenues and the railway revenues!

The Honourable Sir Edward Benthall: The proposals come before the Standing Finance Committee. In this case they unanimously approved them as being sound. They subsequently come to the House.

Sir Cowasjee Jehangir: I am not contesting the soundness of them. I am contesting the way in which they are done. The Finance Member and the Transport Member get together and dish up a revision for the edification of the Honourable House.

The Honourable Sir Edward Benthall: Somebody has to get together and dish up a revision. That is placed before the Standing Finance Committee of the House, in this case on three occasions, and subsequently it is thrown open to debate in the House.

Proceeding, I understand that to-morrow there is to be a debate on a cut motion on the road-rail problem. I wish to say one or two things about that in advance. I would urge speakers, if they possibly can, to read before-hand a considered statement which I made before the Post-War Policy Committee on January 15 and which was published in the press on the following morning.

Mr. T. T. Krishnamachari: Is it the General Policy Committee?

The Honourable Sir Edward Benthall: No, the Post-war Transport Policy Committee the proceedings of which were published in the press on the 16th January. In that there is a carefully considered statement of the Government's policy and I would like that the debate tomorrow should be conducted on the basis of what is actually Government's policy and not what some people are afraid it is going to be. I think it would help a great deal if we start off in that way.

Dr. Sir Zia Uddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Will you please supply a copy?

The Honourable Sir Edward Benthall: I made the speech on the 15th January, 1945 and it was published in the papers on the 16th January.

I would also remind my Honourable friends that road transport policy very largely rests in the hands of the Provinces. It is the Provinces which control licenses under the Motor Vehicles Act and it is the Provinces who are now determining whether they themselves should go in for state-ownership—by "state-ownership" I mean ownership of transport by the Provinces—or alternatively whether they should or should not take a financial interest in it themselves.

I would also point out what I stressed in the course of the Post-war policy discussions that the railways are not seeking any monopoly on the roads. They are certainly seeking the preservation of a national asset, the Railways, and

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they are also seeking the creation of a new national asset, that is a sound road transport system. How that is to be built up is the subject of discussions between ourselves and the Provincial Governments, always bearing in mind that it is the Provinces which, under the Motor Vehicles Act, have the control of motor transport. We are faced with the problem of deciding between a policy of coordination or of competition. Government have plumped for co-ordination and all their plans are based on that assumption.

Sir, I must make a few remarks in reply to points arising on staff questions.

Mr. Anthony, who speaks with experience of railway men, rightly stressed the enormous strain and correctly I must admit on some occasions the overwork, which falls on railway staff, particularly the running staff. I am very glad to hear some Members of the House recognising what a burden does fall upon railway men at the present time. It is not however quite accurate to say that we are attempting to squeeze the maximum out of the staff: far from it. Nor is it correct to say that men who lose their lead plugs are subject to dismissal with no right of appeal. If any circular, such as he said, has gone out, there is no question that it is wrong. I cannot believe it but I will look into the point.

One of our difficulties in staff matters at the present time is to get an adequacy of recruitment. We cannot get enough men and that includes Mr. Anthony's own community. I can assure him, however, that all these staff questions do receive our most sympathetic consideration and I will examine the question which he raised of dearness allowance on overtime.

The Honourable Member, who first spoke for the Congress Party, complained about the number of Europeans still in Railway service. I desired particularly to bring home to Honourable Members the extent to which India possessed the ownership and the responsibility for her Railways, and it transpires that it was very necessary that I should do so, because the Honourable Member displayed an ignorance, which my Honourable friend Sir Abdul Halim Ghuznavi corrected, about the extent of Indianisation in the higher services of the Railways. I am sure Honourable Members will forgive me if I say, in this connection, that the particular railway to which he referred is the one railway in India, on which Honourable Members should, for the reasons given by Sir Abdul Halim Ghuznavi, back up the staff and yet it is most strange that when there is the Punjab Mail accident and when the enquiry report shows with the utmost clarity that this was due to sabotage, Honourable Members could not get out of the old habit of accusing the Government and the administration for the accident, although this Railway is run to a larger extent than any other railway in India by their own countrymen. Sir, the speaker of the Congress Party appeared to suggest that he was proud of the earth work of the railways but not of the rest! Railwaymen are very proud of the Indian Railways as a whole and very proud of their last year's work.

I am very glad to have an opportunity, before I sit down, once again of paying a tribute to the work they have done in the last year and I would like to close my remarks with a word of tribute to the late Chief Commissioner, Sir Leonard Wilson, whose sound judgment had been at the service of the country for four of the most difficult years ever experienced on the Indian Railways. Only those who are closely associated with the problem can know how heavy is the burden of the Chief Commissionership in time of war and I should like to pay tribute to the ability and loyalty with which he carried out his duties.

We are also, in the course of the next few days, to lose another very valued officer, who, during these four difficult years, shared with Sir Leonard Wilson the burden of railway work under war conditions. I refer to Sir Hugh Raper, who retires from the service of the Indian Railways at the end of the week. He has been a Member of this House and is known to most of you. Throughout the war he has never spared himself: he has given of his best to the Indian Railways. He has been a faithful servant of India and has made a notable contribution to the war effort.

I am very glad that on the whole the House has accepted the financial arrangements proposed. I am, however, glad also to hear more than one speaker suggest that the present prosperity is illusory. I think that those are wise words and that Members will look back on them with satisfaction in five or ten years, because these times of prosperity cannot last for ever and we must prepare our finances for a time when we shall not meet with the same margins that we do at the present time. The Railways in this matter are not complacent. We recognise that we have got an exceedingly heavy year in front of us, the heaviest we have ever had, particularly in the next six months. All I can say is that we will do our best to improve the conditions to the best of our ability.

MOTION FOR ADJOURNMENT.

WAR ALLOWANCE FOR SENIOR MEMBERS OF INDIAN CIVIL SERVICE.

Mr. Deputy President (Mr. Akhil Chandra Datta): Adjournment Motion: Mr. Krishnamachari.

Mr. T. T. Krishnamachari (Tanjore *cum* Trichinopoly: Non-Muhammadan Rural): Mr. Deputy President, I move:

"That the Assembly do now adjourn."

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

The provocation for my moving this adjournment motion is very well known to the House. It arises out of an item of news in the *Hindustan Times* (Evening News) of Tuesday last—13th February—which stated that the Government were contemplating the grant of war allowance to senior officers of the Indian Civil Service drawing salaries between one thousand and two thousand rupees; and it went on to say that the rate of allowance to be granted is 17½ per cent. on the salaries drawn; and it appears according to that news item that the genesis of that proposal was at a very salubrious and nice place—Dehra Dun—where the Honourable Home Member met the Chief Secretaries of the various provinces and it was they that pressed for war allowance for senior I.C.S. officers; and it was also said that the percentage they wanted was 20 per cent. One might therefore draw the inevitable conclusion that this Government, however partial it might be to members of the Indian Civil Service, would not be so blatantly invidious in their actions, and any allowance granted to I.C.S. officers, drawing between one thousand and two thousand rupees, will also be given to similarly placed officers who are under the Governor General's service.

I would like to tell the House or such Members as have not perused the reports of the Standing Finance Committee that on the 31st October last a proposal was brought before that committee which had actually taken effect in anticipation of the Standing Finance Committee's approval, by which certain allowances were proposed to be given to married officers drawing up to a thousand rupees—adjustments being made up to 1100 because the allowance is given on the basis of 10 per cent.—and to single officers drawing up to Rs. 750 on the basis of 5 per cent. There again we had the old story of representation from Provincial Governments in regard to the difficulties felt by these officers, the sanction of the Secretary of State having been obtained, and that the Government had considered the whole question in all its aspects and felt, notwithstanding the inflationary effect it may have, that such allowances were necessary. The amount to be paid was fairly modest, but when a question was asked as to what were the financial commitments, the Government was not in a position to reply. Anyway, it was an *ex post facto* decision placed before the Standing Finance Committee, and I suppose they made the best of a bad bargain and agreed to the proposal.

Less than five months after that proposal, comes the proposal to grant allowances on a much higher scale, to officers drawing between a thousand and

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two thousand; and if the figure of 17½ per cent. is at all true, one can take it that officers who draw up to 2,300 rupees will benefit by it. When we in this House raised this question we wanted some further information, because it was not denied that this proposal was true, and the Honourable Home Member admitted that the proposals were there; we would have amongst other things liked to have known how the proposals affected people drawing lower salaries. When the first attempt was made by me to move the adjournment of the Assembly, the Honourable Home Member stated that the Government contemplated the grant of some increase in the scale of dearness allowances then current and these proposals also were part of the proposals to grant war allowances to senior officers and that the proposals can be published only when the entire scheme was complete.

So far as the proposal to grant war allowances to senior officers is concerned, I would like the House to consider it from three aspects. The first thing is whether we can, in all conscience, agree to any augmentation of the salaries of officers drawing above a thousand rupees at this stage and up to two thousand. If only people of your experience, Sir, who have served on commissions like the Islington Commission can speak today, you would be able to tell the House of the intensity of the protest that Indians in public life have managed to muster on every occasion an attempt was made to bolster up the salaries of this heaven-born service. The country has never reconciled itself to the high salaries that are being paid; and on the very basis of that fact that no justification can be found to make the poor taxpayer of this country shoulder the burden of so many officers in Government service drawing between a thousand and two thousand, that now exist I think we can condemn the proposal. I shall say a few more words about it later.

My second objection is this, and I think it will be difficult for my Honourable friend the Finance Member, whatever he may have done in regard to this proposal when it was placed before him or when he considered it as a Member of the Executive Council, to get up and say that a proposal of this nature will have no effect on the inflationary trends at present existing in this country. If he proposes to speak at all, as I would very much wish that he does speak and not reserve all his energies for the next month, I would like to draw his attention again to what my Honourable friend Mr. Neogy drew his attention a few days back, to the answer furnished by him to a supplementary question by me in regard to compulsion being put on Government officials drawing lower salaries to invest in national savings certificates; and in that instance my Honourable friend felt that compulsion was necessary. I had in mind definitely those non-gazetted officers or gazetted officers of the lower ranks drawing up to Rs. 250 or Rs. 300, who were compelled by Provincial Governments to subscribe 10 per cent. of their salary to the national savings certificates. I do not know if the knowledge of inflationary economics of my Honourable friend has undergone such a big change between November, 1943 and February 1944 or January 1944 as the case may be, to enable him with a clear conscience to allow a proposal like this to be passed through his Department, or to be supported by himself in the Executive Council.

My third grievance against the Government is this, that the manner in which the Honourable the Home Member sought to treat this House, sought to evade the issue, and also the manner in which he dealt with the House when short notice questions were asked, admittedly because he was agreeable to those questions being asked. If the Honourable Member did not want to answer, he could very well have said "I will not accept a short notice question." But having accepted a short notice question I believe, he had not even read this short notice question because when I ask him a question about part (d)—which was I admit, a trap, the Honourable Member did not have the question before him and he did not know what it was and he said the answer covered everything. That is my third reason.

I have not got much time left and I would like to say what I have to say very briefly. I would like the House in making up its mind to take into consideration another fact also: there has been a move of a like nature some time back which ultimately was put into operation about which the House may not be aware, unless it reads proceedings of the Standing Finance Committee, of certain benefits to these higher services, benefits which were somewhat concealed. This concealed benefit was in the shape of travelling allowances for officers for travelling on holidays, because these people were working so hard and they have got brain fag and therefore they must be offered inducements to go out on a holiday. As an inducement for them to travel, a maximum of Rs. 300 per year was allowed to them.

Apart from all this, could the Honourable the Home Member or the Honourable the Finance Member say that they have made a scientific calculation of the cost of living of these high placed officers and have come to the conclusion that the salaries paid to them are so inflexible that they cannot make both ends meet and therefore they must be given a subsidy. It is not a fact. It certainly is not a fact that a person drawing more than Rs. 1,000 cannot make both ends meet. It is not impossible for anybody, at any rate an Indian in this country, to live on Rs. 1,000. The Honourable the Home Member and the Honourable the Finance Member who know so much about England, at any rate they ought to, ought to have realised that in England most of the upper middle class people go without the elementary necessities of life. They go without servants, without most of the things they have been accustomed to and they really want. Even if they have the money they cannot purchase anything as there is very little to buy outside the necessities of life. That was the story that was told to us the other day by the Honourable the Finance Member and what do the Honourable the Home Member and the Finance Member expect these members of the Civil Service and other servants to do with these increased salaries? Are they going to put on the market more goods that can be sold to these people, so that the extra money put in the hands of these civil servants will not impinge on an economy affected with a stationary supply, in fact a diminishing supply of goods? Am I to understand, is this House to understand that this increase has been given in order that these officers may spend the extra money on whisky and toilet goods that are being imported into this country under the guise of consumer goods? The Honourable the Finance Member told us some time back that the import of whisky had an anti-inflationary effect. I now understand the truth of that. The truth of the matter is that these higher salaries are given so that they can help that basic trade of Scotland. I see the Honourable the Home Member appreciates the comment. I am sure that his capacity to appreciate it must be very great indeed. What then is the meaning of all this price control? The Government might as well leave these things to take their own course if they propose to indulge in squandering mania of giving these high salaried Government servants more money. Today they come up before us and say that they are going to give allowances for officers drawing from Rs. 1,000 to Rs. 2,000. I am sure they would have already started a file for giving war allowances to people drawing between Rs. 2,000 and Rs. 3,000 and even Rs. 4,000. Why should not these people also be given something? They are equally good people. They are also spending their money on whisky and other goods that are being imported into this country. The one benefit that has come over to this country—because of the higher prices, because of higher taxation for which the Honourable the Finance Member is responsible—is a degree of equalisation of incomes in this country and it is this that the Government is seeking to neutralise. What then is the use of people in high places pleading that there should be more austerity in the life of well-to-do people in this country. So far as Delhi life is concerned, we know that these Government servants still have their cocktail parties and evening parties, which certainly detract from their ability to do their work conscientiously and in all earnestness at a time like this I would take no other opportunity to say something more on this. I will now only say this—granting that the Government have considered the matter in all its

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aspects, is it because they find that these Civil servants cannot meet the obligations which they have incurred by way of life insurance and other commitments? Surely all those commitments can be postponed. Have they even considered what is being done in the case of British other ranks where the higher bonus and extra pay are paid as deferred pay? Lastly, may I ask what is the use of placing more money in the hands of a class whose propensity to spend is notoriously great? If there are people who save, it would not matter so far the effect of this move on inflation is concerned. Therefore, I say that this is a very unholy proposal and the proposal ought to be condemned by the House straightaway now. While condemning the proposal, I do hope that the House will take into account the fact that the House has been treated very scurvily by the Treasury Benches and if I had not had this opportunity to speak on this subject, I would have moved a cut motion under the head "Executive Council", during the Budget debate to indicate our resentment in regard to this attitude of the Treasury Benches. Sir, I move.

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

"That the Assembly do now adjourn."

The Honourable Sir Francis Mudie (Home Member): As I explained, these proposals are not yet complete. I am quite unable to let the cat out of the bag for the simple reason that so far it is only a little kitten quite unfit to stand this rough and rather unkind world. But I will give you one or perhaps more than one peep at the kitten. For one thing, it is not a Heaven born cat. The allowances are not exclusively meant for the Indian Civil Service. In fact they bear no relation to the Indian Civil Service whatever. I do not know whether my Honourable friend thought that that was what the proposal was. That is not the case. It was also suggested that these proposals originated at some secret meeting at Dehra Dun. That also is not the case. What happened was this. It is fairly simple. Certain proposals which have been referred to, and which were later on laid before the Standing Finance Committee were made for the granting of war allowance to certain classes of officers who are not entitled to dearness allowance. The rate was 10 per cent. for married officers up to a maximum salary limit of Rs. 1,000 and 5 per cent. for unmarried officers up to a limit of Rs. 750. That was the decision of the Government of India and it was given effect to. That decision applied not only to servants of the Government of India but, by agreement, to the servants of Provincial Governments who have agreed in this matter to consult the Government of India and to be consulted by the Government of India. These allowances applied therefore to the servants of the Provincial Governments as well as the servants of the Government of India and also, of course, the servants of the Secretary of State. As soon as these allowances were announced, there was a general outcry from all Provincial Governments that they were inadequate. There were letters and memorials received and that sort of thing. What the Government of India did was this. They wrote round to all Provincial Governments and said—"do you consider these allowances inadequate and, if so, what is your idea of what the allowance should be." We received their proposals. That is to say, we received 11 proposals from the Provincial Governments and certain proposals from the departments of the Government of India. That is 12 in all—12 separate kittens. What we did then was to examine these proposals and see what was reasonable—not only what we thought reasonable but what would be accepted by the Provincial Governments. That is the process which is now going on. It would be quite impossible, while these negotiations are going on with the Provincial Governments, for us to come out with a half-baked scheme. The position is rather a delicate one. The Honourable Member who moved this adjournment motion talked of inflation. It is only by convention really that we can control the allowances that the Provincial Governments give to their employees. Their employees get angry with them if they do not give them more money. They are responsible for their own administration and it is very difficult for us to interfere with them unless the proposal is so outrageous as to be

dangerous to the whole country. Unless that is the case, it is impossible for the Government of India to stop them. All we can do is to ask them to be reasonable; to argue with them and arrive at a solution that will satisfy them all.

Now, one thing that is very remarkable about the proposal of the Provincial Governments is this. The proposals made by the Ministerial Governments were far higher than the proposals made by the section 93 Governments. I will read from one letter:

"This Government are aware that the sanction of the Government of India is not prerequisite to the issue of such orders for a compensatory allowance, but they wish, as far as possible, to act with the approval of the Government of India in a matter which is likely to have repercussions in other Provinces. Nevertheless, they are constrained to emphasise that they are not prepared to wait indefinitely for such approval."

Other Governments say that our previous proposals were "quite inadequate" or "totally inadequate." That is the position. They press for an increase in allowances. They cannot wait longer and they say they are not going to wait longer. They have sent telegrams. If we delay the thing unduly, the Provincial Governments will give allowances probably in some cases far in excess of what they would give in agreement with us.

We are told that we should put these proposals,—perhaps all the Governments proposals, I do not know,—before the Standing Finance Committee. What will be the position? We have our Standing Finance Committee before which we put our proposals. In Bengal also, there is a Standing Finance Committee; and the same is the case with the Punjab, Sind, North-West Frontier Province and Assam. All these provinces have their Standing Finance Committees. Are the Governments of these provinces and the Government of India to be trusted in a matter like this of negotiations, or is it expected that at every stage each of these Governments should put these proposals before its own Standing Finance Committee? In the meantime, what happens? There is a great demand for an increase in pay and there is dissatisfaction not only in the services but also on the part of Provincial Governments. This thing has got to be done with reasonable speed, efficiency and in agreement with the provinces. If Honourable Members admit that Government servants on the same pay should be treated similarly in all provinces, whether they are the employees of the Government of India or of Provincial Governments, then, if a certain Ministerial Government after hearing the views of the Government of India is prepared to give a certain rate of allowance and is prepared to defend its proposals before its own Legislature, is this House prepared to censure that Government? Are you prepared to usurp the powers of the Provincial Legislatures? That is what it amounts to. In the alternative; assume that the Ministerial Governments accept the proposals agreed in with the Government of India. Then the terms of this motion would mean that, this House censures the Government of India for paying to their own servants what other Ministerial Governments are prepared to pay to theirs. Is that the Honourable Member's position? That would certainly be the technical position.

Sir, every vote which is given for this motion today simply means this. That even the Government of India are in agreement with other Provincial Governments as to what they should pay and these Provincial Governments are going to pay these amounts to their servants, yet in the opinion of this House the Government of India employees should not be paid at the same scale as the servants of Provincial Governments. That will be the meaning of every vote cast for this adjournment motion today. I hope Mr. Joshi won't vote for this adjournment motion. If he does vote for it, he will be voting in exact contradiction to what he said about an hour ago. I was very pleased to hear him demand higher wages from the Railways. If Mr. Joshi votes for this motion, he is voting for the proposition that what is done for the services of the Provincial Governments should not be done for the railways. Sir, I oppose the motion.

Mr. Abdul Qaiyum (North-West Frontier Province: General): Mr. President, Sir, I listened to the speech of the Honourable the Home Member and

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one thing which he was trying to make out was that the Government of India was absolutely helpless in this matter. Here were thirteen Provincial Governments which were very anxious to increase the allowances or salaries of the officials concerned and the Government of India had absolutely no alternative but to fall in line with them, otherwise we would be face to face with a very difficult situation where members of the same service serving in the provinces were receiving one measure of pay and a lower measure of pay while serving the Central Government. This argument would have carried conviction with the Opposition if the Provincial Governments were really autonomous Provincial Governments, which was the desire of the people of this country and which it was intended should be set up in this country. Now, what is the position. Eight out of these thirteen Provincial Governments are the creatures of the Government of India. And when the Honourable the Home Member says that these Provincial Governments are pressing for the increase in the pay and that the Government of India is helpless, I assure him that this argument is not going to carry conviction on this side of the House.

Now, let me tell him something about the other five provincial autonomous Governments. I know something about the Government in my own province

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member will not be justified in casting reflection on the Provincial Governments.

Mr. Abdul Qaiyum: I am not going to do that. What I do want to say is that because the Defence of India Rules and the Defence of India Act the Provincial Governments are absolutely helpless. In my province a certain zamindar went to the Chief Minister and told him that for his tractors he required a certain number of kerosene oil tins and he allowed him 8 kerosene oil tins. The application was sent to a member of this heaven-born service for compliance and he had the cheek and effrontery to reject it and sent a copy of it to the Prime Minister of an autonomous Provincial Government. This Indian Civil Service and all the other heaven-born services are much too powerful and with the Defence of India Rules and the Defence of India Act we are not prepared to believe that the Provincial Governments can stand the onslaught of these services. The services are much too strongly entrenched. The Honourable the Home Member was very evasive in his replies on the question of the Indian Civil Service, the composition of the Indian Civil Service and the increase in allowances of the Indian Civil Service. He was as slippery as an eel and he tried to avoid answering questions. Now, Sir, he comes forward and says that he will only permit us to have a peep at this kitten. This kitten seems to be a very old fashioned kitten, it is a kitten in *burqa*. We are very grateful to the Honourable the Home Member for allowing us to have a peep at the kitten. We are no more enlightened now than we were when the discussion on this adjournment motion started.

Let us examine the position of these services. What is the present position? We are told that at the end of the war, we are going to have a government of our own choice. In fact, we were told not long ago that the present Government of India is a national Government. Now, Sir, if this is so, and we all know that the war is drawing to a close, one would expect some change of attitude on the part of this so-called national Government, some change in their behaviour, some attempt to take the Opposition into confidence, some attempt to appreciate the point of view of the Opposition, an Opposition which can claim to be the representatives of the voters of this country, a claim which cannot be advanced even by this national Government of India, as at present constituted. Where is that change of heart? Where is that change of attitude? It is not the intention of the adjournment motion, we are not going to prejudge any issues, we are not going to say that we do not countenance any increase in the allowances of this service or that service, all that we ask for is this: place all your cards on the table, take the Opposition into confidence, put the case

for these services before us and it will be judged on its merits; and who knows that if the case is very properly put, if it is really a good case that we will not agree to it. There is absolutely no reason for the Government to resort to these secret, hush-hush tactics and not take the Opposition into confidence. Why are the Government afraid of consulting this House? After all a discussion in this House, even a censure motion carried against the Government in this House does not lead to any conclusion. Nothing ever happens. After all we have a right to be heard, we demand that the Home Member of the Government of India will take and must take this House into confidence in regard to whatever proposals he may have for increase of the salaries of these officials. We have no voice in the selection of the members of these services, we have no voice in fixing the salaries of members of these services, we have no voice, Sir, in the matter of composition of these services. Even in the matter of composition of these services, the ratio was fixed something like 20 years ago and the matter is entirely within the discretion of the Governor General and not even the Governor General in Council. Then, Sir, when the services are so very strongly entrenched what are we to do? We are not even to discuss, we have no say in all these matters. Why do you deny us this right? After all we represent the taxpayers in this country. You cannot deny that it is the taxpayer who has to foot the bill. We, who represent the taxpayer, can as a matter of right demand that all proposals for increasing the salaries of any service in India should be brought before this House and the House be given an opportunity to discuss the proposition on its merits.

Now, Sir, the Honourable the Home Member said in reply to supplementaries put in this House that he was not even prepared to put the matter before the Standing Finance Committee. That is a very strange position indeed. After all, we know that the salaries of these services are a charge on the revenues of the Central Government. We also know that under the present Government of India Act, these are non-votable grants. The practice has always been that even though the grants are non-votable, this House is allowed by the Governor General to discuss these matters. If the salaries which are non-votable can be discussed and are being discussed year after year, by this House, there is absolutely no reason why proposals for increase of allowances to these services should not be brought before this House or before the Standing Finance Committee of this House. It is no use taking refuge behind Provincial Governments. It will serve no purpose. The Government of India have been tampering with the composition of Provincial Legislatures. The Government of India and their agents in the provinces have not had the least hesitation in putting behind prison bars the elected representatives of the people, the members of the Legislature, even without a trial, even without bringing formal charges against them. Under the Defence of India Rules, these people have been detained without trial for years on end. We are told that every six months their cases are being reviewed and the reviews are very mechanical. Nothing happens. Detention is continued and these unfortunate people are not even brought before a court of law.

Mr. President (The Honourable Sir Abdur Rahim): All this has no bearing on the subject-matter of the adjournment motion.

Mr. Abdul Qaiyum: I submit, Sir, that my reference to this has a bearing on the motion, because the whole case of the Honourable the Home Member was built on this bogus plea of provincial autonomy. It exists nowhere except in the imagination of the Honourable the Home Member. It has got absolutely no foundation. I want to make this declaration once and for all that there is no such thing as provincial autonomy even in the five provinces where the governments of the choice of the people are supposed to be working, because of the continued and persistent interference, in season and out of season, by the Government of India. Sir, I support the adjournment motion and censure the Government of India for the attitude they have taken up.

Nawabzada Muhammad Liaquat Ali Khan (Rohilkund and Kumaon Divisions: Muhammadan Rural): Sir, the chief object of moving this adjournment

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motion was to get some information from the Government about certain allowances that are intended to be given to certain classes of Government servants. It is a tragedy that in this country the non-official members come to know about matters only from newspapers and not direct from this Government. In any other country, it would be the Government that would take the people of the country into their confidence before they take action in any important direction. But this supposedly democratic Government—it is in fact a bureaucratic Government—always does what it likes and goes on doing in the same manner as it has been doing during the last 150 years. Sir, the chief argument that has been advanced by the Honourable the Home Member is that the Government of India have no control with regard to the question of giving allowances to the people who are serving under the Provincial Governments, and it is for the Provincial Governments to do what they like in the matter. Well, Sir, if that is so, then I would say leave the Provincial Governments alone and let them do what they like. But you and the services know fully well that no Provincial Government, in spite of what they may have written to you on paper which was read out, no Provincial Government will have the audacity to give any allowance to any of its employees unless it has had the blessing and the support of the Government of India.

That Honourable Sir Francis Mudie: That is not the fact.

Nawabzada Muhammad Liaquat Ali Khan: Therefore it is that they want the Government of India to take a decision in this matter with regard to the services that are under their control so that the Provincial Governments may put that forward as a plea to their own people in their various Legislatures where such Legislatures are functioning. Don't you realise, Mr. President, that this is a clever device adopted by those directly interested in this matter to make the suggestion to the Government of India that this must be done and asking the Government of India that you should take a decision. If the Government of India take a decision it will be a support for their decision in the Provincial Governments before their Legislatures. And that is why they want that the Government of India should take a decision.

Now, Sir, I come to the servants of the Government of India. My Honourable friend may have a technical plea with regard to the services under the Provincial Governments, but what is his excuse for not taking this House into confidence with regard to any steps that the Government of India intend to take in respect of services under their control? My Honourable friend has not said a word about it. Leave the Provincial Governments alone; we are not concerned with that. Let us assume for the sake of argument that you have no control over them; but you certainly have control over your own services. Whatever allowances you are going to give will be given from the Central revenues and to the services that are under the Government of India. Why do you object to taking the non-official Members of this House into your confidence before you finally arrive at a certain decision? My Honourable friend has not said a word about it.

Now, Sir, this question whether the employees of Government drawing salaries between Rs. 1,000 and Rs. 2,000 should get any extra allowance or not is a matter for argument and I do not think that that is really the object of this adjournment motion. We have no proposal before us and therefore it is not right to offer at this stage any criticism of this proposition whether they should get any allowance or not. If Government feel that these people are entitled to receive some relief, it will be for them to make out a case for giving such relief to these services. Every one has sympathy with the people of this country, whether they are or are not in the services; but it will be recognised by every fair-minded person that the services under the Government of India are the best paid services in any part of the world under any Government. I think Government would have a good case if they could show us by example of various other free countries as to what treatment has been meted out to their

servants by their respective governments. The conditions, for instance, in England are far worse than they are in this country, and I would suggest to my Honourable friend there that if they feel that certain allowances and certain relief should be given to these people who are drawing salaries between Rs. 1,000 and Rs. 2,000, they should make out a case and show by comparison with the conditions in other parts of the empire whether the servants of this Government here are worse off or better off. On this point I do not think there could be two opinions, and I do not think any Honourable Member of this House can say that it is not necessary for Government to take this House into confidence before they finally decide their action in this matter; and I would request Government to reconsider their decision. I do not want, at least at this stage, to express any opinion as to whether these people should be given any extra allowance or not, although—let me tell you—there is a general feeling that these people do not deserve any extra allowance. But I should not like to express any definite opinion on that point. Still, I would certainly request that before Government take any decision on this matter it is their duty to place their proposals before this House; and I assure them that if they can make out a case that the people drawing salaries between one and two thousand and who are in Government service deserve certain relief and certain special allowances to be given, I for one would be only too glad to support such a proposal. But we cannot give you the responsibility and the power to decide for yourself whatever you in your great wisdom consider to be good for the people who are under you and for the country at large.

Now, Sir, my Honourable friend the Home Member has described the position of the Provincial Governments. I do not want to say anything as to the degree in which provincial autonomy is working in these provinces; but there at least the decision is taken by the people who are responsible to the Legislature. Here you are not responsible; the present Members of Government are not responsible to the legislature; and therefore we cannot give them this authority and this power to decide what should be the best in this respect. Therefore so far as the object of this adjournment motion is to condemn this attitude of the Government, that they would not put their proposals before this House before coming finally to a decision in regard to the matter of giving allowances to their servants drawing salaries between one and two thousand, to that extent we will join in condemning the action of Government. I appeal to my Honourable friends over there to reconsider their position and take this House into confidence before a final decision is taken. I do not want my Honourable friend the Home Member to expose his kittens until they are in a position to be placed before the world at large. But when the kitten is no longer a kitten but a ferocious cat, before that cat is let loose I want them to have my views as to whether that cat should be let loose or not. That really is the object of this motion, and I hope Government will reconsider their position. And if they cannot accept this proposition that they should put their proposals before this House before a final decision is made, we on this side of the House will support this adjournment motion which is intended to condemn the action of Government in this respect.

Sir Cowasjee Jehangir (Bombay City: Non-Muhammadian Urban): Sir, this is rather a peculiar adjournment motion. Adjournment motions are generally supposed to be censures on Government. Here we are asked to censure Government but we are not told very clearly what the purpose of the censure is. One Honourable Member read in a newspaper that Government were considering giving certain allowances to—I think—the Indian Civil Service; he said, and therefore for considering that question he wanted this House to censure Government. Now I also read in the newspapers that certain Honourable Members like myself—elected non-officials—were also considering, in consultation with Government, an increase of their daily allowances. Am I to move a motion of adjournment in this House and ask Honourable Members on this side and on that side as to what

[Sir Cowasjee Jehangir.]

increase we are to get in our allowances? The point that I desire to make is that we are not quite certain of what we are discussing; we are not quite certain as to what we are going to censure Government for. Some of my Honourable friends have pointed out that the Provinces are the creatures of the Government of India. That criticism was made in reply to the Honourable the Home Member's statement with regard to the demands made on the Government of India by the Provincial Governments. Now, I can remember a debate in which, so far as I can recollect, I took part myself

Mr. Sri Prakasa (Allahabad and Jhansi Divisions: Non-Muhammadian Rural): Must have.

Sir Cowasjee Jehangir: in which we strongly protested at the Government of India's weakness towards the provinces. That was on the Food debate and I can very well recollect many instances given of the defiance showed by the Provincial Governments to the orders of the Government of India about the distribution of food, and if I mistake not, whether it was here or in another place, I urged upon the Government of India then to take strong measures against such Provincial Governments that defy their orders.

Nawabzada Muhammad Liaquat Ali Khan: Must have been in another place.

Sir Cowasjee Jehangir: No, that was here and it was some time ago. Therefore I can quite believe that some Provincial Governments are quite capable of defying the Government of India when they choose to do so, whether they be under Ministers or whether they be under Governors. Not so long ago, I think it was only last week, an acting Governor of Bihar got up and told the Finance Member in this Honourable House that the Governor was not prepared to accept the decision of the Finance Member of the Government of India and was prepared to reject it and did reject it, and the Finance Member then famously got up and said, 'What can I do; here is the ex-Governor of Bihar saying that he would not accept the advice of the Government of India'. I only give a few examples that come to my mind, and I have many more which I can relate where the Provincial Governments can very well defy the Government of India. Therefore, I am prepared to accept what the Honourable the Home Member says with regard to the letters he has received from the Provincial Governments.

Then, Sir, one of my Honourable friends opposite complained—and rightly complained—that we the elected representatives of the people are responsible to the people who elected us for moneys we allow to be spent, but, Mr. President, I can claim, and some of my Honourable friends here can claim with greater justification, of being the guardians of the public purse, because we have attended this Honourable House, so far as I can recollect, every Session and have not absented ourselves for two years and more

Prof. N. G. Ranga (Guntur cum Nellore: Non-Muhammadian Rural): And you have fattened yourselves at the cost of the people.

Sir Cowasjee Jehangir: You have fattened yourself at the cost of many people and you are doing so yet.

Prof. N. G. Ranga: You are making millions

Sir Cowasjee Jehangir: And may I say that I am very glad indeed now to hear my Honourable friends say that they do represent the people and they will insist on representing the people and they will insist on telling Government that they are to be consulted, should be consulted and will be consulted. I am very glad to hear that and I fully endorse what my Honourable friend has said. If we take the trouble of coming here to attend this Session for two or three months at a time, we do expect to be consulted, we do expect to be taken into the confidence of the Government of India. (Interruptions.)

Sir, as I said in the beginning, it is not quite clear as to what we are censuring the Government for. My Honourable friend, the Deputy Leader of the

Muslim League Party, said that he was joining in this motion because Government were not going to consult this House and that he resented it and that is why his Party would support in censuring the Government. But, Sir, there are no proposals as he admitted before us

Sir Muhammad Yamin Khan (Agra Division: Muhammadian Rural): There are. It was on this point that the adjournment motion was accepted.

Sir Cowasjee Jehangir: Where are the proposals?

Sir Muhammad Yamin Khan: He will never place those proposals before us.

Sir Cowasjee Jehangir: I maintain that there are no proposals before us.

An Honourable Member: There are.

Mr. President (The Honourable Sir Abdur Rahim): Let the Honourable Member proceed with his argument.

Sir Cowasjee Jehangir: Mr. President, if I am to be interrupted, let at least the interruptions be intelligent and such that I can understand.

Mr. D. K. Lahiri Chaudhury (Bengal: Landholders): Do you think that intelligence is the monopoly of capitalists?

Sir Cowasjee Jehangir: I have not been able to follow the Honourable Member. Perhaps he would be clear if he had more teeth!

Mr. D. K. Lahiri Chaudhury: The Honourable Member can mince the matter even without his teeth!

Sir Cowasjee Jehangir: Sir, as I have said, there are no proposals

Mr. Sami Vencatachalam Chetty (Madras: Indian Commerce): Sir I rise on a point of order. The Honourable Member is speaking irrelevant. He is proceeding on the assumption and he is under the impression, which is evidently wrong, that no proposals have been completed and that we are trying to fight the Government in the air. Therefore all the remarks which he has made about it are thoroughly irrelevant.

Mr. President (The Honourable Sir Abdur Rahim): That is no point of order. It may be the Honourable Member's view is otherwise.

Sir Cowasjee Jehangir: These are the examples of relevant interruptions. At any rate, I still maintain that there are no definite proposals before us, and the complaint is that an assertion was made by

Mr. D. K. Lahiri Chaudhury: Sir, I rise on a point of order. The Honourable Member said that the matter is not definite because there are no proposals, whereas an adjournment motion is only accepted if the matter is definite and of urgent public importance.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member is entitled to state what he considers to be the position and therefore there is no point of order.

Sir Cowasjee Jehangir: I have been endeavouring to say something, but I have not yet succeeded. The point is that we have heard that Government are considering this question and it seems that some Honourable Member has said that this House is not to be consulted and we are now censuring Government on that. Is that the position?

Nawabzada Muhammad Liaquat Ali Khan: Home Member said that.

Sir Cowasjee Jehangir: I may point out that if salaries or allowances of Government servants are to be increased, those salaries being votable, the expenditure involved must appear in the Budget. So far as I know, Government cannot give allowances to servants whose salaries are votable without making a provision for that in the Budget.

Nawabzada Muhammad Liaquat Ali Khan: That may be done next year.

Sir Muhammad Yamin Khan: They will provide that in the supplementary grants.

Sir Cowasjee Jehangir: The money must be budgeted; without the money being budgeted it cannot be spent. Or, it has to be brought before the Finance Committee and their sanction has to be taken.

An Honourable Member: No, that is wrong.

Sir Cowasjee Jehangir: That is the procedure. Therefore I maintain that Government cannot increase the salaries or the allowances of servants whose salaries are votable without the knowledge of this House. It is possible that in respect of non-votable salaries, Government may be able to make the increase without the knowledge of this House, but I say that it would be advisable for Government to take the House into its confidence.

As the Honourable Member, the Deputy Leader of the Muslim League Party, said, we do not wish to pre-judge this issue. I know the hardships which Government servants are undergoing in making both ends meet.

5 P.M. When eggs cost four annas each,—whether that be the fault of the Finance Member or anyone else I do not know,—when fowls cost Rs. 5 each, a Government servant, even with a salary of Rs. 1,000 p.m., is hard put to it to make both ends meet.

Sir Muhammad Yamin Khan: What about the necessities?

Mr. President (The Honourable Sir Abdur Rahim): Order, order. There is too much noise.

Sir Cowasjee Jehangir: and if he is a patriotic servant of this country having five or six children, it is possible that under these circumstances we ourselves will agree to increase his salary. Therefore, let us not prejudge this issue. Let us hope that we will be taken into consultation.

Nawabzada Muhammad Liaquat Ali Khan: He says no.

Sir Cowasjee Jehangir: The time to censure is when the proposals have been put into effect. To censure now is, I think, not in order. I do think that after all this debate has led us nowhere. We have not expressed any definite opinion, nor has any Honourable Member thought any increase should be made, nor have Honourable Members definitely expressed the opinion that the increase should be made up to any limit. We cannot express such opinion and we must await proposals and the time for censure comes when Government put into effect any proposals of which we do not approve.

Nawabzada Muhammad Liaquat Ali Khan: Then it will be too late.

Sir Cowasjee Jehangir: If it is too late then it is too late now. If this Government is an irresponsible Government that it is, you may censure them at any time you like. It will be just the same thing. You can censure them now or then, but you will have a better case for censure after they have acted.

Mr. K. C. Neogy (Dacca Division: Non-Muhammadan Rural): I am afraid my Honourable friend, Sir Cowasjee Jehangir, did less than justice to himself by making a fighting speech on the strength of certain misapprehensions. In the first place, my Honourable friend was quite incorrect in assuming that this motion does not seek to raise a specific issue. I am afraid my Honourable friend was not present in the House this morning, because if he were, he would have remembered that in the first place this motion seeks to raise an issue as regards the proposal to grant certain allowances to senior members of the Indian Civil Service drawing salaries of Rs. 1,000 and Rs. 2,000; secondly, it refers to the refusal of the Government to disclose any details to the Assembly until the whole matter becomes an accomplished fact. Sir, these are two distinct issues. My Honourable friend may have his sympathies with the demand for the granting of a war allowance to the category of officers mentioned in this motion. I have no quarrel with him there. He is entitled to have his own views. But I am more concerned with the second issue, and I entirely agree with the Deputy Leader of the Muslim League Party that in so far as the scheme is not before us at the present moment we had better keep our judgment in reserve regarding the merits of the proposals about which we do not know anything. But I am more concerned about the attitude of the Government of India towards this House. Are we or are we not to expect an opportunity to express our opinions on the proposals before they are transformed into action and before they materialise into budget grants? My Honourable friend the Home Member made it quite clear this morning that he is not prepared to give this House any chance at any time whatsoever to have its say in regard to these

proposals. Moreover, Sir, as far as I understand, the allowances admissible to the category of officers which are specifically mentioned in this motion are likely to be treated as non-voted, and the Assembly will, therefore, have no chance of voting upon the question even in connection with the Budget.

I have been long enough associated with the Central Legislature to be able to claim that the present Home Member is the eighth Home Member of the Government of India with whom I have had occasion to deal; and I hope the House will take it from me that Sir Francis Mudie is the least communicative of all the Home Members that have occupied that exalted office ever since 1921.

Mr. T. T. Krishnamachari: He wants a little persuasion!

Mr. K. C. Neogy: A week ago my Honourable friend to my right tried to move an adjournment motion for the purpose of discussing the first out of the two points involved in this motion which I have read out; and we did not get any information from the Honourable Member on the point beside an admission that certain proposals were under consideration. It was at your instance, Sir, that my Honourable friend put certain short-notice questions just for the purpose of eliciting information on certain specific points, and there again my Honourable friend would not give any helpful reply to any of the clauses of that question. As a matter of fact he did not remember what one particular clause of that question was about. That is the kind of regard that my Honourable friend has for the business of this House.

If my Honourable friend had been a little more communicative on that occasion, perhaps my Honourable friend to my right would not have thought it necessary to occupy the attention of the House on the third occasion for the purpose of getting more information out of the Honourable Member, and after that information did prove to be unsatisfactory to press the motion to a division.

What have we got after all? The Honourable Member told us a lot about the procedure that has to be observed in a matter like this by one carrying on negotiations of a delicate character between the Central Government and the Provincial Governments. He asked, what would happen if this Legislature expressed an opinion which is not the same as that expressed by the Provincial Legislatures? I ask what would happen if the opinion of the Government of India were to be not in accord with the opinion of a few of the Provincial Governments? There must be a general measure of agreement before any proposal of this character can go through. I want to know whether after the negotiations have proceeded far enough to enable the Honourable Member to find that there is a concrete proposal which has received a certain measure of agreement, which will be placed before the House for discussion. I want, once again, to ask the Honourable the Home Member categorically whether he is going to give this House a chance to consider the proposal at some stage. It is not sufficient for the Honourable Member to suggest that the matter is very delicate and the proposals are yet half-baked. My point is when the proposals are fully baked, are they or are they not going to be placed before this House before they are communicated finally to the Secretary of State.

I am afraid there is some amount of misapprehension in regard to the scope of this particular motion. The motion specifically mentions members of the Indian Civil Service getting certain rates of pay. I dare say Provincial Governments have not much concern with the members of the heaven-born service who are controlled by the Secretary of State; and I cannot imagine a Provincial Government to be over-anxious to grant war allowances to this category of officers unless the Central Government themselves take the initiative in the matter. The Honourable Member told us a lot about what has taken place in regard to the grant of war allowances to other categories of officers who are already enjoying them, but he said precious little on what is actually

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the proposal in regard to this particular class of officers and whether the initiative has proceeded from the Government of India or from the Provincial Governments.

My Honourable friend, the Deputy Leader of the Congress Party, pleaded for a change of attitude, and he said that he was surprised that when we were told that we were going to have a National Government in the near future, the Government should refuse to take us into their confidence in a matter of this character. I want to tell my Honourable friend, however, that there has been a change of attitude—a change for the worse. I make that statement deliberately, because I am thinking of the procedure that the Government of India followed in the year 1923 in giving the Legislature of the day an opportunity to consider the proposals of the Lee Commission, that epoch-making Commission. I remember very well the day, when we were discussing amendments to certain clauses of the Code of Criminal Procedure on the 25th of January, when the proceedings of the House were interrupted, just when a particular clause of an Amending Bill had been dealt with, by the then Home Member, Sir Malcolm Hailey, for the purpose of reading out to the House an announcement which had been made by the Secretary of State in England regarding the appointment of the Lee Commission. And after reading out that announcement he himself suggested, "Might I suggest that a discussion on this matter might suitably be raised either by question or by motion"—discussion of the desirability of such a Commission coming out to investigate the service conditions. That was what took place in the year 1923, and in pursuance of that suggestion the whole matter was debated by way of an adjournment motion on the 26th January of that year.

When the Lee Commission had made their report what was the procedure that the Government of India followed? The Honourable the Home Member might do worse than read some of those proceedings, in which his predecessor took such lively interest and made such valuable contributions.

The Honourable Sir Francis Mudie: I take it that those proceedings were held after the proposals of the Lee Commission were made.

Mr. K. C. Neogy: First of all, the Assembly was given the chance of discussing the very appointment, the proposed appointment of the Commission, as envisaged by the announcement made by the Secretary of State. That was the first stage. The second stage was the report of the Lee Commission, not the Government of India's decisions on that report. My Honourable friend would do well to read up the proceedings of the Legislative Assembly dated the 27th May, 1924. There he will find what the Honourable the Home Member, Sir Alexander Muddiman, said. This is what he said:

"While the Government are anxious to obtain the views of the Assembly at the earliest possible date, it may be necessary" *(he qualified the statement)* "for the Secretary of State to take decisions on matters of urgency."

He himself took the initiative in making the suggestion and placing the proposals for the consideration of the Legislature, subject, of course, to the reservation that in cases of urgency, the Secretary of State might find it necessary to take immediate action.

Then, Sir, there was a Resolution on the subject which was moved on the 9th June, 1924, dealing with the principal features of the Lee Commission's Report. Then again on the 9th June in the course of a statement made by Sir Alexander Muddiman he stated this.

"I am prepared to give *(He pleaded for an adjournment of the debate till the next Session)* "on behalf of the Government of India and also of the Secretary of State, a pledge that no decision on any question or principle or policy shall be arrived at till this House has had an opportunity in the September Session of examining the matter."

Then, of course, in pursuance of that undertaking the discussion took place on the 26th January, 1925. I am not concerned with the merits of the Lee Commission's proposals, nor about the criticisms made by the Legislature. All that is beside the point. I want to know from the Honourable the Home Member whether in February, 1945, he is going to justify the attitude that he has

taken up in the light of what I have placed before this House. I do not want to take up any more time of the House, but I should like him to get up in his seat and repeat that statement categorically that he is not prepared to let this House have an opportunity of discussing the proposals at any stage whatsoever. That is the request that I make to him.

Several Honourable Members: The question be now put.

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

"That the question be now put."

The motion was adopted.

Mr. T. T. Krishnamachari: Mr. President, I am sorry that we have not had the opportunity of hearing the views of the Honourable the Finance Member on this question.

The Honourable Sir Jeremy Raisman (Finance Member): You can never hear the views of the Finance Member while this sort of thing goes on.

Mr. T. T. Krishnamachari: It is very unfortunate that the Honourable the Finance Member did not stand up.

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): He did stand up.

Mr. T. T. Krishnamachari: I am afraid the Honourable the Home Member has not helped the House to understand the position and he brought up the usual smoke-screen of the Provincial Governments to hide whatever action the Government of India contemplate taking in this matter. Sir, I have been told of a story that when Sir Girja Shankar Bajpai went to Burma to negotiate the Burma Agreement the Minister concerned in Burma did not understand what the proposition of Sir Girja Shankar's was, nor did he want to understand but went on interrupting Sir Girja Shankar every five minutes with the words, "I do not agree". This Government, likewise, has one answer to every question: The Provincial Government can act on their own initiative and we cannot poach into their preserves.

Sir, the Honourable the Home Member has been clever or, at any rate, thought that he was clever. He has been clever enough to confuse Sir Cowasjee Jehangir but I am afraid he has not been clever enough to hoodwink everybody else. Perhaps he thinks that none of us in this House know anything about a Provincial Government and the knowledge that is vouchsafed to a Chief Secretary of a Province is a thing which is denied to every Member of this Assembly. I would like to tell him that I have experience of what the Provincial Government can do and what it cannot do. I would like to tell him that the posts under the Provincial Government which carry salaries of 1,000 to Rs. 2,000, posts in which it can regulate the salaries, are precious few. The Provincial Government cannot do anything with the posts that are now occupied by the I.C.S., officers, nor can they do anything with regard to the listed posts held by provincial civil servants. And when the Honourable the Home Member says that the Provincial Governments insist on an increase in the allowances to this class of officers, I am afraid it convinces nobody. On the other hand it looked as though he was trying to tell us, taking shelter under some vestige of truth, that the Provincial Governments were not satisfied with the increase in allowances granted to officers drawing up to a thousand rupees. If it is a confusion of issues—I put it that it is a deliberate confusion of issues, it is a deliberate attempt to mislead this House into believing that the Provincial Governments have powers in regard to a large body of officers drawing salaries of a thousand to two thousand, about whose salaries the Government of India cannot interfere. The Government of India is not so helpless. Times without number, members of this House have drawn attention of the Government to the powers vested in the head of this Government under section 126A of the Government of India Act. If the Provincial Governments do rebel and give extra war allowances to officers drawing more than a thousand, the Honourable Finance Member if he so chooses, if he is really concerned about inflation, can get it mopped up by taxation. Sir, my Honourable friend Mr. Neogy pointed out very rightly that the Secretary of State's permission is very necessary in

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regard to an increase of the salary or payment of war allowances to all officers who are in the Indian Civil Service and who hold listed posts. The initiative in the matter of recommendation to the Secretary of State must come from the Government of India. Surely the Secretary of State is not going to say that merely because one province recommends, he is going to accept the recommendation of that province on the head of the Government of India; the responsibility, however much my Honourable friend may deny it, is with the Government of India. The Government of India initiates all these proposals and it is no good taking shelter under the plea that provinces can do what they like.

Once again, I repeat what the Honourable Deputy President of the Muslim League Party said, that this House should protest against this attitude of the Government of India not to take the elected Members of this House into confidence and tell them what their proposals are, because the proposals have undoubtedly emanated from them; otherwise they will never reach the Secretary of State.

The second thing is this: I do not know if after the House records its verdict—I am sure it will be an adverse verdict—if then the Government will have the honesty to cable it to the Secretary of State immediately. Sir, I press my motion.

Sir Syed Raza Ali (Cities of the United Provinces: Muhammadan Urban): What about the first part of the motion which comes under the grant of allowances?

Mr. President (The Honourable Sir Abdur Rahim): The question that has been raised does not relate only to the Home Member's Department—I think it also relates to the Finance Member's Department, if the Finance Member wishes to reply—as a question has been raised about the financial aspect of the matter—I think he can reply.

The Honourable Sir Jeremy Raisman: Sir, I had hoped to speak at an earlier stage and I must say that I was somewhat surprised to find that the Opposition did not wish to hear what I wanted to say on the matter.

Honourable Members: No, no.

The Honourable Sir Jeremy Raisman: The Opposition insisted that the question be now put, at a stage when I had just managed to get on my feet.

Honourable Members: No, no.

Mr. President (The Honourable Sir Abdur Rahim): I did not notice that the Honourable Finance Member had risen and so I put the question.

The Honourable Sir Jeremy Raisman: What I wished to say was this: I did not wish to say much by way of traversing the merits of the case. I only wished to remind the Honourable Member who moved this motion and who, I believe, belongs to the commercial classes, that it has not been unknown in other sections of the community that employees receiving salaries between the limits mentioned should have received some compensation for the economic changes that have taken place in the last few years. If the Honourable Member himself has anything to do with the control of a business, I should like to have asked him how his employees felt and what he has done about it.

Mr. T. T. Krishnamachari: If you had spoken earlier, I would have answered you.

The Honourable Sir Jeremy Raisman: It must be recognised that the developments that have taken place in the last few years during the course of the war have exercised the utmost pressure upon the fixed income classes. It is precisely the fixed income classes who have suffered the maximum hardship. Whatever I may have said on the subject of inflation and whatever I may have said upon the necessity of increasing savings at the present time, I have always had in mind that it is particularly in relation to those large classes of the population whose monetary income has actually increased as a result of the

war. Now, in dealing with Government servants, we are dealing with classes, broadly speaking, whose incomes have remained stationary throughout this time; and I do not see how the Honourable Member can make it a matter calling for protest that the Government should have under consideration steps to provide a remedy for this state of affairs. As my Honourable Colleague the Home Member pointed out, the proposals which the Government have under consideration are not restricted to the classes which the Mover of this Motion has mentioned. In fact, I should be surprised if the cost of the proposals in relation to that class were more than a minute fraction of the total cost of the remedies which the Government of India have in mind. Therefore, I cannot acquit the Honourable the Mover of a desire to import some prejudice into the matter by seizing on what he thought would be an aspect that was most likely to appeal to the Opposition, and would lend itself most to exploitation in this sort of connection.

Now, my Honourable friend, Nawabzada Liaquat Ali Khan, took a different line. He was not prepared, I understood him to say, to censure the Government because they had under consideration proposals for granting relief to certain classes of their servants. His objection was that the Government were not prepared to take this House into confidence. It was on that matter that I particularly wished to say something before the Mover replied to the debate. It has been pointed out in relation to the functions of the Standing Finance Committee, that that committee normally deals with proposals for voted expenditure. I am quite aware that in many cases where proposals involve both voted and non-voted expenditure they are put before the committee, and in a matter of this kind, I am quite prepared to put these proposals, when they have reached a sufficiently mature stage, before the Standing Finance Committee in order to obtain their views on the proposals. As Sir Cowasjee Jehangir pointed out, in so far as these proposals deal with votable expenditure they will come before this House in the form of Demands for Grants.

Mr. H. A. Sathar H. Essak Sait (West Coast and Nilgiris: Muhammadan): Next year.

The Honourable Sir Jeremy Raisman: No; in this very next Budget, if decisions have been taken before the Budget is voted. Alternatively in the proposals have not matured by the time that the demands for grants are before the House then they will have to be at some stage the subject of demands, and they will have to be voted by this House. However, in view of the emphasis which has been laid on this aspect of the matter, I am quite prepared to endeavour to arrange that the Standing Finance Committee shall have an opportunity of discussing the proposals before orders are finally issued by the Government. It will still be the position that the expenditure resulting from those proposals will, in relation to votable items, have to be put before this House and have to be voted upon. I suggest, Sir, that that would be a reasonable compliance with everything that the Honourable Member could expect. We cannot put proposals before this House or before any committee of this House before they have actually matured and before we can say what they finally will be. We are prepared to put them before the Standing Finance Committee—and I trust that the members of that Committee, having regard to the pressure of business during this Session, will be prepared to meet at any time when I can call it together and will not object to being called at some unusual hour—but subject to that, if that is the desire of the House, I am prepared to have these proposals put before that Committee.

Nawabzada Muhammad Liaquat Ali Khan: The Honourable Member said that he would put proposals before the Standing Finance Committee before the Government take any action in the matter. If those proposals are ready before the Budget is presented, they will be embodied in the Budget but supposing that by that time the Government are not ready with their proposals, then what would be the position? I just want to know. Would it be possible for this House to consider those proposals either in the form of Budget or some other method, whatever the Finance Member may suggest, during the course

[Nawabzada Muhammad Liaquat Ali Khan] of this Session, because I believe that whatever relief is intended to be given will be given from the 1st of April.

The Honourable Sir Jeremy Raisman: Having regard to the stage which the Budget proposals have reached, I do not anticipate that it will now be possible to include the provision which will result from these decisions in the Demands for Grants which will be put before this House in about a fortnight's time. But I did contemplate that the Standing Finance Committee at any rate would be consulted and the votable items would obviously have to come before this House in the form of supplementary demands at a later stage.

Nawabzada Muhammad Liaquat Ali Khan: During the course of this Session?

The Honourable Sir Jeremy Raisman: They would not normally come during the course of this Session.

Nawabzada Muhammad Liaquat Ali Khan: Then, it would be very difficult for this House to do anything after some payments have already been made to the members of the services. Supposing that the next Session is held in November, I do not think that any discussion by the House at that stage would serve any useful purpose. We on this side would be quite willing to accept the assurance of the Honourable the Finance Member if this House could be given an opportunity of expressing its view during the course of this Session or before the proposals are finally put into effect, whatever the proposals may be. After six or seven months, it may not be possible even for the Government to tell its servants—'Now, what you were receiving will be discontinued.' What we want is that before the thing is put into effect this House should be given an opportunity of expressing its views on the proposals of the Government.

The Honourable Sir Jeremy Raisman: It is a very difficult matter. We have a Budget Session at a certain time. The Session ends at a certain time. If proposals for expenditure mature at a stage too late to be put before this House, the best thing we can do is to lay the expenditure before the House to be voted at a later stage. The Honourable Member may not like to be in the position of having to refuse that type of expenditure or to take the responsibility of suggesting that henceforth allowances which have already been granted should be reduced but I do not see how consistently with the reasonable despatch of business that position can be avoided or what exactly the Honourable Member could expect me to do.

Nawabzada Muhammad Liaquat Ali Khan: I think what the Honourable Member could do is to give a day for the discussion of these proposals later on during the course of this Session after he has consulted the Standing Finance Committee, if he so desires. Then, of course, it would be open to the Government to come forward with their supplementary estimates later on and before the Government finally arrive at a decision they will be in possession of the opinions of this House. All that we desire is that the Government, before finally arriving at their decision, should be in possession of the views of this House. That is all that we on this side of the House want.

The Honourable Sir Jeremy Raisman: I am quite prepared to take that matter into consideration but I would remind the Honourable Member that Provincial Governments who are very much concerned have been pressing for an early decision and once the proposals have been agreed upon with the Provincial Governments we could not hold them up indefinitely. I am quite prepared to consider whether we can fit in an opportunity for this House to consider the matter but after the Standing Finance Committee have seen what the proposals are, the House will perhaps not feel, in view of the pressure of other business, that it will want a day for the discussion.

Nawabzada Muhammad Liaquat Ali Khan: We will want a day all right.

Sir Vithal N. Chandavarkar (Bombay Millowners' Association: Indian Commerce): Will it not be possible for this item to be brought forward in the form of supplementary grants early in April and to give retrospective effect to the proposals? In that case the Provincial Governments will have no grievance.

Dr. Sir Zia Uddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Is it not possible that the matter may be laid before the Standing Finance Committee and then brought up in the form of supplementary grants?

The Honourable Sir Jeremy Raisman: That is what I have been suggesting.

Sir Muhammad Yamin Khan: How can the supplementary grants be brought up unless the Budget has been passed and the expenditure has been met? There is no question of supplementary grant until the next Session. But the definite proposals that you have may be placed before this House to express its opinion upon—whether they are acceptable or not. But if you place supplementary grants, the grants can be rejected by the House if it so desires. But we do not want.

The Honourable Sir Jeremy Raisman: I shall consider what is practicable. It is obviously a matter which is not easy to settle but I think I know what the general desire is, at least of the Party for which the Honourable Member has spoken. I shall consider what I can do to meet that desire.

Mr. President (The Honourable Sir Abdur Rahim): In view of the Honourable the Finance Member's statement, does the Mover wish to withdraw his motion.

Mr. T. T. Krishnamachari: No, Sir.

(After the Division Bell rang.)

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

"That the Assembly do now adjourn."

The motion was negatived.

The Assembly then adjourned till Eleven of the Clock on Tuesday, the 20th February, 1945.

LEGISLATIVE ASSEMBLY

Tuesday, 20th 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:

Sir Kenneth Grant Mitchell, C.J.E., I.S.E., M.L.A. (Government of India Nominated Official).

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

INSTANCES OF GALLANTRY IN DOCKS AT BOMBAY EXPLOSIONS

†369. *Mr. E. L. C. Gwilt: (a) Will the Honourable Member for War Transport be pleased to say whether Government's attention has been drawn to the many instances of gallantry performed in the Bombay Docks on April 14th, 1944, the date of the explosions?

(b) Have any specific recommendations been made to Government that such acts be recognised by the award of medals or decorations? If so, do Government propose taking any action in the matter?

The Honourable Sir Edward Benthall: (a) Yes.

(b) The Honourable Member is referred to the *Gazettes of India (Extraordinary)* of the 6th and 9th February, 1945.

TEXTILE MILLS CLOSED DOWN FOR SHORTAGE OF COAL

370. *Mr. Abdul Qaiyum: Will the Honourable the Supply Member please state:

(a) whether certain textile mills had to be closed down in December, 1944, or January, 1945, for shortage of coal;

(b) if so, where and how many mills and workers were affected and how; and

(c) the causes which led to coal shortage and whether the same have been remedied?

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

(b) A statement giving the necessary information is laid on the table.

(c) The closure of textile mills during December 1944 and January 1945 was considered desirable in order to augment their coal stocks which had become depleted owing to increased consumption during the recent spells of intense cold. Having regard to other essential requirements, an improvement in stocks could not be achieved by supplying additional coal for this specific purpose, as apart from the normal quota of the textile mills. Coal supplies to the mills during (December) 1944 and January 1945 were actually higher than in the preceding months.

Statement showing details of Mills closed down for want of Coal during December 1944 and January 1945

		Bombay Mill owner's List dated 31st August 1943			Date of close- down	Date of restart- ing
S. No.	Names of Mills	Spindles	Looms	Average Number of hands employed		
<i>Ahmedabad Panel Area</i>						
1.	All Mills in Ahmedabad City (75 Mills)	17,94,283	43,315	76,039	9-1-1945	15-1-1945.
					(9th & 14th were closed) due to holidays.	

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

Bombay Mill owner's List dated 31st August 1943		Date of close- down		Date of restart- ing	
S. No.	Names of Mills	Spindles	Looms	Average Number of hands- employed	
<i>Ahmedabad Panel Area—contd.</i>					
2.	New Shorrock Spinning & Mfg. Co. Ltd., Nadiad	45,501	862	1,833	9-12-44 10-12-44 31-12-44 5-11-45 25-1-45 27-1-45
3.	Gopal Mills Co. Ltd., broach	22,980	652	1,240	17-12-44 Not known (period of close down 12 days in Decem- ber and 11 days in Jany. 1945.)
<i>Baroda Panel Area</i>					
4.	Baroda Spinning and Weaving Mills, Baroda	30,900	660	2,100	4-1-45 10-1-45
5.	Bharat Vijaya Mills, Kalol	12,376	320	695	20-12-44 9-1-45
6.	Chotalal Mills, Kalol	18,056	456	960	20-12-44 25-12-44
7.	New Chhotalal Mills, Kadi	19,056	418	896	21-12-44 Not known
8.	Shree Yamuna Mills, Baroda	23,640	608	1,077	4-1-45 10-1-45
9.	Shree Jagdish Mills, Baroda	20,320	407	973	4-1-45 10-1-45
10.	Shree Sayaji Mills Co. Ltd., Baroda	23,756	602	1,150	4-1-45 10-1-45
<i>Bengal Panel Area</i>					
11.	Gaya Cotton and Jute Mills, Gaya	19,540	596	1,520	11-1-45 19-1-45
12.	Shree Radhakrishna Cotton Mills, Howrah	41,964	564	1,570	20-12-44 Not known
<i>Bombay Panel Area</i>					
13.	Broach Fine Counts Mills, Broach	28,864	542	940	30-12-44 8-1-45 12-1-45 Not known
14.	Khandesh Spinning and Weaving Mills, Jalgaon	22,040	484	1,123	21-10-44 2-12-44
15.	Maharana Mills, Ltd., Porbandar	23,356	546	1,525	27-12-44 16-1-45
16.	Surat Cotton Spinning and Weav- ing Mills, Surat	21,764	392	917	26-12-44 Not known
17.	Model Mills Nagpur Ltd., Nagpur	52,408	950	2,690	16-12-44 18-12-44 23-12-44 28-12-44 30-12-44 1-1-45 6-1-45 8-1-45 14-1-45 22-1-45
18.	Jam Shri Rangitsinghji Mills, Sholapur	20,820	511	1,617	
19.	Laxmi Cotton Manufacturing Mills, Sholapur	44,172	1,321	3,709	
20.	Narsinggir ji Mills, Sholapur	54,408	1,170	3,209	27-11-44 3-12-44 28-12-44 2-1-45
21.	Sholapur Spinning and Wvg. Mills, Sholapur	1,05,296	2,234	8,898	
22.	Vishnu Cotton Mills, Sholapur	44,600	1,457	3,540	
<i>Delhi Panel Area</i>					
23.	Mahabir Cotton Spg. and Mfg. Co., Delhi	10,976	148	876	1-12-44 4-12-44 14-12-44 21-12-44 29-12-44 Not known 2-1-45 do.
<i>Central India and Rajputana Panel Area</i>					
24.	Mahalaxmi Mills, Beawar	13,728	416	857	30-12-44 1-1-45
25.	Maharaja Shri Umaid Mills, Pali	17,136	414	1,256	21-12-44 28-12-44
26.	Binod Mills, Ujjain	51,236	1,340	3,237	18-12-44 Not known

Bombay Mill owner's List dated 31st August 1943		Date of close- down		Date of restart- ing	
S. No.	Names of Mills.	Spindles	Looms	Average Number of hands- employed	
<i>Central India and Rajputana Panel Area—contd.</i>					
27.	Hukumchand Mills, Ltd., Indore	43,732	1,493	3,505	
28.	Indore Malwa United Mills Ltd., Indore	49,220	1,420	3,876	
29.	Kalyammal Mills Ltd., Indore	36,412	1,144	2,837	
30.	Nandlal Bhandari Mills Ltd., Indore	28,008	771	1,844	30-12-44 8-1-45
31.	Rai Bahadur Kanhaiyalal Bhan- dari Mills, Ltd. Indore	16,084	351	1,032	
32.	Rajkumar Mills Ltd., Indore	19,728	701	1,687	
33.	Swadeshi Cotton and Flour Mills, Ltd., Indore	15,332	362	1,010	
<i>United Provinces of Agra & Oudh</i>					
34.	Indra Spinning and Weaving Mills, Agra	13,920	Nil	508	12-12-44 18-12-44 28-12-44 30-12-44
35.	Ramchand Spinning Mills, Hathras	20,354	167	778	6-12-44 11-12-44
36.	R. G. Cotton Mills, Lucknow	16,856	308	1,289	1-12-44 Not known 25-12-44 Not known
Total for 110 Mills		28,41,925	68,082	1,42,833	

Mr. Abdul Qaiyum: May I know the total number of mills which closed down?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Mills were closed during short periods. The total number is 36.

Mr. Abdul Qaiyum: May I know if in view of the increased supply, the situation has improved and the mills have resumed working?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Most of them have resumed work. They were closed only for a short period. One of the reasons why some of the mills were closed was that the Textile Board thought it desirable that instead of living from hand to mouth they should be closed for a short period so that stocks may be built up and work may go on regularly later on.

Mr. Abdul Qaiyum: May I know whether the employment of women has made any difference in the supply, whether more supplies of coal are coming in as a result thereof?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Most certainly.

Mr. K. C. Neogy: Is the Honourable Member aware that one of the results of this temporary closure of mills has been a shortage of 25 million yards of cotton textiles in the month of January alone?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I have seen it so reported in the newspapers, but I have not got exact information.

Mr. K. C. Neogy: Is it intended so to speed up supplies of coal to these mills that they may overtake this deficit, that is to say, they may be in a position to supply 25 million yards in addition to their normal output in future?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Whenever the transport position and the coal stocks warrant, that course which is intended to increase the supplies will be adopted.

Dr. Sir Zia Uddin Ahmad: Will the Government consider the advisability of taking over the administration in their own hands, if it is found that any of these textile factories close down not in the interest of the country?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The reason for closing down is said to be lack of coal supply for which the Government are responsible.

Dr. Sir Zia Uddin Ahmad: Is the Honourable Member satisfied that the closing of mills was only due to shortage of coal and not for any other reason, such as, to make more profits?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I have no reason to believe that the mills closed down for any reason other than lack of coal supply.

Dr. Sir Zia Uddin Ahmad: Has the Honourable Member examined it?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: That question should be addressed to the Honourable Member in charge of Industries and Civil Supplies.

Mr. N. M. Joshi: May I know whether the Government of India will take the mines under their control with a view to increase the production of coal?

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

POSITION re OUTPUT OF COAL

371. *Mr. T. S. Avinashilingam Chettiar: (a) Will the Honourable the Supply Member please state whether the matter of output of coal has recently been examined?

(b) Is it true that many factories are constantly closed down owing to want of coal?

(c) Is it true that the coal position has not improved in spite of the employment of women in coal mines?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) The matter of the output of coal is under constant examination.

(b) Government have, off and on, received complaints of closure of factories due to failure of coal supplies. Whenever such cases are brought to Government's notice, immediate action is taken for the purpose of providing such relief as is possible.

(c) No. The coal position is gradually improving and the employment of women underground in the mines has had a great deal to do with it.

Mr. T. S. Avinashilingam Chettiar: May I have some figures about this matter? How it was like and how it has improved?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: If the Honourable Member will put down a question, I shall give him the percentages, not the actual amounts.

Shrimati K. Radha Bai Subbarayan: With regard to part (c), may I know the Government have called for a report on the subject?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Every week am getting report of the actual coal produced and the amount distributed.

Shrimati K. Radha Bai Subbarayan: Is it in relation to the employment of women underground?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I have got complete details of it.

Mr. T. S. Avinashilingam Chettiar: Has the output of coal increased by the employment of women?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: It is impossible to say exactly, but I am assured that if the employment of women is discontinued, the drop will be 20 per cent.

Sir Henry Richardson: With reference to part (b), I understood the Honourable Member's reply was, 'No'. May I ask the Honourable Member if he is aware that despite the exemplary co-operation of the Indian Jute Mill Association with the Government, some mills in that Association have only worked for a few weeks out of the past seven months owing to lack of coal supply?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The answer to part (b) was not in the negative. I said that Government have off and on received complaints of closure of factories due to failure of coal supplies and that whenever such cases are brought to Government's notice, immediate action is taken for the purpose of providing such relief as is possible. It is true that in the case of jute mills, there have been complaints that the total amount allotted has not been received, but that is also a matter of constant examination.

Sir Henry Richardson: Is the Honourable Member aware that there is a feeling among the Association that they do not get a square deal from the Government in this matter?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: That feeling is shared by many other industries.

Mr. G. W. Tyson: With reference to part (c), may I know if the Government will take steps to make it clear that the employment of women in coal mines is entirely voluntary and not compulsory in any sense?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I think there is no doubt that all those who know anything of the question know that there is no compulsion at all. It is purely voluntary. What is intended to be done is to put a prohibition on such voluntary employment.

Mr. G. W. Tyson: In view of the fact that there has been a good deal of misapprehension about it abroad, will the Government take steps in their Publicity Department to make the position clear?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I am aware that there has been some misunderstanding abroad over this question and I think we have taken every possible step to clear that misunderstanding, including an answer by the Secretary of State himself given in the House of Commons.

Mr. N. M. Joshi: May I ask whether the Government of India are aware that the wages of the Indian miners are the lowest in India compared to the wages in other industries and whether the Government are aware that compulsion is exercised in the matter of employment of women on account of starvation to which miners are subjected to and whether compulsion by starvation does not come under the category of compulsory employment?

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

Mr. Abdul Qaiyum: May I know if women are allowed to work underground in mines in U. K. or in U. S. A.?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: So far as U. K. is concerned, I know they are not allowed. I am not aware whether they are allowed or not in U. S. A.

Mr. Abdul Qaiyum: Not even voluntarily?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: No.

Shrimati K. Radha Bai Subbarayan: Sir, arising out of the question put by the Honourable Member, Mr. Tyson, is it not a fact that women who were working on the surface were refused employment until they agreed to work underground in the mines?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I have no information at my disposal to warrant such a suggestion.

INDUSTRIAL PLANTS RECEIVED ON LEND-LEASE

372. *Dr. Sir Zia Uddin Ahmad: (a) Will the Honourable the Supply Member be pleased to state how many industrial plants he received on lend-lease system?

(b) Whom were these plants given by Government?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) 23.

(b) A statement giving details of distribution is placed on the table.

Statement of Industrial Plants imported from U. S. A. on Lease-Lend.

S. No.	Description of the Plant	No.	Government	To whom distributed Private Industrial concerns
1	2	3	4(a)	4(b)
1.	Biscuit making Plant	One	..	Patiala Biscuit Co.
2.	Saw Mill Plant	One	..	Bombay Burma Trading Corporation Ltd., (on behalf of Government).
3.	Plant for the manufacture of Aero Tyre	One	..	Firestone Rubber Co. sole (on behalf of Government).
4.	Portable Steam Circular Saw Mills	(12) Twenty in C's Branch	E-Branch	1. M/s. B. C. Khan & Co., Shillong, Assam. 2. M/s. H. Sen & Co., Shillong, Assam. 3. M/s. Himatsingha Timber Ltd., Calcutta. 4. M/s. Tara Chand, Abid Ram, Hyderabad (Dn.). 5. M/s. Naganathan Co., Madras. 6. M/s. H. I. Pathak, Singhbhum, Sona, Bihar. 7. M/s. A. K. Kader Kutty, Kohnoor Sawmills, Malabar. 8. Mr. Ganga Dhar Bhuyan, Golaghat, Assam.

Mr. T. S. Avinashilingam Chettiar: On what basis are these plants distributed?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: It depends on the plant, it depends on the purpose for which it is required—whether it is immediately required for war purposes—and it depends upon which organisation is prepared to take it up to immediately produce what is required for war purposes.

Dr. Sir Zia Uddin Ahmad: Is the Honourable Member aware that there is a great deal of dissatisfaction among the provinces because they were not consulted and places were chosen where they are not wanted and places were neglected where they were badly needed?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I am not aware of any complaint from any of the Provincial Governments on the subject.

Dr. Sir Zia Uddin Ahmad: Did the Honourable Member consult the Provincial Governments in this matter?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: With reference to the largest number of these factories—saw mills—every Provincial Government and State Government was consulted before the allocation was made; and the Conservators of Forests in those places were invited to give their views on the suitability of the plants being located in certain areas.

Dr. Sir Zia Uddin Ahmad: What about chemical fertilisers?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: No fertiliser plant has been given by Government. One biscuit making plant has been given, and I take it that it has been given to the most appropriate firm that can work it. As a matter of fact it has been given to the Patiala Biscuit Company in the Patiala State.

Dr. Sir Zia Uddin Ahmad: Is it a fact that it is located in an Indian State with the object of avoiding income-tax and it has been given to persons who know nothing about biscuit making?

(No reply was given.)

Mr. Mannu Subedar: On what financial basis are these lease-lend plants given to private firms?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: On the basis, I take it, that the private companies pay the entire cost of it.

PACIFIC CHARTER

373. *Sardar Mangal Singh: Will the Foreign Secretary please state:

(a) whether Government have received the copy of the Pacific Charter recently prepared by the International Conference of the Institute of the Pacific Relations held at Hot Springs, United States of America; and

(b) whether Government propose to endorse the same and request His Majesty's Government also to declare their adherence to its principles?

Sir Olaf Caroe: (a) No, Sir.

(b) Does not arise.

Sardar Mangal Singh: Will Government make an effort to get a copy of the report?

Sir Olaf Caroe: I think it is not for Government to ask an academic society to send a report. If the society wishes to send it they will no doubt do so.

Mr. T. T. Krishnamachari: Did the Honourable Member consider this an academic society about eighteen months ago? Since when has he changed his opinion?

Sir Olaf Caroe: I have always regarded it as a learned and academic society. I never had any other opinion.

POSITION re FERTILIZER INDUSTRY

374. *Mr. Abdul Qaiyum: Will the Honourable the Supply Member please state:

(a) the latest position with regard to the setting up of a Fertilizer Industry in India;

(b) whether the plant for the same has been obtained from abroad, if not, the reasons therefor;

(c) whether the Fertilizer Commission Report will be published; and

(d) the decisions of Government on the above report?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a), (b), and (d). The attention of the Honourable Member is invited to the Press Note, dated the 20th January, 1945, which has been published on the subject.

(c) The Fertiliser Mission's report has already been published and is on sale.

Mr. Govind V. Deshmukh: Is there any truth in the statement which I saw that Government intend to purchase a plant belonging to the Imperial Chemical Industries, a plant which they purchased from Germany and which has been condemned because it is not giving any satisfaction?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I also have seen that statement. To put it very mildly, it is a terminological inexactitude.

REPORT OF BRITISH MISSION OF COAL EXPERTS

375. *Sardar Mangal Singh: Will the Honourable the Supply Member please state:

(a) whether his attention has been drawn to the report of the British Mission of Coal experts which has been published in the Indian Press on the 12th January, 1945;

(b) whether or not it is a fact that "old and inferior" quality of coal lifting machinery has been supplied to this country as is alleged in the case of United Kingdom;

(c) whether the Honourable Member made enquiries after the above report was published; and

(d) if the machinery is really "old and inferior" as is alleged, what action Government has taken to remedy the position?

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

(b), (c) and (d). The Honourable Member's attention is invited to the answer given in this House on the 8th February, 1945 to parts (d) and (e) of question No. 27.

PAUCITY OF SIKHS IN HIGHER POSTS OF RAILWAYS

376. *Sardar Mangal Singh: (a) Will the Honourable the Railway Member please state the percentages of Anglo-Indians, Parsees, Indian Christians and Sikhs in the gazetted and higher posts of the different systems of Railways in India?

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

The Honourable Sir Edward Benthall: (a) The Honourable Member will find the percentages, by communities, of gazetted officers and of subordinates on scales of pay rising to Rs. 250 per mensem and over (if on old scales of pay) Rs. 200 per mensem and over (if on new scales of pay) in Appendix C-IV to the latest Indian Railways Administration Report, Volume II, a copy of which is in the Library of the House.

(b) I would refer the Honourable Member to my reply to parts (d) and (e) of Starred Question No. 119, asked by Sardar Sant Singh on the 12th November, 1943. The percentage referred to in reply to part (d) of the Question applies equally to vacancies in the subordinate Railway services.

Sardar Mangal Singh: Do Government consider that in the case of a locally recruited service Government should suitably amend the rules so as to give due share to the Sikhs?

The Honourable Sir Edward Benthall: On a population basis I understand the Sikhs are entitled to 1.56 per cent., and the railways have actually recruited 1.1, 2.2, 2.2 and 2.1 in the last four years.

Mr. N. M. Joshi: May I know what steps Government propose to take to reduce the proportion of Sikhs to their proper level?

(No reply was given.)

PAUCITY OF SIKHS IN HIGHER POSTS OF SUPPLY DEPARTMENT.

377. *Sardar Mangal Singh: (a) Will the Honourable the Supply Member 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 Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) On 31st January 1945, the percentages were as follows:

Anglo-Indians—3.28 per cent.
Parsees—1.64 per cent.
Indian Christians—2.05 per cent.
Sikhs—2.32 per cent.

These figures do not include Ordnance Factories; information regarding which is being collected and will be placed on the table of the House as soon as available. The percentages for Ordnance Factories on the 1st November, 1944 were, however, as shown below:

Anglo-Indians—3.04 per cent.
Parsees—Nil.
Indian Christians—1.44 per cent.
Sikhs—1.48 per cent.

(b) Attention of the Honourable Member is drawn to the reply given to part (c) of starred question No. 107 answered on the 6th November, 1944.

Sardar Mangal Singh: In the percentage of 8.13 reserved for the smaller minorities, the Sikhs out of these smaller minorities.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member cannot make a speech; he can only ask a question.

Sardar Mangal Singh: I am asking whether the attention of the Honourable Member has been drawn to this fact that out of the total population of the four

smaller minorities the Sikhs number more than half and the number of posts that they get is very much less. Will Government consider making up that deficiency?

Mr. President (The Honourable Sir Abdur Rahim): That is a matter of argument.

PAUCITY OF SIKHS IN HIGHER POSTS OF EXTERNAL AFFAIRS DEPARTMENT

378. *Sardar Mangal Singh: (a) Will the Foreign Secretary please state the percentages of Anglo-Indians, Parsees, Indian Christians and Sikhs in the gazetted and higher posts in all sections of his Department?

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

Sir Olaf Caroe: (a)

Anglo-Indians—35 per cent.
Parsees—Nil.
Indian Christians—6 per cent.
Sikhs—Nil.

(b) These appointments are made by selection, the best available candidate in the Department being chosen, irrespective of the community to which he belongs. A Sikh, who was holding one of these appointments, retired from service in 1944. For the reason given, no question of making up deficiency arises.

PAUCITY OF SIKHS IN HIGHER POSTS OF POSTS AND TELEGRAPHS DEPARTMENT

379. *Sardar Mangal Singh: (a) Will the Secretary for Posts and Air please state the percentages of Anglo-Indians, Parsees, Indian Christians and Sikhs in the gazetted and higher posts in the Departments of Posts and Telegraphs?

(b) What steps do Government contemplate to make up the deficiency in the share of Sikhs?

Sir Gurunath Bewoor: (a) I lay on the table a statement giving the information asked for.

(b) There is no special reservation fixed for Sikhs. The question, therefore, does not arise.

Statement showing percentages of Anglo-Indians, Parsees, Indian Christians, and Sikhs in the gazetted (including higher administrative and executive posts) posts in the Posts and Telegraphs Department on the 1st January, 1945.

Total number of officers on 1st January, 1945	No. of Anglo-Indians (including domiciled Europeans)	No. of Indian Christians	No. of Parsees	No. of Sikhs
		<i>Permanent</i>		
478	126	14	8	6
Percentage	26.4 per cent	2.9 per cent	1.7 per cent	1.3 per cent (correct to one decimal place).
		<i>Temporary</i>		
283	73	12	Nil	5
Percentage	25.8 per cent	4.2 per cent		1.8 per cent (correct to one decimal place).

PROFITS OF POSTS AND TELEGRAPHS DEPARTMENT

380. *Mr. Amarendra Nath Chattopadhyaya: Will the Secretary for Posts and Air be pleased to state the actual profit of the Indian Posts and Telegraphs Department during the years 1941, 1942, 1943, and 1944, separately, and what was the profit separately from the (i) Post Office (ii) Telegraph, and (iii) Telephone?

†Answer to this question laid on the table, the questioner having exhausted his quota.

Sir Gurunath Bewoor: The accounts of the Indian Posts and Telegraphs Department, like all Government accounts, are kept for financial years beginning on the 1st of April of each calendar year and ending on the 31st of March of the succeeding calendar year. Figures for calendar years, as asked for, are therefore not available. I lay on the table a statement showing the figures for the financial years 1940-41, 1941-42, 1942-43 and 1943-44. The figures given indicate the surplus or deficit of revenue over expenditure.

Statement showing surplus or deficit of revenue over expenditure in each branch of the Indian Posts and Telegraphs Department during the past four years.

[Surplus (+) or deficit (-).]

Year	Post Office	Telegraphs	Telephones	Radio	Total
1940-41	(+) 43,52,802	(+) 37,44,883	(+) 42,29,307	(+) 1,53,333	(+) 1,24,80,325
1941-42	(+) 1,41,12,960	(+) 1,10,42,759	(+) 88,02,260	(+) 1,04,898	(+) 3,40,62,877
1942-43	(+) 2,92,53,248	(+) 83,24,081	(+) 76,95,376	(-) 1,03,487	(+) 4,51,69,2180
1943-44	(+) 4,02,93,359	(+) 2,29,16,594	(+) 2,68,66,456	(+) 1,80,601	(+) 9,02,57,010
		(A)		(A)	

(A) Includes surplus of the Telephone Systems taken over from the Licensed Telephone Companies at Bombay, Calcutta and Madras.

DEPUTATIONS, ETC., FROM POSTAL CONFERENCES AND UNIONS

381. *Mr. Amarendra Nath Chattopadhyaya: Will the Secretary for Posts and Air be pleased to state if he has received depositions, and petitions or a copy of any presidential address of any Postal and R. M. S. Conferences from the Unions during the period 1943-44 with regard to revision of scales of pay, war allowance, house-rent allowance, outstation allowance, platform attendance and record office duties, casual leave, newly recruited temporary staff and transfer of R. M. S. 'C' Division to B. and A. Circle? If the answer to each of the points enumerated be in the affirmative, would the Honourable Member place on the table of the House his decisions about the respective items?

Sir Gurunath Bewoor: Government have received various petitions and some presidential addresses and the Director-General of Posts and Telegraphs has received numerous depositions about most of the matters mentioned by the Honourable Member. Suitable action has been or is being taken with regard to the matters represented but it would involve an undue amount of time and labour to collect all the information asked for in the latter part of the question.

RESOLUTIONS OF ALL-INDIA POSTAL AND R. M. S. CONFERENCE, BOMBAY

382. *Mr. Amarendra Nath Chattopadhyaya: Will the Secretary for Posts and Air be pleased to state if he has received the resolutions passed by the 19th Session of the All-India Postal and R. M. S. Conference held in Bombay on the 25th and 26th December last under the Presidentship of the Honourable Raja Bahadur Gobindlal Motilal Shibal? If so, will the Honourable Member be pleased to state if he has considered the matters and come to any decision? If so, what is the decision?

Sir Gurunath Bewoor: The reply to the first part is in the affirmative. The resolutions are under the consideration of Government.

WITHDRAWAL OF A SET OF (HOWRAH-JHARSUGUDA) R. M. S. SECTION

383. *Mr. Amarendra Nath Chattopadhyaya: (a) Will the Secretary for Posts and Air be pleased to state if it is a fact that the sixth set of C7 (Howrah-Jharsuguda) R. M. S. Section has been withdrawn? If the answer be in the affirmative, will the Honourable Member please state the reasons therefor?

(b) Is the Honourable Member aware of the difficulties and inconveniences created by this step to the staff concerned? If so, what steps have been taken to redress their grievances?

Sir Gurunath Bewoor: (a) The fact is as stated. The sixth set is not justified under the prescribed departmental standard.

(b) No representation to that effect has been received, but the Director-General has been asked to look into the matter.

DENIAL OF USE OF RETIRING ROOMS AT OOTACAMUND RAILWAY STATION TO THE PUBLIC

384. *Sri K. B. Jinaraja Hegde: Will the Honourable Member for Railways be pleased to state if it is a fact:

(a) that the Coaching Guide of the South Indian Railway mentions Ootacamund as one of the stations at which retiring rooms are available to the public;

(b) that from April to September, 1944, public were not allowed the use of the rooms and that their allotment was controlled by the General Manager at Trichinopoly;

(c) that during the said period they were entirely allotted to officers on leave for days together;

(d) that the officers have got a rest house at Lovedale luxuriously equipped with all modern conveniences; and

(e) that passengers changing over from or to the Mysore bus and having to spend the night at Ooty have been put to great inconvenience thereby?

The Honourable Sir Edward Benthall: (a) Yes.

(b) Yes.

(c) These rooms were allotted to various officers for short periods.

(d) There is an officer's Rest House at Lovedale which is furnished.

(e) Government are not aware of any complaints.

Sri K. B. Jinaraja Hegde: Will the Honourable Member issue an order that the retiring rooms at Ootacamund should not be used for any other purpose, and that they should be made available to the travelling public?

The Honourable Sir Edward Benthall: No, Sir. It is necessary for these officers, especially in the present conditions under which they are working, to have rest and there is not sufficient accommodation in the Railway Rest House there. It is desirable to provide accommodation in order that they do not make longer journeys and thereby fill the trains, and therefore I think the present arrangement is desirable in the general interest.

Prof. N. G. Ranga: At the expense of the public.

Sri K. B. Jinaraja Hegde: Does the Honourable Member think that these retiring rooms are not necessary for the travelling public?

The Honourable Sir Edward Benthall: It is desirable, I quite agree.

Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member consider the desirability of renting out a separate bungalow for the use of railway officers and allowing the retiring rooms to be used by passengers?

The Honourable Sir Edward Benthall: It is a question of getting materials.

Mr. T. S. Avinashilingam Chettiar: The Honourable Member has not followed my question. I am asking for renting out a separate bungalow. The Railways have plenty of money for that.

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

Sir F. E. James: My Honourable friend is possibly not aware of the circumstances. Is he aware of the fact that Ootacamund at the present moment is extraordinarily overcrowded, that although there are hotels there is seldom accommodation available in them, and that, in point of fact, the travelling public are put to some inconvenience, particularly when they are catching connections to Mysore by bus? Will the Honourable Member therefore look into the matter?

The Honourable Sir Edward Benthall: I have said that I will look into the matter. I was a little surprised to hear from my Honourable friend that there were plenty of bungalows available which the railways could take up, but, as I have said, I will look into it.

OMISSION TO INVITE REPRESENTATIVE OF "INDIAN RAILWAY MAGAZINE" OF MADRAS TO A RAILWAY PRESS CONFERENCE

***385. Sri K. B. Jinaraja Hegde:** (a) Will the Honourable Member for Railways be pleased to state if he is aware—

(i) that the "Indian Railway Magazine" of Madras is the organ of the Madras Railways Users' Federation, a registered body;

- (ii) that it has been in existence for the last twenty years;
 (iii) that its avowed object is to ameliorate the grievances of the travelling public; and
 (iv) that the General Manager of the Madras and Southern Mahratta Railway recently held a Press-Conference to discuss matters of importance to the public and that the said Journal was not invited to the Conference?

(b) what are the reasons for the omission?

The Honourable Sir Edward Benthall: (a) (i) to (iii). Government have no information.

(iv) The reply is in the affirmative.

(b) The omission was inadvertent and has since been rectified.

PROMOTION OF INSPECTORS OF WORKS ON NORTH WESTERN RAILWAY

386. *Mr. H. M. Abdullah: Will the Honourable Member for Railways please state the principles governing the promotion of Inspectors of Works on the North Western Railway from Grade I to Grade II and from Grade II to Grade III?

The Honourable Sir Edward Benthall: The posts of Inspectors of Works, Grades II and III (old scales) corresponding to Class III, Grades III, IV and V of the new scales, have been declared as selection posts, promotions to which are made in accordance with rules 6 to 9 of Appendix II-A to the State Railway Establishment Code, Volume I, a copy of which is available in the Library of the House.

DIRECTOR OF PAPER

387. *Mr. Manu Subedar: (a) Will the Honourable the Supply Member please state the principles governing the promotion of Inspectors of Works on Director of Paper appointed by Government?

(b) Why did Government import a Controller instead of appointing an Indian with knowledge of paper manufacture and trade?

(c) When did he come to this country?

(d) What are the functions and powers of the Director of Paper?

(e) Since the conference with Sir Akbar Hydari in Bombay, how many new licences were given to private importers and how much paper has been imported by private parties?

(f) Have Government any information as to the number of orders pending?

(g) Is it a fact that Government are themselves importing for Government use very large quantities (if so, what are those quantities?) and that the normal sources of supply of private importers are taken up by Government?

(h) How do Government propose to ease the paper situation if the ability of the importers to add to the available supply is intercepted in this manner?

(i) How many paper mills and which of them were closed and for how many days on account of (i) lack of raw materials, and (ii) shortage of coal?

(j) What steps have Government taken to ensure that paper mills get a continued supply of coal in preference to other enterprises?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a), (b) and (c). **Mr. D. G. Currie**, who was appointed as Director of Paper with effect from 29th December, 1944, joined the Supply Department as a Deputy Director of Paper on 30th June, 1944. Prior to joining the Supply Department he was serving as a Major in the Army. He came to India in July 1942. He is an experienced Paper Technician and was employed with Messrs. Wiggins Teape & Co. (1919), London, who have numerous paper mills in the United Kingdom. After five years of training in all departments of the paper mills of this Firm, **Mr. Currie** was appointed to act as Manager of their Export Department in London in 1939. His pay as Director of Paper has been fixed at Rs. 1,680 per mensem. **Mr. Currie** was not deliberately imported for appointment to this post; in fact, at the time of his appointment as Director, he was already employed in the Supply Department and Supply Department were satisfied that

he possessed the necessary technical training and experience for appointment as Director of Paper.

(d) The Director of Paper advises and assists the Supply Department in all matters relating to paper production, import and, distribution. He is responsible for the allocation of orders on paper mills and for the exercise of powers vested in him under the Paper Control (Production) Order, 1944.

(e) During the shipping period July-December 1944, and January-June 1945 (so far) 1,305 licenses were issued and the quantity licensed amounts to 14,995 tons in round figures. The actual imports of paper (excluding newsprint and boards) through commercial channels during the period July-October 1944 were approximately 2,603 tons. The actual imports of all kinds of paper other than newsprint through commercial channels during the period July-December 1944 amounted to 4,912 tons.

(f) No.

(g) Government decided to import in 1944 about 20,000 tons of paper not in replacement of imports through commercial channels but through Government agency. A part of the importation has been admitted to L/L.

(h) Does not arise in view of my reply to the previous part.

(i) A statement giving the necessary information in regard to paper mills closed during the recent months is laid on the table of the house.

(j) The special requirements of paper mills are duly considered at the time of the monthly allocation of coal and every effort is made to ensure a continuous supply of coal to each mill according to its quota.

Statement

Name of the Mill	Period of closure	Average monthly production Tons.	Reasons
1. Jaswant Straw Board Mill.	Dec. 1944—16 days Jan. 1945—31 days. Feb. 1945—12 days.	300	Lack of raw material (Bhoosa.)
2. Andhra Paper Mill	Dec. 1944—8 days	150	Lack of raw material (Waste paper.)
3. Gujrat	Nov. 1944—18 days Dec. 1944—31 days. Jan. 1945—10 days.	100	Shortage of coal.
4. Straw Products, Bhopal	Nov. 1944—6 days Dec. 1944—5 days.		Shortage of coal.
5. Standard Board Mills	Nov. 1944—4 days Dec. 1944—3 days.		Shortage of coal.
6. Shree Gopal	Nov. 1944—5 days Dec. 1944—9 days.		Shortage of coal.

Mr. Manu Subedar: Has the Hydari Mission been entrusted with the question of looking into the methods of increasing paper supply to India, and is paper one of the topics on which we read in the newspapers that the Hydari Mission has come to a decision?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: No decision has been arrived at yet by the Hydari Mission, but I think that paper supply is one of the things which the Hydari Mission will look into.

Mr. Hoosseinbhooy A. Lalljee: May I know whether the Director of Paper has been appointed permanently or temporarily?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: It is a war appointment and therefore necessarily temporary.

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

FACTORY FOR PRODUCTION OF STABILISED BLEACHING POWDER

388. *Mr. T. T. Krishnamachari: Will the Honourable the Supply Member please state:

(a) whether the Government of India had entrusted to the Alkali and Chemical Corporation of India the work of erecting a factory for the production of stabilised bleaching powder;

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- (b) whether the Patent for the manufacture of stabilised bleaching powder was provided by the Imperial Chemical Industries, London;
- (c) Whilst stabilised bleaching powder with a 30 per cent. available chlorine powder was supplied by the factory belonging to the Alkali and Chemical Corporation of India adjoining the plant erected on behalf of Government;
- (d) whether the factory did not get on to a production basis for a year after the period stipulated in the Government's contract with the Alkali and Chemical Corporation of India;
- (e) whether the material ultimately produced was not up to the standard;
- (f) whether the Inspection Staff who were entrusted with trial runs of the factory before it could be taken over by Government, were not satisfied with the quality and quantity of the out-turn; and
- (g) whether ultimately the factory was taken over by Government and put on a "care and maintenance basis" though the working of it is still being entrusted to the Alkali and Chemical Corporation of India?

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

(b) Details of the process, which is an I. C. I. secret process, were made available by that firm to the Alkali and Chemical Corporation of India Ltd.

(c) Yes.

(d) Whilst the contract called for erection of the plant with all reasonable despatch no definite date of completion was laid down.

(e) Whilst stabilised bleaching powder with a 30 per cent. available chlorine content as produced in the U. K. was originally stipulated, it was later decided on account of climatic and raw material difficulties to accept material with a 22 per cent. available chlorine content.

(f) and (g). The factory was taken over by Government acting on the recommendations of the Inspection Staff who carried out the trial runs. The factory has been placed on a care and maintenance basis for the time being because military stocks of stabilised bleaching powder are adequate.

Mr. T. T. Krishnamachari: What was the total cost of this factory to Government?

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

Mr. T. T. Krishnamachari: May I ask the Honourable Member if he is assured by technicians that 22 per cent. chlorine in stabilised bleaching powder is effective as an antidote against mustard gas?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The technicians who have to advise me are the inspection staff of the War Department and they do not share that view.

Prof. N. G. Ranga: Are Government satisfied with its working?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: It is not working, Sir.

SELECTED CANDIDATES ON WAITING PANELS OF BENGAL NAGPUR RAILWAY

389. *Sir Abdul Halim Ghuznavi: Will the Honourable Member for Railways please state:

(a) whether the tested, medically fit and selected candidates of waiting panels formed in May, 1943, by the Bengal Nagpur Railway will be offered posts by the Railway Board when vacancies occur as the Bengal Nagpur Railway has since been taken over by the State;

(b) whether it is a fact that some of the candidates of the Engineering panels of the Bengal Nagpur Railway have been in the waiting panel since May, 1943, and that they are now age-barred for competing, if not provided with posts for which they were selected; and

(c) how many candidates there were in the Bengal Nagpur Railway waiting panel for Assistant Engineers' post when the Railway was taken over by the State and how many of the selected candidates have been offered posts after September, 1944?

The Honourable Sir Edward Benthall: (a) No. From the date the Bengal Nagpur Railway was taken over by the State, all future appointments will be made in accordance with State Railway Regulations.

(b) Yes.

(c) Nine; none of them has been offered an appointment after September 1944.

FINANCIAL CONCESSIONS TO COAL CONCERNS

390. *Mr. K. C. Neogy: (a) Has the attention of the Honourable the Supply Member been drawn to a press report stating that, at a recent meeting of the Coal Control Board in Calcutta, certain concessions in respect of Excess Profits Tax payable by coal concerns as also certain revised rates of production bonus payable to them were announced? if so, will the Honourable Member be pleased to make a comprehensive statement explaining in full the various financial concessions that have been or are proposed to be granted to coal concerns?

(b) Is it a fact that the Indian Mining Association in a memorandum submitted to the Honourable Member on the 10th December, 1944, stated that they did not want to press for any extension of Excess Profits Tax concession to the interests represented by the Association?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) I do not know which particular press report the Honourable Member is referring to but a statement on the subject he mentions was made at a recent meeting of the Coal Control Board.

As for the comprehensive statement the Honourable Member desires, it seems unnecessary to restate here the financial concessions enumerated in my reply to part (d) of the Honourable Member's question No. 17 in this House on the 1st November, 1944. The only further concession Government have sanctioned is the grant to Collieries of an additional bonus on total production for each of the six monthly target periods, viz., October 1944 to March 1945, April 1945 to September 1945, and October 1945 to March 1946, calculated as follows:

(i) When the output of coal from a colliery undertaking exceeds 110 per cent. of the target fixed for the six months, the colliery undertaking shall be given an additional bonus on total production at 5 per cent. of the price of coal; and

(ii) When the output exceeds 120 per cent. of the target the additional bonus will be payable at 7½ per cent. of the price of coal.

The bonus will be free from E. P. T. but will be subject to income-tax and super-tax. Total payments of bonus under this scheme will be restricted to a maximum of Rs. 2 lakhs per annum for any single colliery undertaking. As an alternative to applying for a bonus under the above scheme, and provided their production has been maintained at a level satisfactory to the Coal Commissioner collieries can apply under Section 26 (3) of the E. P. T. Act, for the grant of an allowance, in computing the profits of the chargeable accounting period or periods of which the target period forms a part, as would be equivalent to giving a minimum standard profit at the rate of Rs. 72,000 a year in respect of that half yearly target period.

All colliery undertakings will be entitled to choose one or the other of the two alternatives for any particular half yearly period, but no colliery undertakings can claim benefit under both these schemes simultaneously.

(b) The Indian Mining Association did not send me a Memorandum but its Chairman sent an advance copy of the speech he was to make at a meeting at Dhanbad on the 10th December, 1944. The following is the relevant extract from this speech:

"If Government likes to encourage the good producers by E.P.T. concessions and output bonuses possibly so much the better though we do not ask for them. Let Government make sure however that quality is not lost sight of in their anxiety for quantity."

The Honourable Member will see that he has not got the intention of the Association quite correctly.

DISTRIBUTION OF COAL WAGONS

391. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to make a statement explaining in detail the broad principles on which distribution of coal wagons is at present made?

(b) Is a regular list of priorities maintained in this connection, and wagons supplied in accordance therewith, as was the practice approximately up to the time when the Coal Control Order was enforced? If any such list is at present followed, in what respects, if any, does it differ from the list that was followed prior to the promulgation of the Coal Control Order? What positions do the following consumers now enjoy in the matter of priority of supply of Railway wagons for coal, and how do these positions compare with those occupied by them under the priority list maintained before the enforcement of the Coal Control Order:—

- (i) Soft coke for domestic consumption;
- (ii) Rice Mills, Oil Mills and Flour Mills;
- (iii) Provincial quotas other than those mentioned above; and
- (iv) Cotton Mills?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) The distribution of coal wagons is made having regard to the day to day availability of wagons in the coalfields, the order of priority for various industries, the monthly allocation and the daily target of despatches for each industry, demands of unforeseen urgency, and the operating conditions prevailing from day to day on the different routes and sections of the Railways.

(b) A regular list of priorities is maintained, and the present list does not differ materially from the list followed prior to the promulgation of the Coal Control Order. The position on the list of the consumers named is as follows:

- (i) Soft coke for domestic consumption—10th on the list.
- (ii) Rice Mills, Flour Mills—10th on the list.
- (iii) Oil Mills, Provincial quotas other than those mentioned above—10th on the list.
- (iv) Cotton Mills—8th on the list.

Mr. K. C. Neogy: With regard to the order in which these priorities have been fixed, has there been any material change with respect to them in regard to the consumers mentioned in the question?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: There has been no change.

Mr. K. C. Neogy: Do I understand, so far as the priorities are concerned, that they are of no practical value in view of the other factors which the Honourable Member has mentioned and which determine the day to day allotment of the wagons?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: No, Sir. They are of the very highest importance because priorities are not worked out in the sense that the first is served fully before the second is reached.

Prof. N. G. Ranga: Even subject to these decisions in regard to priorities, is there any distinction made between one province and another in the distribution of these priorities?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: No, Sir.

Mr. K. C. Neogy: Isn't it a fact that complaints have been made by interests affected by the working of these priorities that they are being departed from most arbitrarily in the day to day working of the system?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The priority principle is not departed from in the sense that an industry of a higher class gets more than the allocation or even gets full allocation before the next industry is looked into. What happens is that, say in the case of Railways, if the allocation has been made and owing to conditions of transport and other reasons

the railways are unable to get what they want, diversions are made from other industries, first to railways, to enable them to run. It is that that is causing complaints in the case of some industries but that I venture to think is inevitable owing to transport difficulties and the coal position.

Mr. K. C. Neogy: Who inquires into these?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: First the Deputy Controller, Coal, Khan Bahadur Farrukh and then the Government of India.

NOTICES SERVED ON COLLIERIES TO DELIVER COAL TO SPECIALLY FAVOURED INDUSTRIES

392. *Mr. K. C. Neogy: (a) With reference to the statement made by the Honourable the Supply Member in reply to my starred question No. 18 on the 1st November, 1944, explaining the methods of distribution of coal to different industries, will he be pleased to state whether it is not a fact that notices under the Defence of India Rules have, during the last few months, been served in several instances on collieries on the authority of the Deputy Coal Commissioner (Distribution) for the purpose of forcing them to deliver coal to specially favoured parties such as Jute Mills, Paper Mills etc., in supersession of the normal approved process of allotment under which other industries were entitled to the said supplies?

(b) Does the Honourable Member propose to give a detailed explanation of the circumstances in which action under the Defence of India Rules was taken in all these cases, indicating particularly the industries for whose benefit these special orders were served, and the reasons why the normal claims of other industries were thus superseded?

(c) What responsibility, if any, do Government accept for ensuring due payment of the value of coal the supply of which is thus diverted and forced, under the Defence of India Rules?

(d) Have complaints been received about the delay in payment of bills for coal thus supplied under the special orders of the Deputy Coal Commissioner (Distribution) to Government and non-Government concerns? If so, with what result?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) Yes, though my interpretation of "specially favoured parties" is probably different from the Honourable Member's. The directions in question have had to be issued so as to ensure that the requirements of certain essential consumers, including the Railways and the Defence Services amongst others, are met. In the absence of such directions, a Colliery may consign coal to consumers of its choice and essential consumers may go short in consequence.

(b) I regret that it is not possible to give a detailed explanation in each case. As I have said, the guiding principle generally is that certain demands must be met.

(c) Before any orders are issued, complete arrangements are made with the consumer for ensuring that payment is made for the coal supplies. The transactions are between the colliery and the consumer and Government accept no responsibility for ensuring that due payment is made, though they will always be prepared to lend their good offices in settling any disputes that may arise. I may add, however, that, so far, no complaints about the non-payment of bills have been received.

(d) Some complaints have been received and the reasons for delays in payment are generally either the failure on the part of the supplying collieries to furnish complete documents or the comparative remoteness of the accepting authorities. All such complaints have been promptly dealt with.

Mr. K. C. Neogy: May I request my Honourable friend to reconsider his attitude with regard to part (b) of the question and at least indicate the industries for whose benefit these special orders were made.

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: I think, Sir, there were three industries, if I might speak from recollection. One was the Jute Mills Association, the other the Paper Mills Association and the third, I forget, Sir. The reasons are obvious. The Jute Mills Association has rationalised its industry as my Honourable friend just now said and its demand is of a very limited amount. If the jute mills industry does not get the coal the result will be that the Government will be unable to keep its promise of a guarantee of minimum price of raw jute which it has undertaken. Jute will become excessive, the selling pressure will be such that the prices will topple down, and it is in the interests of the jute producer and the essential economy of Bengal and the jute mills production must be kept up.

The paper position is so acute that it is one of the industries where, as far as possible, essential coal supplies must be given.

I am unable to recollect the third.

These are the three cases where such a diversion has had to be made.

Mr. K. C. Neogy: I am much obliged. But would the Honourable Member care to tell the House which industries were prejudicially affected by the diversion of these wagons?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Sir, that is a very difficult question. What happens is that a diversion is made at a particular period and later on the industry which has not got the supplies is given its quota. If I can find more information on that subject I shall try and furnish it.

Mr. K. C. Neogy: Is it a fact that in the months of December and January last, almost all the wagons supplied to the Jute Mills Association were made available under these notifications.

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Probably, Sir, but still the complaint of the Jute Mills is that they did not get the quota which was allocated to them.

Mr. K. C. Neogy: How is it that the present system requires the application of the Defence of India Rules to such an extent for the benefit of one particular industry?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: As I said, the position of the jute industry requires that certain coal should be allocated and the colliery owners were allocating it elsewhere, and the acuteness of the position necessitated the applying of these rules for the time being. It is not a permanent order by any means.

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

GRANT OF PENSION TO CERTAIN WORKERS OF CORDITE FACTORY, -ARAVANKADU

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

(a) how many men there are in the Cordite Factory, Aravankadu, who have put in over twenty-five years' service and have not joined the Provident Fund recently introduced;

(b) if it is a fact that they have submitted memorials praying that they may be granted a pension;

(c) if it is a fact that the last Annual Conference of the Labour Union unanimously adopted a resolution requesting the grant of pension at the rate of half average pay for such men;

(d) if it is a fact that by his S. I. No. 143, dated the 18th January, 1942, the Superintendent of the Factory agreed to the grant of a monthly pension not exceeding Rs. 25, for such men; and

(e) whether Government propose to consider the grant of pension at the rate of half average pay for such workers?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The information is being collected and will be laid on the table when ready.

DISCRIMINATION AS REGARDS ALLOWANCES OF SUPERVISORS AND CHARGEMEN IN CORDITE FACTORY, ARAVANKADU

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

(a) if it is a fact—

(i) that the various kinds of allowances are given to the Anglo-Indian Supervisors and Chargemen in the Cordite Factory, Aravankadu; and

(ii) that the said allowances are given to the Indian Supervisors also; if not, why not;

(b) the starting salary and annual increments given to the Indian and Anglo-Indian Supervisors and Chargemen in the Cordite Factory, Aravankadu; and

(c) if he is aware of the feeling of resentment among the workers on account of the discrimination and, if so, whether he proposes to remove the same?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The information is being collected and will be laid on the table when ready.

INADEQUACY OF QUARTERS FOR WORKERS IN CORDITE FACTORY, ARAVANKADU

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

(a) whether it is a fact that many workers in the Cordite Factory, Aravankadu, are not provided with quarters and that they come to work from their homes, several miles away in some cases;

(b) whether it is a fact that if a worker is taken suddenly ill or is unable to come to his work owing to unforeseen circumstances without being able to obtain prior permission, his increment is stopped;

(c) whether it is a fact that communications to rural areas in Nilgiris is difficult and poor workers are not able to arrange for sending advance intimation in all cases; and

(d) whether Government propose to take necessary steps to see that absence without permission is not punished by such penalties?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The information is being collected and will be laid on the table when ready.

INADEQUATE SUPPLY OF SOFT COKE FOR DOMESTIC CONSUMPTION IN CALCUTTA

396. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to refer to his reply to my starred question No. 24, on the 8th February, 1945, regarding the requirements of soft coke for domestic consumption in Calcutta, and state the sources of the various estimates referred to by him which place the present daily requirements as 45 to 50 wagons? Has any enquiry been made at the instance of the Central Government into the adequacy or otherwise of the present supplies having regard particularly to the enormously increased population of Calcutta due to war conditions?

(b) Is the Honourable Member aware of the acute difficulties felt for the last few months by the civil population of Calcutta due to shortage of supply of soft coke for domestic consumption, and has any action been taken to remove these difficulties?

(c) What is the machinery for distribution of soft coke for domestic consumption in Calcutta at present, and what was the corresponding machinery in the year 1943?

(d) With reference to his reply to part (f) of the above question, is it the policy of the Central Government not to consult the Provincial Governments concerned, or even to inform them before reductions in the quotas of soft coke for domestic consumption are made? Have representations been received from the different Provincial Governments regarding the adequacy or otherwise of the supply of soft coke during the past few months? If so, to what effect and with what result?

(e) With reference to his reply to part (g) of the above question, is it the case that there is a dearth of second-class coal for manufacturing soft coke?

What are the different factors, apart from the available supply of wagons, that go to determine the quantity of available soft coke? Have Government under contemplation any step for the purpose of the removal of such impediments as may stand in the way of larger supplies of soft coke being obtained, apart from the question of wagon allotment?

(f) With reference to his reply to part (h) of the above question, will the Honourable Member explain what he means by the "requisite degree of priority"? What is the priority actually given to wagon supply for soft coke for domestic consumption in relation to other consuming interests?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) The estimates referred to were made during 1944 by the Director of Civil Supplies, Government of Bengal, and by the Deputy Coal Commissioner (Distribution). No detailed or formal enquiry has been made at the instance of the Central Government.

(b) I am not aware, that the difficulties experienced by the civil population with regard to soft coke have been greater than those experienced by consumers of coal generally. As stated in the reply to the Honourable Member's question No. 24 on the 8th February, 1945, there has latterly been an improvement in the soft coke supplies made. Apart from the soft coke supplied by rail, domestic requirements in Calcutta have been met also by the use of soft coke available from the Oriental Gas Company and of firewood, charcoal and gas.

(c) Wagons of soft coke are consigned to the Director of Civil Supplies, Calcutta, and to depot holders recommended by him. There has been no change in this matter since 1943. Distribution to individual consumers has always been the responsibility of the Provincial Government.

(d) The Deputy Coal Commissioner (Distribution) is in almost daily touch with Provincial Governments as regards their requirements, and keeps the Central Government informed. These requirements are considered each month by the Central Government along with other requirements at the time of making monthly allocations of coal. A representation from the Bengal Government was received by the Deputy Coal Commissioner (Distribution), and this has resulted in the improvement of soft coke supplies to Calcutta which was referred to in the reply to part (b) of the Honourable Member's question No. 24 on the 8th February, 1945.

(e) Up to the end of December, 1944, there was a dearth of second class coal for the manufacture of soft coke. The quantity of coal available for this purpose is determined by the total availability of the different grades of coal and coal allocations made by the Central Government to the various classes of consumers. From February, 1945, the position as regards availability has improved, and some portion of the coal normally utilized for the manufacture of soft coke but hitherto required for more essential purposes, has become available for increasing the manufacture of soft coke. Restrictions placed on certain collieries producing grade II coal have now been removed, and they have been permitted to manufacture soft coke. It is anticipated that from now onwards and up to the end of May 1945, at least, the only limiting factor in the supply of soft coke will be transport.

(f) I invite attention to the reply given to part (b) of the Honourable Member's question No. 391 earlier today.

Mr. K. C. Neogy: Is it not a fact that in the year 1943 although the allotments of soft coke were being made theoretically to the Directorate of Civil Supplies, the distributing authority made himself responsible for seeing that the actual coal wagons reached the depot holders individually? And is it not a fact that there has been some departure in regard to this matter with the result that the distributing authority at the present moment does not keep himself informed as regards the actual supplies of wagons to the depot holders and that even though the supply is admittedly short at the present moment, even the short supply is not reaching the actual consumers because of the lack of supervision on the part of the distributing authority?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: My information is that there has been no change in this matter since 1943. Probably what

the Honourable Member refers to is an arrangement which existed before 1943. I shall look into the question and see how it can be reconciled with the present arrangement, whereby the Provincial Governments have the main responsibility.

Dr. Sir Zia Uddin Ahmad: Will the Honourable Member please state whether the Government have got any machinery to determine the quality of coal required by particular industries, so that there may be economical consumption of coal?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Yes, Sir: the Government have got the machinery and it is a constant care of the Government to allocate particular grades of coal to particular industries.

Dr. Sir Zia Uddin Ahmad: Is it a fact that there has been a complaint recently that the Railways are consuming a better quality of coal where they might as well use inferior quality?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: On the other hand, the complaint of the Railways has been that they are getting inferior quality and a quality of coal which they cannot consume.

COMPLAINTS RE FIXATION OF INADEQUATE QUOTAS OF COAL WAGONS FOR CERTAIN INDUSTRIES

397. *Mr. K. C. Neogy: (a) With reference to the reply to my starred question No. 25 on the 8th February, 1945, will the Honourable the Supply Member be pleased to state whether the figures of coal allocations to individual industries which he has declined to disclose, have been made available to different organisations of commerce and industry in India, or are they meant to be kept a State secret?

(b) Have representations been received regarding the injustice done to different industries by the initial fixation of inadequate quotas of coal wagons for them and subsequent reduction therein? If so, in respect of which industries have such complaints been received, and with what result?

(c) With reference to the answer to part (d) of the above question, will the Honourable Member indicate the industries in respect of which there has been any reduction in the basic quotas in recent months? In this connection, will the Honourable Member answer the following part of the above question to which no answer has been supplied:—

"What has been the effect of such reduction on the industries concerned?"

(d) What are the reasons for any reduction in the quotas for certain industries in the year 1944, having regard to the improvement in the coal output as compared with the previous year?

(e) Is the "relative essentiality of the consumer concerned" (referred to in the answer to parts (b) and (c) of the above question) judged by the coal Commissioner or his subordinates afresh every month before the monthly coal allocations are made, or has such "relative essentiality" of an industry as a whole been determined once for all by Government for the guidance of the coal Commissioner? Has the Honourable Member satisfied himself that the procedure referred to by him does not lend itself to favouritism?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: (a) Figures of total monthly allocations to the various classes of consumers are communicated to the authorities concerned with the detailed sub-allocation for each class. These authorities are mostly Departments or officers of Government, but in a few cases the sub-allocation is made by a body representing the industry as a whole.

(b) Representations about the inadequacy of the initial quota fixed and cuts subsequently made therein have been received from practically every class of consumer. I regret it is not possible to give details within the time available, but such ameliorative action as is justified and possible is taken.

(c) I do not think it will be helpful to compare recent allocations with the basic quotas as the latter, which were fixed over 15 months ago, have become somewhat unreal. The attempt latterly has been to meet essential demands to the maximum extent possible and I can say that, by and large, there has been a definite improvement in allocations during the last four months.

The effect on the various industries of the cuts imposed on the basic quotas has varied, depending on the location of the units of an industry, the extent of rationalization if any that has been possible, the season and several other factors. Some individual concerns may have had to close down temporarily or to curtail production, but this is inevitable in the midst of a general shortage of coal and the inescapableness of certain demands.

(d) The slight increase in raisings in 1944 has been off-set by greatly increased demands from certain key consumers such as Railways. But as already stated, there has been a definite improvement in allocations in the closing months of 1944.

(e) The relative essentiality of the various classes of consumers is determined each month by Government and not by the Coal Commissioner. The second part of the question does not arise.

Mr. K. C. Neogy: With regard to the answer to part (e) of the question, what is the meaning of the word "Government": which particular officer is charged with the responsibility in regard to this matter?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The allocations are determined by a Committee of Secretaries at a meeting at which the Secretary of the Supply Department presides. These recommendations come before a Committee of the Executive Council, called the War Resources Committee of Council consisting of about six or seven members and the proposals are either approved or modified by them.

Mr. K. C. Neogy: Is this procedure gone through every month?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: Yes, Sir: every month.

Mr. K. C. Neogy: Having regard to the complaints that admittedly exist in regard to this matter, what steps does the Honourable Member propose to take for the purpose of removing the misapprehensions that might remain in the minds of the interests affected? Does he propose to consult organisations of industries and trade such as the Chambers of Commerce with regard to this matter?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: The organisations of the industries constantly approach the Government with their representations. The Chambers of Commerce have made representations. I take it that the fact that the allocations are not left to the individual discretion of any officer but that the Committee of Council itself looks into them will be sufficient guarantee that all steps possible are being taken to see that all interests concerned are fairly treated.

Mr. K. C. Neogy: Does the Honourable Member propose to have a sort of conference with the representatives of the interests concerned, if possible to discuss this matter round the table, apart from these interests making representations and the Honourable Member giving replies to those representations?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: If I might be permitted to refer to a personal matter, it was only in December last that the Committee of the Federation of Chambers of Commerce passed a resolution thanking me and the officers who are working with me for the care with which the coal distribution is being made. If my Honourable friend is correct and there is apprehension still, I shall consider the suggestion that he has just made.

Dr. Sir Zia Uddin Ahmad: Is there not any danger that the persons who come to the conference will be the only persons benefitted by it and the other persons will be left out?

(No answer was given.)

SCHEDULED CASTES CLERKS OF SUBORDINATE OFFICES APPOINTED IN RAILWAY BOARD

398. ***Mr. Piare Lal Kureel:** (a) Will the Honourable the Railway Member please state whether the Railway Board has sent a circular letter to all General Managers, asking them to forward the names of Scheduled Castes Clerks serving in various subordinate offices for employment in the Railway Board as routine clerks and typists?

(b) If the answer to part (a) above be in the affirmative what is their total number, and to which provinces do they belong, and have they been appointed in the Railway Board or not?

The Honourable Sir Edward Benthall: (a) Five General Managers were addressed.

(b) Three names were received but information regarding the Provinces to which they belong is not readily available. All the three have been offered appointments in the Railway Board's Office and their acceptance of these offers is awaited.

Mr. Piare Lal Kureel: Is it a fact that the names of Scheduled castes clerks employed in subordinate offices are not being forwarded by their immediate superior officers?

The Honourable Sir Edward Benthall: I am not aware of that. The General Managers have been asked specially to look into it.

Mr. Piare Lal Kureel: Is it a fact that the name of one Mr. Mangal Prasad Khatik, has been recommended by the General Manager and if so, will the Honourable Member state whether he has been appointed or not?

The Honourable Sir Edward Benthall: My information is that those who have been recommended have been accepted.

MONEY FROM BENGAL AND NORTH-WESTERN AND ROHILKUND KUMAON RAILWAYS REQUIRED UNDER ORDINANCE NO. 57 OF 1942

399. ***Mr. Satya Narayan Sinha:** Will the Honourable the Railway Member be pleased to state if he has received the money from the Bengal and North-Western and Rohilkund Kumaon Railway Companies, as required by Ordinance No. 57 of 1942? If not, does the Honourable Member propose to advise the House as to how it is proposed to honour the pledge given to the employees before taking them over under the State service?

The Honourable Sir Edward Benthall: The amounts payable by the Liquidators of the late B. & N.W. and R. & K. Railway Companies under Ordinance No. 67 of 1942 are under negotiation between the Secretary of State and the said Liquidators. The latter part of the question does not arise.

SCALES OF PAY OF EMPLOYEES OF OUDH AND TIRHUT RAILWAY

400. ***Mr. Satya Narayan Sinha:** (a) Will the Honourable the Railway Member be pleased to state whether any improvement has been made by Government in the scales of pay of the employees of the Oudh and Tirhut Railway? If not, why could this not at least be brought in level with the scales existing on other State Railways?

(b) How many administrative posts exist on the Oudh and Tirhut Railway, and how many of these are held by Indians? If the reply be that none of these are held by an Indian, what are Government doing to select capable Indian Officers of this Railway for these posts?

(c) Is it a fact that due to increase of work on this Railway posts of Deputies are being created in all Departments? If so, do Government propose to select some of the capable Indian Officers of this Railway for some of these posts with a view to keeping pace with other State Railways so far as Indianisation of services is concerned?

The Honourable Sir Edward Benthall: (a) I would refer the Honourable Member to my reply to his Starred Question No. 29 asked on the 8th February, 1945.

(b) Seven; one of which is at present held by an Indian. The latter part of the question does not arise.

(c) The necessity for providing Deputies' posts in certain departments is under examination and the claims of all officers eligible for promotion to administrative rank will receive due consideration, if and when the posts are created.

Mr. Badri Dutt Pande: In view of the fact that there has been a strike for four days among the menial staff due to shortage of pay what steps have the Government taken to ameliorate the lot of this menial staff, so that there may be no further strikes?

The Honourable Sir Edward Benthall: As I have said, there has been a revision which comes into force on the 1st April.

Dr. Sir Zia Uddin Ahmad: May I know whether the Government have received any report from the same railway about sudden transfers, inadequate salary and harassment by the officers?

The Honourable Sir Edward Benthall: No, Sir; that does not arise out of this question.

Mr. Muhammad Nauman: May I know, with reference to part (c), who makes the recommendations and whether the Railway Board examines those and approves of those appointments or what is the method followed?

The Honourable Sir Edward Benthall: Yes; to the best of my knowledge, that is so.

Mr. Muhammad Nauman: It is on your approval that these appointments are made on the O. & T. Railway?

The Honourable Sir Edward Benthall: Yes; that is so.

Dr. Sir Zia Uddin Ahmad: Officers, or the subordinates as well?

The Honourable Sir Edward Benthall: Officers.

DELAYS BY RAILWAYS IN SETTLEMENT OF CLAIMS OF TRADING PUBLIC

401. *Mr. Satya Narayan Sinha: Will the Honourable the Railway Member please state if he is aware of the grievances of the trading public so far as settlement of compensation claims and refunds are concerned? The delay being considerable, what steps are being taken to expedite matters on all Railways specially on the Oudh and Tirhut Railway?

The Honourable Sir Edward Benthall: The question of expediting as far as possible the settlement of claims for compensation or refund both from the trading public and others is already receiving the active attention of Railways and of the Railway Board. Railways have already expanded their Claims Organisations considerably and the O. & T. Railway recently instituted a special 'drive' which has already shown improved results.

OVERCROWDING IN TRAINS

402. *Mr. Satya Narayan Sinha: Will the Honourable the Railway Member please state if he is aware of overcrowding in trains at present? Is he also aware that overcrowding in upper classes becomes worse on account of Railway employees occupying the same in large numbers? Do Government propose to instruct Railway administrations to take steps to reduce overcrowding and, as a special relief to the travelling public, to provide extra carriage for their employees in each train?

The Honourable Sir Edward Benthall: I am aware that overcrowding exists in trains. All steps possible in the present war conditions have already been taken to mitigate overcrowding. The accommodation utilised by railway employees represents a very small proportion of the total upper class accommodation on trains, and the provision of separate carriages for them would not be justified. Moreover, practically all trains already run with the maximum stock possible consistent with the haulage capacity of locomotives, speed of trains and lengths of sidings at stations.

Mr. Muhammad Nauman: May I know whether the Honourable Member is aware that railway employees are mostly those who try to overcrowd the first and second class compartments?

The Honourable Sir Edward Benthall: No, I have just said that it is definitely not a fact.

Lt. Col. Dr. J. C. Chatterjee: Will the Honourable Member for Railways consider the possibility of restricting or decreasing the number of passes granted to railway officers?

The Honourable Sir Edward Benthall: That has already been considered.

Prof. N. G. Ranga: Is any effort being made to ascertain what effect has been produced by way of reducing this overcrowding by all possible steps that are being taken, according to the Honourable Member, by Government to reduce overcrowding? Has any effort been made to see what results are being achieved by all these possible steps?

The Honourable Sir Edward Benthall: Yes; as the Honourable Member knows, we have carried out a very extensive publicity campaign, but unfortunately it has been infructuous.

Prof. N. G. Ranga: What is the result of this campaign?

The Honourable Sir Edward Benthall: As I say, it has been infructuous.

Mr. Abdul Qaiyum: Why do you not ask those who sell the tickets not to sell tickets in excess of accommodation which you have?

The Honourable Sir Edward Benthall: As public carriers, we have to try and carry the people.

UNSTARRED QUESTIONS AND ANSWERS

REMEDY TO RAILWAY SERVANTS AGAINST INFRINGEMENT OF RULES BY SUBORDINATE RAILWAY OFFICERS

10. Mr. Ananga Mohan Dam: Will the Honourable Member for Railways please state the nature of remedy provided to Railway Servants against the infringement of rules by subordinate Railway officers, and if no remedy is provided, the reasons therefor?

The Honourable Sir Edward Benthall: The rights of appeal against the imposition of penalties, available to railway servants, are detailed in Chapter XVII of the State Railway Establishment Code, Volume I, a copy of which is available in the Library of the House.

QUALIFICATIONS AND EXAMINATIONS PRESCRIBED FOR ESTABLISHMENT CLERKS (RAILWAYS)

11. Mr. Ananga Mohan Dam: Will the Honourable Member for Railways please state the qualifications and examinations prescribed for the Establishment clerks in the offices of Railway Board, Railway Administrations and Divisional Superintendents?

The Honourable Sir Edward Benthall: The general qualification prescribed for the clerks referred to is a pass in the Matriculation Examination of a recognised university or an equivalent examination. The clerks in the ministerial service of the Government of India including the Railway Board, have, in addition, ordinarily to pass the requisite Federal Public Service Commission's examination. Government have prescribed no additional special qualifications or examinations for establishment clerks, but under the note to rule 5 of the Rules for the Recruitment and Training of Subordinate Staff, contained in Appendix H to the State Railway Establishment Code, Volume I, a copy of which is available in the Library of the House, a General Manager is authorised to adopt the selection-cum-examination method at his discretion.

MEMORANDA FROM REPRESENTATIVES OF MINING INTERESTS OF BENGAL AND BIHAR AT DHANBAD CONFERENCE

12. Mr. K. C. Neogy: Will the Honourable the Supply Member be pleased to lay on the table copies of the different memoranda received by him from the representatives of mining interests of Bengal and Bihar at a Conference held at Dhanbad on the 10th December, 1944, indicating the views or decisions of the Government on the points raised therein?

The Honourable Dewan Bahadur Sir A. Ramaswami Mudaliar: A copy each of (1) the Joint Memorandum submitted by the Indian Mining Federation and Indian Colliery Owners' Association, (2) the Memorandum submitted by the Indian Collieries' Union and (3) the speech delivered by the Chairman of the Indian Mining Association, at a conference held at Dhanbad on the 10th December 1944 are laid on the table.

Action has been taken on the following points:

(1) *Delays in the receipt of plant and machinery on order.*—The gravity of the coal position in this country is fully appreciated in the U. K. and the supply position is definitely improving.

(2) *E. P. T. should not be levied on coal.*—Government are not prepared to accept this proposition, but they have since sanctioned the grant of additional E. P. T. free bonus on total production. As an alternative to applying for the

bonus under the above scheme, provided production has been maintained at least at the level of the previous accounting period, collieries can apply for the grant of an allowance under section 26(3) of the E. P. T. act, equivalent to giving a minimum standard profit at the rate of Rs. 72,000 a year, instead of Rs. 36,000 in respect of a particular half-yearly target period.

(3) *Provincial Cesses should be allowed as Expenditure in determining profits.*—It is not possible to agree to a relaxation of the provision under which Provincial Cesses cannot be taken as expenses in determining profits in assessing Income-tax and E. P. T.

(4) *Target figures for purposes of bonus have been fixed too high.*—This is not correct. Targets have been fixed after taking into account factors such as raisings for the six to nine months preceding March 1944, the latest raising figures available about March 1944, the capacity of the mine, etc. The orders provide, for downward revision when special justification exists.

(5) *Representation on the Coal Control Board is defective.*—Government consider that the existing three Associations adequately represent the views of the entire coal trade.

(6) *Control over the recruitment of Labour should be relaxed.*—Experience has shown that the Controlled Area Scheme and the Labour Recruitment Control Order, in spite of difficulties in enforcing them, have helped to improve the supply of labour for collieries. It has therefore, been decided to retain these orders.

(7) *Delay in the payment of bills for coal supplied.*—The Railway Board have issued instructions that the payment of bills on account of coal supplied should be made within a fortnight of the receipt of the bills. If cases of delay in payment by other consumers are brought to the notice of Government, necessary action will be taken.

(8) *Distribution of foodstuffs through private pools.*—Government have carefully considered the question and have arrived at the conclusion that the pool system is the best method of controlling prices and also the most convenient way of ensuring supplies to the collieries. The remaining points raised are still under consideration. It is not possible to indicate Government's views therein in advance of final decisions.

Joint Memorandum submitted to the Honourable Sir A. Ramaswami Mudaliar, K.C.S.I., Supply Member, Government of India, by the Indian Colliery Owners' Association and the Indian Mining Federation.

The 10th December, 1944.

Sir,

I extend a hearty welcome to you on your visit to the coalfield on behalf of the Indian Colliery Owners' Association and Indian Mining Federation which embrace in their fold practically the entire body of the Indian Mine Owners, big and small working all grades and qualities of coal and contributing about 40 per cent. to the total production of coal in this country. This is practically your first visit on the momentous mission of grappling with a problem which appears to have baffled so far all attempts at improvement in the production of coal, which is a prime necessity at any time and specially so at the present moment to assist war efforts. I am sure by this time, with your intimate association with the coal trade for the last few months, you have a clear appreciation of the problems confronting us and hampering production so lamentably. I may state at once that the problem of distribution has to a large extent been solved to the satisfaction of both producers and consumers. I wish I could say the same about production, but unfortunately in spite of the creation of a number of authorities all aiming at the same purpose, the objective has not been attained due perhaps to causes beyond their control. The main problem may be summed up under three heads, viz., the non-availability of the requisite machinery and plants, shortage of labour and taxation.

In the matter of procurement of machinery, both steam and electrical, the Government have failed so far to give any help worth the name in spite of the fact that a number of authorities have been placed on us to whom we have to approach at different stages entailing thereby only paper work, which materialises into nothing tangible. We do our best, and we doubt not the authorities do their best, but the key is not in the hands of either, essential machinery ordered as far back as 1942, has not yet been made available to the collieries perhaps because they are far down in the priority list in U. K. I understand also some boilers requisitioned in this country nearly a year ago have not been received in the coalfields yet. I need hardly point out that this state of affairs requires to be radically changed, if better out-put of coal is to be aimed at. Too many authorities dealing with the question of supply of machinery should be done away with if delay is to be avoided.

The next question, viz., shortage of labour appears to me to be the crux of the whole problem. Time and again we have been assured that Government had already taken steps to put a stop to the diversion of colliery labour to other occupations in the contiguous areas to the coalfields, but with no appreciable result. Labour legislations, which are otherwise quite useful have unfortunately resulted in lower production. It appears anomalous, but none the less a fact, that the inducements to put in more work and produce more coal in the shape of free rations and cash compensatory allowances on attendance only has tended towards the very opposite result. I would like to suggest as a remedy to this state of affairs that the free rations and cash compensatory allowance should be linked to production. In this connexion I would further urge that the very vexed question of supply of foodstuff and consumer goods to our labour should be the direct responsibility of the Government, who ought to start controlled shops for the purpose in suitable areas throughout the coalfields. This will give the much needed relief to the colliery management to concentrate upon other problems of production. Further more the recent Government order for control of recruitment of colliery labour requires contractors to take out licenses from District Magistrates. I am of the opinion that such procedure will inevitably lead to very great delay in going through Law Courts, and what is worse it may lead to interference by the police at some stage or other, and in that case the whole business of recruitment will go utterly to pieces. I cannot too strongly impress upon you the necessity of annulling this order in its application to the collieries. I have to submit another question, which seriously interferes with the work of our Managers and staff, viz., the labour welfare work carried on by so many different Authorities, we had, so far, to deal with the Mines Board of Health but recently measures appertaining to other welfare works although most of them within the purview of the Health Boards have been undertaken by the Labour Welfare Fund which has functions identical with those of the already existing Boards, viz., the Health Board, the Water Board and partly the District Board. This overlapping and duplication lead not only to wastage of funds, but involve heavy work on our staff in attending upon so many different Authorities. The procedure serves no useful purpose but hampers our work quite seriously, I, therefore, suggest that the existing Boards should be absorbed by the Labour Welfare Fund and the colliery staff should be spared from attending upon too many Inspectors of different Departments. The same or similar statistical material has to be submitted to too many different Authorities. It will be an advantage to reduce this paper work as far as possible.

I now come to the next point of taxation which presses so heavily on the coal trade. You are aware, sir, that the coal industry in the past suffered more from depression than most other industries, and consequently its economic vitality is so very low that it is unable to bear the burden of heavy taxation. In order to maintain production of coal it is essential to continue development of mines for which plant and machinery are constantly required. For more than a decade the coal Trade has passed through unprecedented depression and the prices paid during that period were so low that it was impossible for the collieries to undertake any development work. When the conditions became slightly better sometime after the war started it was felt that collieries would be able to finance the overdue developments, but the increase in the rate of income tax and imposition of the Excess Profits Tax have upset all our calculations. The exigencies of war call for extreme sacrifices, but at the same time an undertaking should be in a position to finance purchases of essential requirements as also to create a reserve to meet future developments, which it is not possible under the present heavy taxation. Besides, coal being a wasting asset, deserves to be treated on a different footing from other industries, and should be totally exempted from the operation of the Excess Profit Tax. It may also be mentioned here, Sir, that unlike other industries the coal industry has to pay Road Cess on profits. In this connection while I appreciate the step taken by your Government to encourage production by granting bonuses free of Excess Profit Tax, I regret to have to point out that the target figures of collieries have been so fixed as to preclude the vast majority of them from participating in the benefit offered.

Sir, I had the privilege of looking over the memorandum submitted to you by the Indian Mining Association through the courtesy of its Vice Chairman as he has stated. I agree with some points made in that memorandum, but I very much regret the depreciatory observations made regarding lower grade coal, which has been characterised as bad coal. It is natural that when there is a gap between supply and demand and the demand outstrips supply attempts are made everywhere to fill it up, and if this bad coal has come to serve that purpose and did a useful function of saving the serious situation created by lower production of better coal I do not see why this coal should be condemned and attempt should be made time and again to get rid of it. The memorandum states that this coal is suitable only for brick-burning and domestic soft coke, and ought to be confined to a specified figure, the correctness of which I do not admit. During the past few years this coal has proved its usefulness, even in respect of long distance traffics, and whenever there was general shortage of coal this coal greatly contributed to the successful continuance of various industries engaged in war productions enabling them to maintain their production. I cannot but too strongly advise the Government that they should now concentrate on obtaining more and more production of coal in general instead of allowing any line of demarcation to be drawn between superior and so called inferior coal.

With regard to one more suggestion made in the memorandum of I. M. A., viz., the creation of a panel of experts, I do not propose to offer any definite opinion at present. Although there appears to be no necessity for any fresh organisation to be set up the proposed creation of a panel of expert should be a subject of thorough consideration, and should not be set up without taking all interests into consideration.

I thank you again, Sir, for the lively interest you have been taken in the amelioration of the coal industry.

Note presented by the Committee of the Indian Collieries Union, Katrasgarh (Bihar) to the Honourable Supply Member, Dewan Bahadur Sir A. Ramaswami Mudaliar, K.C.S.I., on the 10th December, 1944, at Dhanbad.

The Committee of the Indian Collieries Union at the outset conveys its thanks to the Honourable Supply Member for meeting the Mineowners in general for the purpose of discussing with them the present critical condition of the Coal Industry with a view to solving its immediate problems. The Committee of the Union fully appreciates this step as it gives an opportunity to all sections of the coal trade irrespective of any Trade Organisation to represent their respective view-points on the subject. The Committee of the Union hopes that in future similar opportunities would be extended to all the Mineowners in general to meet the Honourable Member for discussing the cause and the cure of the chronic malady of the Indian Coal Industry.

The Committee of the Indian Collieries Union is fully conscious of the paramount importance of increased output of coal in the interest of the country, both industrial and economic, and equally realises that greater output of coal is an essential factor in the country's war efforts and as such needs to be boldly faced with all its actualities.

The Committee of the Union at the outset regrets to point out that in its opinion the measures and steps so far taken by the Central Government to increase the output of coal by introducing the present Coal Control Scheme were defective on many fundamental points thus defeating the very object for which the same was introduced. The Committee of the Union in this Memorandum would, as briefly as possible, express its considered views on some of the points and the Committee hopes that its suggestions would be carefully considered by the Honourable Member and necessary steps would be taken on the lines suggested by it with such modifications as would be found necessary.

(1) *Uncertain condition.*—The Committee of the Union would like to draw at the outset the Honourable Member's attention to the extremely uncertain condition in the coal industry so far as the small second-class collieries are concerned. The Committee of the Union believes that for some years at least the output and potential capacities of the small second-class collieries must be fully taken advantage of by the Government and should not be ignored. But, unfortunately, in the present Control Scheme there is a provision for closing down any Mine if and when it would be required. In spite of verbal assurances from the Honourable Member from time to time this condition has acted as a deterrent to the efforts of the small second-class mineowners to increase their respective output by progressively developing their mines. The Committee of the Union therefore suggests that the first step to increase the output of coal is for the Government to make a definite and unambiguous statement clearly stating that they have no intention to close down any colliery until at least five years after the cessation of hostilities.

(2) *Labour condition.*—The Committee of the Union while appreciating the desire of the Government to improve the living conditions of the mining labour, would like to point out that the steps recently taken by the Government for the increased earnings of the mining labour and the extension of other facilities such as food supply, etc., without ensuring, at the same time, the corresponding obligation on the part of the mining labour for regular attendance and minimum per capita output, have to a great extent been responsible for the steady fall in output. The Committee of the Union therefore suggests that, in consultation with the representatives of the labour and other interested parties, a scheme may be formed which would not only ensure better wages and other facilities to the mining labour but would also at the same time ensure reasonable per capita output. The Committee suggests that this may be done by introducing a bonus system on sliding scale on corresponding per capita output.

(3) *Food supply.*—The Committee of the Union would like to draw the immediate attention of the Honourable Member to the present method of distribution of rice and other foodstuffs in the coal-fields, specially in the Province of Bihar. In this connection the Committee of the Union would invite the Honourable Member's attention to the note presented by the Union on this subject to the Famine Commission, a copy of which was duly sent for information to the Supply Department (copy attached for ready reference). The Committee of the Union is definitely of opinion that the present method of distribution of rice and other foodgrains through private Pools of the Coal Trade Organisations is detrimental to the interest of the small Indian Collieries, which in the present condition can be of very considerable assistance to the Government in increasing the output of coal. The Committee of the Union, therefore, suggests that the administration and distribution of food supply to the mining labour be placed under the control of one central organisation of the Central Government so that each mineowner may have the right and liberty to draw his quota of rice and other foodgrains from such central organisation at controlled rates on actual weights. The Honourable Member is no doubt aware of the fact that at present mineowners are forced to purchase rice and other foodstuffs at rates much higher than the controlled rates from the two Pools. The persistent refusal of the Rationing Authority of Dhanbad to supply rice and other foodstuffs direct to the small mineowners jointly in full wagon loads on payment of cash against delivery on actual weights has not only been the source of irritation but has also created a considerable amount of discontent amongst them—thus reacting greatly on the

(4) *Cess and Tax.*—The Committee of the Union would draw the Honourable Member's further attention to the fact that the various cesses and taxes and the Excess Profits Tax are now imposed upon the Coal Industry are standing definitely in the way of greater output. Unlike other industries the Coal Industry have to pay a cess of a minimum of 1 per cent. on profits besides a tonnage cess in Bihar as Road Cess. It is a common knowledge that on an average at the time of assessment of road cess and income tax, approximately 15 per cent. to 25 per cent. of the bonafide revenue expenditures are disallowed in each case which sometimes comes to a total of 40 per cent. to 50 per cent. over the actual profits. The small mineowners are thus naturally reluctant to increase their output or fear of being obliged to find funds for paying cess and tax for so called profits which actually were never earned, besides the chances of paying Excess Profits Tax on such amount. In this connection the Committee of the Union would like to draw the Honourable Member's attention to the fact that so far as the small second-class Collieries are concerned they have not in most cases the privilege of a fair amount of standard profits in their favour or the purpose of assessment of E. P. T. which the first class Collieries some cases have. The suicidal coal purchase policy in the past of the Railway Board which consumes the major portion of the output of small second-class Collieries, were solely responsible for his position. The Committee of the Union have no hesitation in saying that had the Railway Board and the different Government Departments taken a long term view in the past, most of the mineowners who are now handicapped for want of sufficient development in their mines to increase their output, would have been in a better financial position and their mines would have been in a better condition to yield greater output. The Committee suggests that as coal is a wasting asset, it should not be subject to E. P. T. Assessment.

(5) *Difficulties about Machinery & Plants.*—The Committee of the Union would also draw the attention of the Honourable Member to the fact that although there has recently been some improvement in the matter of issuing permits for machineries and colliery plants, the mineowners are still suffering greatly for want of mining machineries. Permits are no doubt now issued quickly but prompt deliveries are not assured, as a result of which the raisings are greatly being affected. The Committee of the Union would suggest that extensive facilities for the purchase of machineries and colliery plants and stores be provided to the Collieries, specially to the small Collieries on easy instalment payment system out of the funds of the Production Cess. The monthly amount of instalment due from any Colliery may be realised out of the value of despatches to Loco and other Government Departments by mutual arrangement.

(6) *Monthly allotment of orders.*—The present system of intimating the Collieries at the lag end of each month, what each one of them should despatch against Loco and other Government requirements is certainly open to serious objection, as in many cases it dislocates the normal arrangement. The Committee of the Union suggests that each colliery should be informed of its quota for supply to Loco and other Government Departments at least 6 months ahead so that it might be in a position to know what it should commit to other consumers and war industries. The Committee also feels that a maximum not exceeding 60 per cent. should be fixed for each Colliery for such orders—separately for steam and slack coal for which orders for Loco and other Government requirements may be placed. It should not be left to the judgment of any individual officer to place orders as he likes to the extent of 100 per cent. of its output or more with one Colliery for Loco orders in any month and 25 per cent. or nil in other cases and varying the quantities from month to month.

(7) *Irregular payment.*—The Committee of the Union have to draw the Honourable Member's particular attention about the irregular payments against coal supply which has almost become a permanent feature at the present time. For want of adequate financial resources the small collieries in particular are constantly handicapped in their efforts to increase the output. It is to be greatly regretted that in this respect the different Railways and the Government Departments for which orders are now placed by the Deputy Coal Commissioner (Distribution) directly with the Collieries, are the principal parties who do not attach any importance to the fact that prompt payment of coal bills is an essential necessity. The Committee of the Union therefore suggests that a proper Ordinance be immediately issued by the Government that all coal bills should be paid by the different Railways, Government and Semi-Government Departments within a week or ten days from the receipt of the bills from the respective Collieries.

(8) *Responsibilities of the Colliery Managers.*—The Committee of the Union also respectfully draws the attention of the Honourable Member to the fact that unnecessary responsibilities and additional burdens that have now been imposed upon the Colliery Managers who are primarily responsible for increasing the output are adversely affecting the output of coal. As at present most of the Colliery Managers have very little time to concentrate their attention and energy on their actual work. They not only have to attend daily, at times almost every hour, a large number of Officers and also have to prepare a large number of returns; failing which they are made liable under various clauses of the Defence of India Act. Besides, the distribution of rice and other foodstuffs for which the mineowners have voluntarily offered their help to the Government, have been made a weapon for making their Managers liable to stand their trial in the court of Session. The Committee of the Union has no hesitation to state that this position of the Colliery Managers has greatly complicated the situation and taken away much of their incentive to increase their respective output.

(9) *Representation of small Mineowners.*—The Committee of the Union understands that the Central Government is very shortly going to review the whole coal position with a view to replacing or modifying the existing Coal Control Scheme to suit the present situation. The Committee of the Union would therefore suggest for the serious consideration of the Government that in any of their future schemes the representatives of the Coal Industry or any proposed or existing Board should be drawn directly from all its different sections and groups as it is an undeniable fact that, in the Indian Coal Industry, interests of all sections of the mineowners are not at all identical and in many instances, contradictory to each other. The inherent defect in the present scheme is that the small mineowners who are now actually delivering the goods are nowhere in the picture and their case is not only going by default but the Government is also deprived of the benefit of knowing their difficulties and their view-points. It must be admitted that the problems and conditions of small mines are widely different from those of the larger mines. Necessarily, the measures for increasing the output would not be identical and would therefore need special attention.

(10) *Other difficulties.*—The Committee of the Union would also draw the Honourable Member's attention to the fact that want of adequate transport facilities for the mining labour, adequate train services, efficient post and telephone services in the coal-fields are also hampering coal raisings to a great extent. Although these subjects are not being dealt with by the Department of Supply, the Committee of the Union hopes that the Honourable Member would use his influence to provide better facilities for transport of mining labour, better train services and post and telephone services in the coal-fields.

Chairman,
Indian Collieries Union.

KATRASGARH,

10th December, 1944.

Copy of the speech by Mr. Latimer of the Indian Mining Association.

Sir,

We are very glad to meet you here, in this centre of the Coal Industry. We are all aware that the position in regard to coal production is far from satisfactory and we believe you are particularly concerned not so much over the failure to increase total production, but over the great increase recently in the proportion raised of bad coal to good.

We are glad to think that your visit hereto meet us, and our mining engineers, indicates that a more direct method of handling the coal problem is to be adopted and I do not think that any confidence which Government may show in future in the ability of the organisation which I am representing itself to attend to the business of coal production in the best interests of the country will be misplaced.

Certain methods by which the technical skill and commercial experience of the Industry may be placed more directly at the disposal of Government, and by which we may displace the cumbersome machinery through which the Coal Commissioner, the Labour Department and the Supply Department at present endeavour to direct our activities, have been worked out by us and I wish to refer to them later.

In order to add weight to such recommendations as I have to make I may perhaps be permitted to point out that the Indian Mining Association represents 75 per cent. of the commercial coal raised in India.

If I may also say so I think that the confidence to which I have above referred, the confidence of the Government and the country in the ability of those whom I represent to raise as much coal as possible in the best interests of the war effort would not only be justified by the facts so far, but will be as important a factor in increasing coal production as the plant and machinery, and the Labour which are otherwise the vital, and the only vital factors.

Let me refer to Plant and Machinery. Enough Plant and Machinery to restore the production of good coal to adequate quantities is already on order, either privately or through the Coal Commissioner's bulk indent. Much of the privately ordered material has been on order for two or three years. The point I want to make is that in spite of much coming and going, the filling in of reams of forms, the machinery doesn't turn up, and without it, it is useless to look for the production of more good coal.

I feel that if the War Cabinet needs India to export her coal then it must see that her pleas for machinery from the U. K. are listened to.

One of the larger member firms of this Association, as you know, Sir, lent the services of their Chief Mining Engineer to Government who sent him to the U. K. to try and find out what was happening to India's orders for coal mining machinery. He has now returned and his information was that India's requirements were very far down on the priority list. In fact he said that it was only recently that No. 1 priority had been given to the Coal Industry in England but that this now ranks with the operational demands of the Armed Forces. He displayed considerable activity whilst in the U. K. and saw the India Office who are in touch with the London Coal Committee and the Joint Planning Committee of the U. K. and the U. S. A. who determine priority; he was unable to get matters changed and the fact remains that India still has no advice of any supplies coming forward and one is forced to the conclusion that the Indian Coal Industry is still where the 14th Army was—forgotten; or—in the words of H. E. the Viceroy when C.-in-C. in India, "We are at the end of the supply line."

That this is not merely idle speculation is borne out by the fact that the African Coal Industry has been able to increase its production from 17 million tons in 1938 to 22½ million tons in 1943. This is an increase of 5½ million tons in production in 5 years and they acknowledge that this is largely due to receipt of machinery from abroad.

There is of course nothing new in all this since my Association has for many months now emphasised the importance of this problem, in fact, Sir, on the very first occasion when you granted my Committee an interview in Calcutta, the matter was brought to your notice and you yourself advised that you had sent several sharp cables to the India Office about these supplies.

I hope I shall be proved to be unduly pessimistic but, frankly, I fear that the machinery on order unless most drastic steps are taken will be too late to help step up the production and it seems the coal needed abroad for bunkers, locomotives and so forth in the fight against the Japanese will have to be supplied from other and more distant sources, indeed I greatly fear that unless we can—and speedily—make some impression upon the British Cabinet of the urgency of our needs, the machinery which we hoped to get will already have found its way to the Continent of Europe where the demand will inevitably be tremendous.

I put it to you, Sir, that as our efforts, those of the Coal Commissioner's organisation and even your own telegrams to the India Office, have not produced the desired result, the time has come for you to request H. E. the Viceroy to send a personal telegram to the Prime Minister apprising him of the situation.

I notice, Sir, that you will lead India's delegation to the Commonwealth Relations Conference to be held in London in February of next year. I view your impending visit as a fortunate coincidence since I feel sure that you who realise the need will do all you can to bring it home among the highest levels in the U. K.

What can be done is evident from the fact that the Director of Open Cut Mining has apparently been given a mandate to purchase suitable machinery for quarrying propositions to the extent of Rs. 3½ crores and I understand that he succeeded in America not only in producing the machinery but also the men to operate it. By comparison the machinery on order to increase the capacity of existing shafts, which are nearly all sunk to the better seams, including the bulk indent, does not exceed Rs. 1½ crores and must be an insignificant total of the whole on the Manufacturers' order-books.

The reference to quarrying coal brings me to the question of quality. Since the introduction of the Colliery Control Order much attention has been given to the increasing of Grade III coal and it is a well known fact that this coal is not suitable for the majority of locomotives, factories, or for export, and is mainly suitable for manufacture of soft coke and brick-burning. This need can be covered by raising approximately 120,000 tons per month. The present raisings figure for Grade III coal is, I understand, about 25,000 tons per month and this coal is being despatched to large manufacturing centres with lamentable results on industrial output.

You, Sir, are aware that many of the member firms of the Indian Mining Association are concerned in other Industries and I can assure you that some of the rubbish which has been despatched to them as coal over the last six months and for which, incidentally they have been paying prices out of all relation to its value, is deplorable, more particularly as it has strengthened the legend that has been put about concerning the coal industry's unwillingness to co-operate unless bribed to do so.

To remedy this I would recommend that the rules drawn up for maintaining the quality of coal should be strictly enforced and that penalties should be imposed for despatch of coal inferior to the grade which is sold. I would suggest also that price ratios should be altered so that it is not equally profitable, or even more profitable, to raise the lowest type of coal than it is the good.

Apart from equipment the most important concern to the industry is labour (and by labour I mean a miner as opposed to the surface worker). Whilst it is to the credit of the Labour Department of the Government that they have drawn up orders for the "screening" and controlling of mining labour in certain areas the fact remains that they are still being frequently ignored by other employers of labour and the industry is still lamentably short of miners and skilled workers.

From what I have said so far you may have the impression that we are offering nothing but destructive criticism. I hope to disprove that. We on the non-official side are extremely anxious to increase production and my remarks are not intended merely to cavil; nevertheless I have one more criticism to make; we do feel that the present control administration is top-heavy and it is rapidly enveloping the Regional Controllers and Colliery Managers in a mass of paper work. We must all agree that this is undesirable and as an earnest of our intentions, we suggest that a panel of experts from these two fields should be formed under the Chairmanship of the present Regional Controller and that the Welfare Commissioner should be co-opted to the panel as an authority on labour matters. Much detail with regard to the working of this panel, its actual size and composition, would have to be gone into between the Industry and your Department but I am sure it could be accomplished in a very short time providing the objective was clear and I would recommend the panel be given a slogan instead of terms of reference on the lines of "OUT OUT THE PAPER, GET OUT THE COAL", and that it be made as small and as little unwieldy as possible.

This panel should be available to give advice to individual collieries on the question of increasing their production wherever possible. It should be responsible for coal production but act under the general guidance of the Controller of Distribution to ensure that the

coal produced is in accordance with the requirements of the Controller of Distribution and so minimise waste.

It would be a pre-requisite that the Regional Controller as Chairman was relieved from his present duties which mainly concern themselves with issuing of certificates for stores and it is hoped that this set up would simplify procedure and greatly reduce the paper work now being put upon Mines Managers.

I also consider that both he and the Welfare Commissioner should be given extremely wide powers to deal with matters on the spot which effect the Industry after they have received the approval of the panel. In short they will be the executives to the panel who will run the Industry for the Government.

It must be evident to you that conditions governing wages, miners rations and so forth change from time to time and to keep labour working contentedly and the whole machine working smoothly, need adjustment within say a month or six weeks of the change becoming apparent. References to Delhi where all officials are already hard pressed and overworked cannot but spell delay.

In the set up I have in mind, however, Government have two senior and experienced servants with a knowledge of the mining areas and conditions to carry out quickly and effectively what the panel consider is good for the industry and it must be logical to assume that a group of experts on the spot are more likely to make a success where, to be frank, there has so far been failure.

I have made known to our sister Associations what was in my mind and what I intended to say today, and I hope they will be able to agree with most of it.

I should like to say again, good coal cannot be won from the deep pits with buckets and spades. We must have the equipment. We want stores, plant and spares, and we want labour.

Most of the plant we want is already on order and is available in the U. K.; it needs Government to get India's requirements put on No. 1 priority alongside the U. K. Coal Industry's requirements.

As for labour I think the main necessity is to see that Government's existing instructions are actually carried out. If this is done and even if it isn't you will continue to receive all the coal we can possibly give you, but I wish to utter a warning that it is impossible to expect an increase in production from the deep pits from where the good quality of coal is produced, or even to avert a steady decline in this production, unless machinery and spares are forthcoming at a very early date.

The exact organisation by which the panel would administer the Trade I have left purposely vague. Nor have I touched upon the various suggestions which I think the panel will want to put into force if and when the panel is set up. I would like to say however that the methods of the panel should be as free and flexible as possible. As far as possible we want to relieve collieries from interferences not add to them. We do not want merely to set up one hierarchy instead of another. See that collieries get their equipment and their labour (and on these matters we cannot do without Government support) and then leave them alone. If Government likes to encourage the good producers by E. P. T. concessions and output bonuses possibly so much the better though we do not ask for them. Let Government make sure however that quality is not lost sight of in their anxiety for quantity.

Perhaps I should not conclude without making a reference to our views on one matter to which the panel of experts will have to give their immediate attention. That is the question of wages and rations. You can bring the miner to the mine, but you cannot make him work. We want to abolish the issue of free food, and also the principle that any food, whether free or not, has to be given to a miner merely for attendance. We want to go back to what worked very well before—the issue of a week's ration, at a fixed rate, for a week's work, and, subject to the provision that we do not exceed our total allotment of rationed foodstuffs we want some latitude as to the proportions in which we issue them to the individual. This will be a most important factor in enabling us to keep all our employees happy and satisfied.

SHORT NOTICE QUESTION AND ANSWER

PARTICIPATION BY RAILWAYS IN ROAD TRANSPORT SERVICES

Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Railway Member please state:

(a) whether the Government propose floating any big companies to run road transport in Madras and other provinces by themselves or in conjunction with any other companies or agencies;

(b) whether they have received any proposals to that effect from the Madras Government or any existing Road Transport agencies in Madras; and

(c) if the Government propose taking road transport, what steps they propose to take to see that the present existing small transport agencies do not unnecessarily suffer?

The Honourable Sir Edward Benthall: (a) Government do not propose to float any big companies to run road transport in Madras or other Provinces by themselves, but they hope that Railways will participate in existing road transport undertakings and in the formation of joint road transport operating companies in pursuance of the general policy of Government of securing the closest possible co-ordination between road and rail interests.

(b) Discussions have taken place between the Railways in the Madras Presidency and local road transport operators, but no final conclusions have been reached. The policy of the Madras Government in regard to road-rail co-ordination is still under consideration by the Madras Government.

(c) Railway administrations will welcome association in joint companies of existing operators, on any route, who desire to participate, although Railways will naturally find it more difficult to negotiate with large numbers of small operators.

Mr. T. S. Avinashilingam Chettiar: May I know how many road transport agencies and what other firms have applied to the Government to run those transport companies in Madras?

The Honourable Sir Edward Benthall: I have not got full particulars. My information is that the railways in the Madras Presidency advertised to find out which road transport operators were interested in co-operating with them. They received a certain number of replies, but the terms on which replies were based were not considered very reasonable. Certain negotiations were entered into with some companies but so far nothing conclusive has come out of them, and in the meantime the Central Government are waiting to hear what is the policy of the Madras Government with regard to road transport. Until the policy of the Madras Government has been determined, the Central Government are not able to conclude their own policy for that Province, since road transport lies within the sphere of the Provincial Government.

Mr. T. S. Avinashilingam Chettiar: May I take it that if there are other companies which make fresh offers, they may be agreeable to the Government of India or the Government of Madras?

The Honourable Sir Edward Benthall: Certainly; subject to the determination by the Madras Government of their policy which may or may not permit of the formation of such joint companies.

Dr. Sir Zia Uddin Ahmad: May I know what will be the position of those small investors who have got one or two lorries after this unauthorised liaison between the capitalists and the Railway Board?

The Honourable Sir Edward Benthall: The position would be unchanged: the giving of the permits rests with the Provincial Government.

Dr. Sir Zia Uddin Ahmad: May I know whether the intention is to wipe off the smaller people, corresponding to the wiping off of the cottage industries in favour of mills? If so, I am sure there will be great opposition from the country.

The Honourable Sir Edward Benthall: Quite so: I fully appreciate that; but the Honourable Member misunderstands the position. Railways are prepared to negotiate with any parties; I only remarked that it is naturally more difficult to negotiate with a large number of small parties than it is with a small number of large parties.

Mr. D. K. Lahiri Chaudhury: If, as I gather from the Honourable Member's reply, every province has got a separate policy of its own in this matter of rail-road co-ordination, may I know whether the Government of India will present a policy of their own and prevent all differences?

The Honourable Sir Edward Benthall: The policy of the Government is to endeavour to negotiate agreements with parties in the provinces who operate road transport; but road transport is within the sphere of the Provincial Governments; if the Provincial Government wishes, for instance, that all transport within the province should be state-owned, then presumably it will be state-owned and the Central Government will then negotiate to co-ordinate transport.

matters with the State. If on the other hand the policy is that there shall be independent road companies as at present, then the Central Government will endeavour to negotiate with those independent operators.

(Some Honourable Members rose to ask further supplementary questions.)

Mr. President (The Honourable Sir Abdur Rahim): Order, order: I cannot have any further questions. The whole matter can be discussed on the Railway Budget.

MOTION FOR ADJOURNMENT

RESTRICTION ON SALE OF MATCHES IN AHMEDABAD MUNICIPAL AND CANTONMENT LIMITS

Mr. President (The Honourable Sir Abdur Rahim): I have received notice of an adjournment motion from Mr. Hooseinbhoj Lalljee. He wants to discuss a definite matter of urgent public importance, namely: Restriction on the sale of matches in Ahmedabad Municipal and Cantonment limits manufactured by any Company except "Wimco" (a Swedish concern)—a clear case of discrimination between Indian manufacturing concerns and pseudo-Indian manufacturing concern (of the Swedish Syndicate).

Has the Honourable Member got the order?

Mr. Hooseinbhoj A. Lalljee (Bombay Central Division: Muhammadan Rural): I have got a copy of the letter of the District Magistrate ordering that no other matches except the matches of the "Wimco" company could be sold in the Ahmedabad Municipal and Cantonment areas and it is a well known fact that Government have been warned.

Mr. President (The Honourable Sir Abdur Rahim): The order has been passed by the District Magistrate?

Mr. Hooseinbhoj A. Lalljee: That is what my letter tells me. The order of the District Magistrate is No. M. C. S. M2-37.

Mr. President (The Honourable Sir Abdur Rahim): What is the Honourable Member reading from?

Mr. Hooseinbhoj A. Lalljee: This is the order of the District Magistrate. There can be no reason for this except the influence of the Wimco Company. This is a great discrimination against the Indian manufacturers. It is a monstrous thing that a foreign concern could bring about this discrimination.

Mr. President (The Honourable Sir Abdur Rahim): Who is the Government Member in charge of this?

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): The Central Government has not passed any order. I am not aware of any order and I am not responsible for the action of the District Magistrate. Since the Honourable Member tabled the adjournment motion, I tried to find out whether there is any order of the Central Government and find there is no such order, by which we have given any direction to restrict the sale of matches to a particular concern. In fact, it cannot be, because other factories are working and their products are being distributed all over India.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member by means of a short notice question or some other way, should find out what the exact order is and who passed it.

Mr. Hooseinbhoj A. Lalljee: May I submit that this order is also applicable to the Cantonment area.

Mr. President (The Honourable Sir Abdur Rahim): That may be but the business of the House cannot be adjourned to discuss a matter like this, unless there is more definite information.

Mr. Hooseinbhoj A. Lalljee: This is restriction on trade.

Mr. President (The Honourable Sir Abdur Rahim): I disallow the motion.

THE RAILWAY BUDGET—LIST OF DEMANDS

SECOND STAGE

Mr. President (The Honourable Sir Abdur Rahim): The House will now consider the Demands for Grants in respect of Railways.

The Chair understands that the various Parties and Unattached Members have agreed that the available time should be divided among them as follows:

Today has been reserved entirely for the Muslim League Party. They will move cut motions No. 18 in Late List No. 1, 53 in the Final List and Nos. 9 and 17 in Late List No. 1.

Tomorrow has likewise been reserved entirely for the Congress Party. They will move cut motions Nos. 23, 40 and 89 in the Final List.

On Thursday, the 22nd February, upto 3-15 p.m. the time has been given to the European Group, who will move cut motion No. 7 in Late List No. 1. Then from 3-15 p.m. to 5 p.m. on that day and again upto 1-30 p.m. on Friday the time will be at the disposal of the Unattached Members. The cut motions selected by them are Nos. 16, 1, 6 and 46 in the Final List and No. 13 on Late List No. 1.

Lastly, from 3 p.m. to 5 p.m. on Friday the time has been given to the Nationalist Party who will move cut motions Nos. 19 and 21 in the Final List.

As regards the time limit for speeches, the usual practice has been for the Mover of the cut motions to take fifteen minutes and the other speakers also to take fifteen minutes and the Government Member replying will have twenty minutes. I suppose this will suit Honourable Members. The Muslim League Party will now move their cut motion.

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

The Honourable Sir Edward Benthall (Member for Railways and War Transport): Sir, I move:

"That a sum not exceeding Rs. 21,33,70,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Working Expenses—Miscellaneous Expenses'."

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

"That a sum not exceeding Rs. 21,33,70,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Working Expenses—Miscellaneous Expenses'."

Refusal to grant Funds to run Motor Lorries

Sir Muhammad Yamin Khan (Agra Division: Muhammadan Rural): Sir, I move:

"That the demand under the head 'Working Expenses—Miscellaneous Expenses' be reduced by Rs. 82 lakhs."

I expected that when Government wanted to enter into a new policy they should place it before the House by a separate motion or Resolution in order to discuss the policy on which they were entering and this policy ought to have been discussed separately by the allotment of a full day for the debate. We were forced to bring this cut because if we had allowed this matter to come before the House in this indirect manner it would have meant that the House had agreed to the policy which had been laid down by the Government.

Honourable Members of the House know through the speech of the Honourable Member that 35 lakhs have been budgeted as a supplementary grant for the current year for the purchase of motor vehicles and this year an amount of 82 lakhs has been provided for the purchase of the motor vehicles as well as for the running expenses of those vehicles. This policy of Government, taking part in the road rail competition, ought to have been debated in this House and the opinion of this House ought to have been taken before entering into an adventure of this kind. Now, Sir, what the Government have done is this. They have not consulted the House. If the House had been consulted, and if it had been convinced that it was desirable to remove the congestion in traffic, then the House would have expressed its opinion as to what was the best method to be adopted. The Honourable Member is not only in charge of Railways but he is also the Member in charge of War Transport and in that capacity he controls large numbers of motor lorries which have come to this country under lease lend arrangement. If his personality had been concerned

[Sir Muhammad Yamin Khan.]

only with railways, then of course the matter would have been different. He has now a dual capacity and he monopolises all the lorries and also the railways. This is the grievance which I have got to refer to. I will explain how it affects the private bus owners. The Honourable Member made a speech at the opening of the Transport Conference and he advised us to pay proper attention to that speech before the debate on this cut motion started. Of course, I was myself present at that conference and I had carefully listened to the speech when he delivered it and I have since carefully read that speech a copy of which had been made available to the House. The policy which was laid down was rail road co-ordination in order that there should be no competition between the two. As far as this is concerned, everybody will wholeheartedly support it, but may I know on what principles and under what conditions is that co-ordination to be achieved? This is what the Honourable Member said in the speech he delivered on that occasion:

"The policy which the Government of India have therefore determined to put forward for consideration is to regulate competition between road and rail by the control of fares, routes and traffic together with the regulation of conditions of service exercised by the Provincial Transport Controller"

The Honourable Sir Edward Benthall: That is important.

Sir Muhammad Yamin Khan:

" . . . in accordance with the principles to be agreed upon between the Centre and Provinces."

Certainly then it means that if the conditions of regulation of service are agreed upon, then the present bus operators will have to say good-bye to their business which they have been carrying on for a long time past. What is going to be the condition of service? Nobody can operate any lorry on the road if he does not come in line with the railways according to the conditions of service. This means that a petty owner who has invested all his money will be turned out of this business. I know that in most cases, many of these petty lorry owners, have mortgaged their residential houses, and in some cases they have invested all their savings, and in some other cases they get advance from motor dealers or purchase lorries under instalment system. All these persons are going to be adversely affected by the policy which the Government is now embarking upon. Another policy which the Government wants to lay down is this:

"Management would be largely in the hands of those with expert knowledge of road transport operation. If an efficient management already exists, it will not of course be turned out merely to make room for railway personnel."

Now, Sir, may I ask who is going to decide whether a certain present management is efficient or not. As my Honourable friend Dr. Sir Zia Uddin pointed out what will be the fate of a petty owner, one who owns one or two lorries? What will be his fate under this system? It means that the railways will not employ these petty owners with only one or two lorries who have been working individually all along. In those cases, the management will not be left into the hands of the private owners, but will be in the hands of the railways themselves. It is only in the case of a big company with plenty of capital and a large number of lorries plying that the management will be entrusted to their hands. Now, Sir, my contention is that the capital and the funds which are available all belong to the taxpayer. If the railways are going to entrust the taxpayers' capital and funds in the hands of a third person who is not authorised by the taxpayers themselves, and if that third person is given a free hand to operate upon the capital, then I am afraid this is a principle to which the House will not give its assent. We cannot accept this principle that the taxpayers money should be entrusted to a man who is operating on his own behalf, looking after his own property as a managing director on behalf of the Railway Board.

Sir Abdul Haq Ghuznavi (Dacca cum Mymensingh: Muhammadan Rural): What is your suggestion?

Sir Muhammad Yamin Khan: You will know everything if you wait. The only thing is that either the railways should manage their own lorries or they should leave this piece of work in the hands of private owners. Now, Sir, if the private owner comes in and he looks after his own interest, then the railways fear that they will have competition with this man. How can a big capitalist, like the Railways, suffer by competition from a small owner of one or two lorries, except that the big capitalist—the Railways—do not manage their own affairs properly. The Railways have invested hundreds of crores and why should they fear competition from a man who has invested only a few thousands, unless it be that the overhead charges of the railways are very heavy. Who will manage on behalf of the railways? That is the one principle which I want to know. Who will be responsible if a tyre bursts or a tube bursts? Who will see whether your piston has gone wrong, or whether the valves are working all right, how much load you have taken, what passenger traffic you have been taking, whether you have been taking more than authorised load and so on. These are some of the questions which only a small operator, who is the owner of a small number of buses, and who is the driver himself and who is a mechanic himself who will be able to safeguard his interest. In that case, the Railway administration will certainly have to be afraid of his competition, because your railway management means, an Inspector, a Driver, perhaps a Member of the Railway Board separately in charge of this particular work, who will be paid Rs. 4,000, perhaps there will be a Director drawing Rs. 3,000, perhaps a Secretary drawing Rs. 2,000, and various other paraphernalia. All these big officers will be sitting in the Secretariat rooms absolutely ignorant of what is happening on the roads. Therefore, you must be naturally afraid of competition from the small man. The small man can defeat you on account of your inefficiency. Otherwise you can never be defeated. You have got plenty of lorries and you can certainly oust the small man. By getting a monopoly for the railways, you want to oust the small bus owners and ruin these people who have invested all their money in this business. Your policy should be either that of the capitalist or your policy should be that of a Bolshevik. Sir, I cannot agree with this policy of using Bolshevik methods on the one hand to ruin the small owners and adopting a capitalistic policy on the other in order to gain the whole monopoly for themselves. These are principles which are not compatible with the requirements and the interests of this country. The loss of crores of rupees for the small man will be a loss to the country, and the result will be not only the ruin of these men but unemployment for thousands of people in this country. This unemployment will be a grave problem with which we will be faced. That employment which these lorries give now-a-days to the small operators—who are small capitalists also—will be gone and they will sit at home with all the increased cost of living and high prices.

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

Sir Muhammad Yamin Khan: Sir, the railways have adopted this policy without taking into consideration the views of this House. That was absolutely wrong and I cannot agree to give my vote to this expenditure, though it may be for the purpose of removing congestion, when the lorry owners are refused any supply of new lorries and the Railway Board want to get in. In the U. P. I know there are two thousand lorries which were requisitioned at the very small price of Rs. 4,000 each, and they were never given back. There is no reason why they should not be returned to these people from whom they were taken and why they should not be asked to use on the road to relieve congestion.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

Sir Muhammad Yamin Khan: Sir, I move.

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

"That the demand under the head 'Working Expenses—Miscellaneous Expenses' be reduced by Rs. 82 lakhs."

Sir Kenneth Mitchell (Government of India: Nominated Official): Sir, I thank you for allowing me this opportunity to intervene in this debate and I trust you and the House will bear with me if in attempting to cover this very complex subject in the space of fifteen minutes I omit to say something which is necessary to the argument.

I should like to start by taking up one thing that my Honourable friend Sir Yamin Khan said, that the Honourable Member for War Transport being also the Member for Railways, he had in one hand all the lorries that came into India which he gave over to the other hand to be used by the railways. That is not exactly correct. Up to the end of last year we had about 19,000 new three-ton chassis that came into India, and those actually operated by our railways up to the end of last year were 152; so that it is not quite correct to say that all the lorries have been grabbed for the railways. As regards the vote under discussion, I should say possibly that it might amount to the capital necessary to purchase and the revenue to run about five hundred lorries; so that the big bad railways have not yet succeeded in getting 1/20th of the imports. But the main question which the Mover wants to raise is, I think, whether or not the railways should in future take a closer part in operating road transport. I need not remind the House, particularly after the questions and answers which have passed across the floor on the short-notice question, that roads are a provincial subject and that motor transport is a list III subject, that is to say, it is subject to central legislation but the executive authority is provincial.

Now, Sir, the purely practical aspect of this matter seems to me to be this: upon Provincial Governments; everything which is to be done in the way of co-ordination has to be negotiated between the Central Government and the Provinces; and you have, as it were, eleven safeguards, i.e., eleven Provinces, against any over-riding action by the Centre. We cannot do anything without the concurrence of the Provinces.

Now, Sir, the purely practical aspect of this matter seems to me to be this: and if I may take your time for a few minutes, I should like to remind you that after the last war the release of a comparatively small number of surplus army vehicles and a comparatively small number of drivers started the small-man motor-transport operators. That led in course of time to the introduction of hire purchase finance to keep these small people going, and gradually to operation by a number of small people in competition one with another; and partly owing to the constitutional distribution of subjects, partly owing to the fact that nobody recognised what was happening, it was not until 1939 that the present Motor Vehicles Act was passed. And we have now the prospect that after this war the number of motor vehicles which may become available as surplus will be in thousands and the number of returned drivers may be in lakhs. Now it is clear, as was observed by an Honourable Member speaking yesterday, that motor transport in spite of that or because of that, or whether there is a large number of vehicles available or not, will develop and develop very considerably after the war. We have also, as you know, a large plan of road construction; and the mesh of the railway system in India is such that if the rural roads are improved, and the district and provincial roads, it will, generally speaking, be a fact that there is practically no section of railway which is not subject to competition by road, either parallel or short-circuiting. And we who studied these problems considered that there should not be any restriction on the multiplication of buses, merely in order to hold the balance even between one form of transport and another. Therefore the effect upon railway finances of a large multiplication of buses will be such that unless real consideration and a practical scheme of co-ordination can be devised and implemented, there will be competition in which every one will get hurt, and

eventually and finally some kind of rationalisation, or amalgamation will inevitably take place.

Now, Sir, Sir Yamin Khan spoke—and rightly spoke—of the small man who has, in certain provinces,—I would correct him and say, not in all but in certain provinces,—been the backbone of the motor transport business in the past. It is not our intention in any way to destroy his livelihood; but the railways are prepared to co-operate and to find any means of adjustment with these people if they will come into joint operation or if they will form themselves into amalgamations with which working agreements can be made. It is not possible, and it has been found impossible, even since the passage of the Motor Vehicles Act, where single operators remain on bus routes with perhaps six or seven owners of two or three buses each plying on one relatively small route, it is not possible for any railway to come to any working arrangement with these people, nor is it possible for these people to come to any working arrangement with the railways. In any case, whether you like it or not, I am afraid that amalgamation of the small owner must come and in fact it is already coming. That being so, the only question is whether the railways should form joint companies with these people or not.

Now, Sir, if I might go back, I would remind the House that, as I have already said, it was in 1939 that the Motor Vehicles Act was passed and I had the privilege of being in this House when that Act went through mainly in the Simla Session of 1938. Therefore, I think I can say that I do know the provisions of that Act fairly well and I mention that because I want to say a few words on the argument that you can get effective co-ordination completely through the provisions existing in the Motor Vehicles Act without the necessity for any fusion of financial interests. By bringing about co-ordination by the application of external controls, that is to say, by fixing minimum fares, by fixing freights, by restricting numbers and so forth, a lot can be done and a lot can be done particularly if there are established companies on the roads with whom the Railways can negotiate. But, Sir, I speak as a bureaucrat and as a bureaucrat I have not all that faith in the bureaucratic control which is implied in the suggestion that the whole thing can be adjusted by the application of external control. Therefore, it seems to me that as regards passenger services, if internal co-ordination were possible by some fusion of financial interests, it is likely to be far more effective and in the long run to give better services and better value for the money to the country. In those joint companies, we hope that the small operator will become a shareholder. Now, it is possible that as a shareholder he will not make quite so much money as he thought he would make, or perhaps during the war he has been making, by operating his bus independently. If that is the case, all I can say is that if he was making more money as an individual operator than he will make as a shareholder, then he has been running transport at an uneconomically high rate of charge to the public, and we cannot agree that in this matter of co-ordination the individual interests of the individual providers or the individual users of transport, should take precedence over community interests.

Prof. N. G. Ranga (Guntur cum Nellore: Non-Muhammadan Rural): How are the users going to be affected?

Mr. President (The Honourable Sir Abdur Rahim): Let the Honourable Member proceed. He has got limited time.

Sir Kenneth Mitchell: We hope that the small operators will come in to these companies and that in that way they will not lose their livelihood. They will become shareholders in a proper concern.

The Leader of the European Group yesterday referred to the difficulties which had occurred in England and to the great campaign which the English Railways launched for a square deal and he added that he hoped that there would be a square deal for motor transport in India also. He might have added that concurrently more or less with that campaign the Railways—the Railways in England are company railways—and the bus operators got together and at

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the present moment I think the main line English Railways own about ten million sterling capital in the bus companies, and as far as the general public is concerned, I think I can say without fear of contradiction that the passenger services in Great Britain before the war—whether by rail or road—were second to none in the world, the fact being that uneconomic competition had been eliminated and both sides were able to concentrate on competition on the basis of service. It so happened that the recommended the same thing although in India Railways are State Railways and that being so possibly ultimately the joint companies will have to become something of the nature of public utility corporations.

Sir, I think my time is nearly up and I would like to say one word about the operation of goods services particularly during the war. There is such congestion on railways now, that the operation of extra services by road is necessary and will be profitable for the duration of the war although afterwards as soon as the railways can carry the traffic that offers at the average rates of about 8 pies per ten-mile, nobody would be anxious to consign goods any distance by motor lorry at rates of about 24 pies per ten-mile. Therefore I think it is highly desirable that railways should themselves operate these temporary services during the war, as otherwise people will come in, they will make a lot of money during the war and then they will find themselves left without any substantial business afterwards and will be forced to take to rate cutting competition.

Sir, I think my time is up, I oppose the motion.

Sir F. E. James (Madras: European): It was very very pleasant to hear our friend Sir Kenneth Mitchell after some absence from this House. I remember with him not only the debates in this House on the Motor Vehicles Bill but also the even more stormy debates in the Select Committee in Simla, in those weeks of 1938 when Mr. Griffiths and I put up as strong a fight as we possibly could for the interests of road transport, which at that time were seriously threatened with such control as would lead to their ultimate extinction, as an operative force in the transport system of the country.

Now, Sir, this debate began on a rather narrow issue, but my Honourable friend's intervention has broadened that issue to the general question of the principles underlying the control of road-rail competition, and therefore I propose to follow him and deal with the larger aspects of this question.

Sir, the Honourable Member for War Transport in his Budget speech made a statement on this matter which I am bound to say I found, rather obscure. He is a businessman, but no doubt his association with the bureaucracy has led him to adopt a form of English which, as far as possible, avoids any definite commitment one way or the other. Let me therefore read his statement in his Budget speech:

"Government are approaching the problem—the rail road problem in the post-war period in the light of the advice tendered by those two bodies—Transport Advisory Council and the Policy Committee on Transport—and from the point of view of securing the utmost productivity of all forms of transport on a basis of rationalisation with the maximum possible co-ordination between the various transport media."

Now, if my Honourable friend can really tell us exactly what that means, I should be very surprised, and I would suggest...

The Honourable Sir Edward Benthall: Might I just refer the Honourable Member to the speech which I laid on the table of the House today?

Sir F. E. James: I was about to say that there is a welcome change from Benthall the obscure to Benthall the explicit, in the other speech which he has been good enough to circulate to the House.

Prof. N. G. Ranga: It has come too late.

Sir F. E. James: At least that uses simpler words than he has used in his Budget speech.

Now let me turn to this statement of policy. I was able to get a copy of his speech from the daily press not knowing that we would be favoured with a

verbatim copy. In the first place, Sir Edward pointed out in his speech that the policy which the Government of India put forward for consideration was to regulate competition between road and rail by controlled fares, routes and traffic together with regulation of conditions of service. That is fully accepted.

He then goes on to say:

"We must consider how best we can develop and regulate transport as a whole for the benefit of the community as a whole and not of sectional interests, be they of Government or of private individuals."

That also we would accept. But I would put it to my Honourable friend that before he is able to lay down any detailed policy of either co-ordination or what he calls rationalisation between these two forms of transport, there must be certain broad principles on which the Government of India must determine their policy, which will govern their attitude to the various forms of transport in the country, not only roads and rail, but inland water, coastal shipping and ultimately air. I would put these four broad principles as follows:

First of all, the strategic obligations to the country—taking a long view, those will be very important indeed and they will, in time, have to be precisely defined.

Secondly, the policy of the Government of India in regard first to industrial development and secondly its export trade.

Prof. N. G. Ranga: What about agriculture?

Sir F. E. James: Certainly industrial and agricultural development and its export trade.

Prof. N. G. Ranga: That is better.

Sir F. E. James: Thirdly, its policy in regard to the location of industry.

Prof. N. G. Ranga: That is right.

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

Prof. N. G. Ranga: Otherwise it would not be spicy?

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

Sir F. E. James: My Honourable friend is as exuberant as he has always been and I welcome his return to this House. In spite of his natural exuberance, he does not disturb me at all!

(Prof. Ranga rose twice but Sir F. E. James did not give way.)

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member ought to be permitted to carry on with his speech.

Prof. N. G. Ranga: We are not interrupting the Honourable Member. By such replies he is wasting the time of the House.

Mr. President (The Honourable Sir Abdur Rahim): I must ask the Honourable Member not to go on interrupting.

Sir F. E. James: The fourth broad principle is the course which the expansion of the social services of the future is to take. During the last eighteen months work of the Bhoré Committee on public health and medical relief in this country, we have been deeply impressed by the vital connection between public health, medical relief and communications, particularly village communications. Therefore this must be taken into consideration in any broad policy governing the transport services of the country.

Then I would ask my Honourable friend, the War Transport Member, if he would be a little more explicit on three questions which I would like to put to him, as to the meaning of his statements both in the House and at the conference which was held in the middle of January.

First of all, with regard to long distance goods transport. Is it his contention that the transport of goods on long distance routes should be the sole monopoly of the railways? If so, then I would join issue with him, and would have considerable sympathy with the point of view presented by my Honourable friend, Sir Muhammad Yamin Khan. I believe that road transport ought to be encouraged to be a live and active competitor on equal terms of the railways,

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and I should greatly regret the development of a policy which would give the railways, on long distance routes, a complete monopoly of all goods transport services. I do not believe that would be in the interests of the country. I should like to know whether that is what my Honourable friend has in mind as part of his policy.

Secondly, he referred to the railways obtaining a commanding or a controlling interest in passenger road transport.

The Honourable Sir Edward Benthall: On a point of information, I think the Honourable Member is reading from some old document. There is no suggestion that the railways should obtain a controlling or commanding interest. It is a substantial interest.

Sir F. E. James: I should like to have further clarification of that. What does my Honourable friend mean by a substantial interest? What are the principles governing the participation of the railways in these transport companies? I think members of the Standing Finance Committee of the Railways and also of the House have a right to know with more precision what principles will guide the Government of India in determining and selecting their participation in the operation of road transport services in the provinces.

My third question is: While I agree that perhaps the more immediate and in some ways the more difficult problem is the road-rail problem, what about the waterways of this country—airways also—but, more immediately the waterways? My Honourable friend is doubtless aware that the opening up of the United States was very largely assisted in the early days by the proper use of the waterways of that great country. I have a feeling that the waterways in India are not being adequately used. They should certainly be brought in to any comprehensive policy relating to transport in this country, and I should like to ask my Honourable friend what steps have been taken to bring in to the orbit of his discussions these interests, either individual interests or through the Provincial Governments. The waterways of this country are extensive and useful, and if properly developed and utilised can be of very great service in opening up India and in developing her natural transport facilities and services.

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

Sir F. E. James: These are some of the questions on which I would like further elucidation. I believe that India has a remarkable opportunity after the war for improving her communications and transport services. I believe that opportunity will only be taken adequately if the Government of India are determined first of all to secure a policy with regard to her agricultural and industrial development which will require from the available resources the utmost development of all forms of transport, so that in the end the prosperity of this land may be greatly enhanced.

Mr. Sami Vencatachellam Chetty (Madras: Indian Commerce): Sir, this motion is mainly to discuss the policy of the Government with regard to co-ordination between road and rail transport. This is not the first time when the public is led into a trap by making declarations of unimpeachable character. So far as co-ordination between road and rail transport is concerned, there can possibly be no objection. In fact it must be within the recollection of the Government that on this side of the House a great deal of help was given to the Government in the matter of framing the Motor Vehicles Act in 1938 so as to reduce the possibility of much competition from the private transport companies of motor buses and to enable the Railways to keep itself protected against such competition and also, if possible, to enable services being run by the Railways. But soon after the Act was passed, unfortunately the war intervened and I think many amendments were made in that Act in the shape of Ordinances which removed practically the power of the various authorities we had provided under that Act. In fact the whole transport question seems to

have been taken charge of by the Central Government in one way or another or by the Provincial Governments as agents of the Central Government. Not being satisfied with the provisions of the Motor Vehicles Act, the Government have been circularising the General Managers of Railways and the Provincial Governments on the policy of co-ordination between the road and rail systems. Sir, last year, that is, about a fortnight after the Budget Session was over, there was issued from the War Transport Department a circular dated the 29th April, to all General Managers of Railway system explaining the policy which the Central Government would like to adopt in regard to this question. It is not a secret that the general public do not believe or rather mistrust all businessmen and politicians and if these two characters are combined in one, so much the worse and the Honourable Sir Edward Benthall is a combination of both! Sir, I hope even he will not deny that in the declaration of the policy of the Government of India there are so many traps and pit-falls into which he may easily lead the public and make them fall into them. It is rather astonishing that while the War Transport Department in the name of the Railway Board issued a circular to the Railway administrations declaring specifically and definitely their policy with regard to this question, Sir Edward Benthall denied that the Government were committed to any particular policy as late as November 1944, when a deputation met him under the leadership of my Honourable friend Sardar Sant Singh. He said in reply to the deputation that the Government were not committed to any particular policy, that they were consulting the Provincial Governments and that they would be glad to receive schemes of the formation of companies or formulation of any particular plan to co-ordinate these two systems, while all along specifically instructions were given to the General Managers of Railway Administrations to proceed in a particular way pointing out to them that there would be about 3,000 chassis available from the Civil Supplies Department. There a question arises, Sir, as to how the War Transport Department got the 3,000 lorries from the Civil Supplies Department. I thought it was the jurisdiction of my Honourable friend the Civil Supplies Member, the Honourable Sir Azizul Huque. I do not know how the War Transport Department got hold of those lorries which were intended to be issued by the Civil Supplies Department to companies and organisations which were running bus services. Just at the time of the commencement of the war, under the stress of necessity of war, many of these private companies were asked to surrender some of their buses for the purpose of A. R. P. and other military purposes. While the Railways have been made an offer of 3,000 lorries, no opportunity has been given to these companies, whose lorries had been taken away from them, to replace their lorries. At the same time, instructions were issued to regional authorities not to issue permits in specified areas and that the grant of a permit should be an exception rather than the rule. Those were the terms which were conveyed to these regional authorities. And still Sir Edward Benthall said in November last that the Government was not committed to any particular policy.

Now, Sir, it is not as if we do not want this co-ordination to be taken charge of by the State or the Central Government as such: not because we are impressed by their skilful management of the railways, not because we feel that we would be assured of more convenience or more amenities in the bus services when they are taken charge of by the State. Our experience always points to the other way, that these services would be better if they were taken away from State control. Still we hope for a day when we will replace you and we will be able to manage things better in the interests of the nation. It is from that point of view that we would like the State to take control of these services. But what is happening is this. The whole policy is not co-ordination but it bears a very strong resemblance to the Co-prosperity scheme of Japan. What you want is usurpation and conquest not at all co-ordination. While you are saying that you would not like to kill private enterprise and the private bus companies, you have done every thing and you are doing every thing to put him down and to send him out of the field. Sir, it is not a proper policy.

[Mr. Sami Vencatachelam Chetty.]

at any rate, it is not an honest policy. All the while you have been assuring the public that the private companies will not be displaced, that they must be taken into any organisation and then you say "Let him come into our organisation, let him form companies and make offers". But you do not say that you are going to accept any of the offers. You may reject any offer on the ground of its unsuitability and you are likely to give this business to a separate organisation altogether. So there is no meaning in asking this business to make offers. I would rather ask you, the Central Government, in consultation with the Provincial Governments to make out a skeleton scheme for each Presidency and say that these are the terms under which you would like to run the co-ordination of motor and rail transport and then ask these private bus companies to come in if they care to undergo these conditions. Those conditions must be liberal enough, they must be such as to induce them to come in without too much of a strain.

The Honourable Sir Edward Benthall: On a point of explanation, I want to get this clear. The Honourable Member says that if the Railways approach these small operators and fail to come to terms by negotiation, the small man would be crushed. But that is not the case. I have repeatedly stressed in the speeches and statements that I have made that all this will be done by voluntary negotiation. The Railways will voluntarily negotiate with the people large or small, and if they come to terms, well and good. But if they cannot come to terms, then the *status quo* remains. What will happen then? Either you have

I P. M. route and rate agreements or you have cut throat competition. From the point of view of the railways we are anxious to adopt a policy of co-ordination rather than cut throat competition, and our minds are extremely open to the best methods of doing it.

Mr. Sami Vencatachelam Chetty: Therein lies the whole difficulty. Instead of making your ideas well known and public, you want to keep certain things in private to settle by negotiation; that is to say, you always retain your power to reject anything which you do not want to favour: the terms may vary with each company and with each province and with each locality. Then, where is the guarantee for the existence of the private man? You have got the right of rejecting any and every offer that may come—small or big—if you do not like it on various grounds: that is to say, while these negotiations will be open for new comers also, you are putting a person who is already in the service and any new comer on the same terms—possibly with the balance tilted in favour of the new comer: it is just possible: why are you keeping these terms private? Why do you not say "These are the terms on which I am prepared to join with you"? "These are the terms for the C. P. These are the terms for Madras or Bombay." Then it must be open to the bus operators to accept or not to accept. That will be a fairer way of determining things.

Another point which I want to stress is this: you are speaking of sharing profits rather than service on roads. Only those who finance the construction of these roads—the Provincial Government or the district boards or the local bodies (and the Central Government on certain roads)—can come into this picture. If you are going to finance the whole thing yourself, it would be another matter. But here you are actually trenching upon the provincial field. If you maintain and construct the roads, then you can walk away with the profits. But it is the Provincial Government and the district boards and the local bodies from whose resources the construction and maintenance of these roads is made. There is absolutely no provision made for them at all to come into this picture: no mention is made of them at all. So far as the railway tracks are concerned, you have constructed them at your cost and you are entitled to profits on them. But since the roads have to be constructed and maintained, not by you directly, except probably in a few trunk roads and even that very grudgingly, by others, they are paying the piper while you are calling the tune. Is that a fair way of dealing?

Another matter which I want to emphasise is this: the Provincial Governments must be given a chance to participate in the scheme; while they must also extend in their own sphere to the local bodies who want to put in money; they have got a lot of money to put in and instead of recognising the authorities or powers which are directly concerned, you want to open up a fresh avenue to automobile companies.

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

Mr. Sami Vencatachelam Chetty: . . . which is apparent in the scheme. So, if in any scheme you want the co-ordination and also the support of this Assembly, you must see that no avenue is given to new companies, no avenue must be given to new comers; it must be reserved for Provincial Governments, local bodies, persons who are the users of these roads, and the Central Government. Beyond that it is inconceivable that you can open the field to anybody else. Now, the speech of Sir Edward Benthall, a copy of which was supplied to us this morning, no doubt makes the position a little more obscure than the lengthy speech he made in his Budget. Whatever it is, there seems to be a slight hit even against cart traffic. Is it the intention of the Government to completely eliminate the country cart traffic from the roads of India? Or is there any provision for them? Because I suspect that a little later you may.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

Dr. Sir Zia Uddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Sir, the railways claim that they are services of public utility and as such they enjoy the privilege of paying no tax, no super tax and no excess profits tax. At other times they claim to be a business concern and they want to charge as much fare under the dictum "charge as much as the traffic can bear"; and they pay very little attention to the convenience of passengers and the development of industries. But one has to agree that these railways are a service of public utility. Besides these railways, we have three other services of public utility in matters of transport—that is, road, river and air; and it is the duty of the Government, as pointed out by Mr. Churchill on 24th April 1928 when he was the Chancellor of Exchequer, to co-ordinate the services of these three forms of transport. It is rather unfortunate that the person in charge of the co-ordination of all these forms of transport is also in charge of the railways; I think it is very desirable that the person who should be in charge of the co-ordination of these four forms of traffic should not be intimately associated with any one of these four forms; otherwise the three other forms of traffic will suffer.

The second thing is that it is rather unfair that this matter has been laid before us by back door method without giving us any opportunity to discuss the fundamental issues on which our decision should rest. One fundamental issue which we ought to have discussed is that by this method the industries and agricultural situation will develop. There is no scheme before us to show that this method is suggested for such development. The next important and relevant point is the payment of the capital and annual repair charges of the Road. In England the co-ordination conference presided over by Sir Arthur Salter in the year 1930 laid down these conditions:

"It is only fair in our view to consider the total annual cost of the roads and then to distribute it according to a just estimate of the use and enjoyment and wear and tear caused by different categories of users."

Then he says:

"The conference came to the conclusion that the initial charges and the expenditure incurred in the construction of roads should be borne by the community and the current repairs by motor transport."

Before we embark on any scheme it seems desirable that we ought to be satisfied how far the non-recurring and recurring charges on the roads will be borne by the railways. I remember what was done in Germany before the war;

[Dr. Sir Zia Uddin Ahmad.]

in 1930, when the railways embarked on the scheme of road transport they constructed their own roads side by side with the railways. If Railways are prepared to construct roads in the same manner as German Railways constructed their own roads, then the problem will be different and then they will have the right to use the roads in the manner they want. So long as the roads are constructed for the benefit of the community as a whole, the community has a right to use any vehicle on the roads subject only to the safeguard of the safety of the passengers and the safety to public. I do not think anybody has the right to stop any one from using the public roads which have been constructed at the expense of the community. These are the points on which we ought to be satisfied.

Sir Kenneth Mitchell has pointed out that the small investors can purchase shares in the bigger companies. The same thing can apply to cottage weavers. They can apply for shares in Birlas' Mills. That is very poor consolation for the poor man to ask him to close down his business and to take shares in the big companies. In any arrangement that may be made, we ought to be satisfied that the smaller people will not be annihilated altogether. This House will not support in any form any measure which really goes against the interest of the poor people and the small investors who live on small capital, and only safeguard the interest of the big capitalists. It is really unpleasant that the Railways have joined together with the big capitalists in such unauthorised manner, especially as they have not received the permission of the Legislature to do that. Sir F. E. James has mentioned four points. I agree with those four points. The speech of the Honourable Member which has been circulated does not make mention of those points. There is no mention of the development of industries. There is no mention of the protection of the small industries. Now, the Railways want to make more money by joining hands with the big capitalists of the country.

The Honourable Sir Edward Benthall: No.

Dr. Sir Zia Uddin Ahmad: Before any scheme of co-ordination is introduced, it is desirable that the matter should be laid before this House in the form of a Resolution or motion as suggested by Sir Yamin Khan and this House should be given full opportunity to discuss all aspects of this question. It is only fair that this should be insisted upon. If the Railways are making their own roads, they can use their own motor vehicles. Then they will be in a different position.

The second point is that the Provinces cannot be ignored. We ought to have some kind of proposal from the Government by means of which the produce of the villages can be brought to the railway station and the manufactured article from the railway station may be sent back to the villages for distribution. There is no mention of this scheme in any report as to the way in which it will be given effect to. The scheme presented to us is simply this, that the Railways will join hands with the big capitalists in order to exploit the travelling public and kill small industries and thus get the maximum benefit for themselves. As the Railways are a public utility concern, we have exempted them from all taxes. They really exist for the development of industries and the comforts of the travelling public. They are not here to join hands with big companies for the purpose of money making. If they bring forward proposals for the development of industries, then we will consider this scheme of co-ordination. Unless a definite scheme covering all these points is brought before us, it is very difficult for us to consent to this thing and I support the motion moved by Sir Muhammad Yamin Khan.

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. Abdul Qayyum (one of the Panel of Chairmen) in the Chair.

Mr. T. T. Krishnamachari (Tanjore cum Trichinopoly: Non-Muhammadan Rural): Mr. Chairman if the House will pardon the use of a personal pronoun, I would like to say that I have some experience of the working of the Motor Vehicles Act, in so far as it affects the provinces, having been associated for a period of three years with the Provincial Transport Authority in Madras. So far as this discussion is concerned, I would, basing what I say on my experience of the working of the Provincial Transport Authority, say that quite a lot of issues which are not quite relevant have crept in. I was expecting when I heard that Sir Kenneth Mitchell was nominated to this House that with the experience that he had behind him commencing from the days when he in collaboration with Mr. Kirkness issued their joint report, he would be able to give us a clear cut line for discussion and also delineate very clearly what he expected the Government of India to do. I am sorry to say that I was somewhat disappointed. I feel, Mr. Chairman that in so far as this discussion before the House is concerned, there are only two aspects of the problem that affect us immediately. Firstly the financial participation of the railways in transport operating concerns in the provinces and secondly the question whether by the provisions of the Motor Vehicles Act of 1939, the interest of the railways could not be sufficiently well safeguarded and are not being safeguarded. Apart from these two, I think any discussion would necessarily be in the region of being problematical. So far as the post-war problem is concerned, what the Government of India can do is very limited, and Sir Kenneth Mitchell very clearly indicated that there were 11 safeguards against any mischief that can be played by the Government of India in this matter and these eleven safeguards happen to be the eleven Provinces. But it is possible that the Government of India by means of the superior wisdom and expert knowledge that it can command, coupled with the fact that in six out of the eleven Provinces, the Governments that exist do not reflect the views of the people and therefore can alter their views in tune with the recommendations of the Government of India, can dominate the situation and some decisions might be reached. The danger appears remote so far as present experience shows. In so far as my Province is concerned, they have not been particularly tempted to fall into line with the Government of India's wishes. That, I think is a matter which need not concern us at the moment. All that I would like to ask the Government of India in that matter is this, so long as six Provinces are governed by section 93, in the name of all that is holy, do not compel them to take any particular line of action which will prejudice the freedom of action of the Governments that would come into being in the future. But in regard to two narrow aspects of this question outlined by me, I shall deal with them presently within the limited time at my disposal.

Mr. Chairman, the idea from which this mischief emanated started with the Wedgewood Committee report of 1937. Sir Ralph Wedgewood and his collaborators were firm in their view that railways had neglected an obvious duty on their part to get into the motor transport trade and to organise the trade on lines that will suit them best because the bogey at that time was that railways were losing income. I do not know what was the estimate of the loss to the railway by way of revenue in the Mitchell-Kirkness report. I believe it is somewhere about two crores. I suppose the Wedgewood report improved upon it and put the figure at somewhere four crores and odd. But none of these experts had taken into consideration the fact that when a new factor in transport comes into being and that the economic condition of the country at the time was certainly not satisfactory and that readjustments which were inevitable lead to loss on one side, certainly on the side of the established administration, an administration which was wooden, which was not responsive. The mischief having started from there it was to a certain extent tempered by the wording of the various sections of Motor Vehicles Act. But again, Sir, I find that in the technical sub-committee report to the Sub-

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Committee on Transport issued in November 1943—I think the Honourable Member for War Transport referred to it as being an old document, and if that is also the document referred to by my Honourable friend Sir Frederick James in his speech—several recommendations have been made, recommendations very categorical in their scope, but which at the same time has been covered by this safeguard or reservation, namely, that the Committee has not got adequate staff, that they could not envisage the full financial implications and presumably they did not have the full co-operation of the Provincial Governments in making their recommendations. Sir, there are two specific recommendations in page 10 of this Report which deserve notice. The summary for Chapter III says:

"2. The principle of maximum amalgamation of road transport operators to form substantial concerns on main routes and controlled monopolies on light traffic routes should be the basis of policy.

3. Railways should now develop closer co-operation with road transport and ultimately acquire a commanding interest."

That is what I think my Honourable friend Sir Frederick James referred to if I heard him aright.

"A beginning should be made now. There is no advantage in State ownership divorced from railways."

The next important event was the speech of the Honourable Member for War Transport delivered on 15th January, and therein we find a categorical statement, very precise and not as obtuse as his speech was in introducing the Railway Budget:

"Maximum co-ordination will be sought between road and rail interests, where possible, by the negotiation of financial participation by the State owned railways in reliable motor transport companies either existing or still unborn combined with the correlation of rates and fares" etc.

Sir, the history behind this was given by my Honourable friend from Madras, Mr. Sami Vencatachalam Chetty. I do not know how he got it.

I will now come to the point whether the Motor Vehicles Taxation Act of 1939 does not give sufficient protection to the railways. Section 43 of that Act, even before it was amended, lays an obligation on the provincial transport authority to safeguard the interests of railways. The provincial transport authority with which I was connected in Madras had this always in the forefront. There was no instance where there was a possible conflict between road and rail interests where the rail interests were not consulted, where the railways representatives were not taken into confidence and their demands met, at any rate to a reasonable extent. I do not know how the Motor Vehicle Act worked in other provinces, but so far as Madras is concerned I must say that within the limits possible—and they were fairly wide—we had safeguarded every interest of the railway in this matter. And I might tell you, Sir, that so far as the working of the Motor Vehicles Act was concerned, we in Madras started with this preliminary, namely, to prescribe so far as the individual operator is concerned that he should amalgamate so that the amalgamated unit will have at least one reserve bus. That is how Madras started it. If now larger companies are encouraged it was not done during the time that I was not with them; and by and large I think the system worked satisfactorily. There have been a few hitches here and there, but knowing as I do—and I can claim to know reasonably well the file of practically every transport operator in Madras I do not think the Motor Vehicles Act was operated unfairly or inadequately. And I would ask the Honourable War Transport Member and his able collaborator Sir Kenneth Mitchell that if they would like an amendment of this Act in any particular respect so that the obligation of the provincial transport authority for safeguarding the Railway interests can be strengthened, I shall certainly assist them in that endeavour. But in regard to this question of financial participation what exactly is the charm? It is true that in the experience of other countries the railways have got in mainly by financial participation in road-operating concerns. But either these railways have been private companies or there has been, as in the case of the U. S. A., an organisation like the Inter-State Commerce Commission to hold the scales

even between the interests concerned. Here it happens that the railways are the property of the Government of India with all the influence and prestige of the Government of India behind them; and this concern operating with all the influence and prestige of the Government of India gets into financial participation with small operators presumably ultimately to obtain a commanding interest, unless my Honourable friend would straightaway deny it here and now. But I should like to ask this. Leave alone this question of what is happening in other countries. In view of the special position in which the railways are placed in India, what is the benefit that financial participation is going to give to the people. It cannot safeguard the Railways entirely so far as financial loss by road competition is concerned; the return that Railways will get will be a very small proportion of what they will ultimately lose, if the conditions of 1937 are going to be repeated again.

Mr. Chairman (Mr. Abdul Qaiyum): The Honourable Member has one minute more.

Mr. T. T. Krishnamachari: Are the railways going to bring in any expert knowledge to bear on this problem? I would here and now say assuredly, 'no'. The problem of the operation of motor transport is totally different, and I would certainly not like these wooden ideas of operating railways to be imported into the operation of motor transport. Sir, I think the House would do well to confine itself to the narrow aspect of the problem and condemn straightaway out of hand any further extension of this idea of financial participation with road operating concerns in the provinces. The provinces had better manage them just as they like. Whether they start public utility companies or whether they nationalise road transport or whether they encourage amalgamation of small operators with large operating concerns, it is their concern. But so far as the railways of the Government of India are concerned I think this House should say that we do not like this idea of financial participation in road transport. If safeguards are wanted, you can get them by enlargement of those provisions as are contained in the Motor Vehicles Act of 1939.

Mr. Hoeseinbhoj A. Lalljee (Bombay Central Division: Muhammadan Rural): Sir, I think this is a very wide question and one which requires very careful consideration. It is also a fact that when the Motor Vehicles Bill was before this House a special Session was invited and a long discussion took place; and it is not fair either to this House or to the public at large that a principle should be enunciated wherein so many questions arise. In the first place my Honourable friends have pointed out that they are going to carry on the work in co-operation with the Provincial Governments, but at the same time they have made it quite clear that whereas the Provincial Governments have made this motor transport free they will be at liberty to negotiate with anybody and everybody. What is the effect of this move? Naturally when the Provincial Governments are going to spend crores on road making they do not like that there should be monopolies established in their provinces; and the result would be that the railway authority would then be at liberty to make contract with one or the other party; and that contract will be at the expense of the public; that is to say, it will give a monopoly for 10 or 20 years. That contract will involve crores of rupees of public money being lent to them. It may be that if they do not have a dominant voice, they will have at least a substantial voice, which means crores of rupees. Now are you not going to handicap the Provincial Governments, if for any reason they wish to change their policy or make some changes in the districts under their command? If you have entered into agreement with one or the other party for a number of years and also involved public monies by advancing them or participating in their concerns, what would be the position of the Central Government and of the Provincial Governments? My friends have pointed out that at present there are six provinces that are working under section 93; and I must frankly admit that the popular voice is not there. But it is impossible that the popular voice would be set aside for all time. In these circumstances once again I say that when you ask the Provincial Governments that in post-

[Mr. Hooseinbhoy A. Lalljee.]

war reforms roads must be made and crores of rupees should be spent on them, if the railway authorities are given a free hand to negotiate and do business with any of the companies in any manner they like, you take away the position you emphasise off and on that the Provincial Governments are independent and can do what they like.

Another point that arises is this. So far as the railway administration is concerned, it is clear after the speech of the Railway Member that it is going to be worked and it has been working as a pure and simple commercial concern, a dignified joint stock company managed by managing agents, looking forward only to the interests of keeping up the company in a fair way for continuance of the managing agents and otherwise. As a businessman I like very much that the concern should be kept strong and going, and as much of the profits as could be made from the working capital should be diverted first from the income-tax authorities and, secondly, from the shareholders. But, Sir, this Railway Administration, with due deference to my Honourable friend, the War Transport Member, is more concerned with the public. The first duty it owes to the public—and I do not speak here only about the third class passengers, but everybody—is to look to their welfare. First and foremost is the position of the agriculturist—for want of transport facilities, the agricultural produce is rotting in this country. Then, because there is no education, there is no medical relief and other facilities, people are suffering—even railway employees—much more than the workmen engaged in other industries. The War Transport Member is a businessman and he has done many things in his own concern as a private individual but has it ever occurred to him to take steps to provide maternity benefits for the Railway employees? No, nothing has been done anywhere in that direction. Railway Administration is an organisation from which people want to derive benefit in raising their standard and it is not going to be the monopoly of commerce and industry only. But what do we find in this whole plan for road transport? Facilities for the railways to keep up their income, but how those plans will suit the public at large, this it does not take into account. We have got to consider the position of people in the districts? What employment are you going to give them? None at all. A few buses that you will provide here and there will also be under the patronage of big companies connected with Railways. I know the conditions in several districts where only two lorries can ply. This is the concern of the Provincial Governments. If you were going to work the plan through the Provincial Governments, I would have conceded, but here the point is that the Railways are at liberty to negotiate directly with other parties, the principle being that the Provincial Governments should not have a monopoly of their own. They will set up public utility concerns.

The Honourable Sir Edward Benthall: With the approval of the Provincial Governments of course.

Mr. Hooseinbhoy A. Lalljee: I will go a step further and say that in six out of eleven provinces, public voice is not there, and Government knows it very well that public voice is a great thing. Government is placing before us one side of the picture only. Surely when a large part of India has not got the means to voice their feelings, I do not understand how the Government can do all that with the concurrence of the provinces which in reality means the public voice.

At the present moment, the War Transport Member and his Department have a golden opportunity, as was rightly pointed out by one Honourable Member: Thousands of motor lorries will be available and as they are the distributors, they can dictate any terms they like to the other party. It is not possible, to get ordinary machinery, which is badly needed, without the help of the Government of India, and here is an instance where the Government of India will have and even today has an opportunity of getting thousands of motor lorries. So naturally they can dictate their terms, and the other party is bound to agree. What is the Provincial Government going to do? If they

propose that this contractor or that contractor should be subsidized and you do not approve of that contractor, you will say 'we have not got sufficient lorries to give'. These are important questions which should be considered, and I appeal to the Honourable Member that in the present circumstances and as this is an important matter and we are not prepared for it, this whole thing should be fully discussed and provincial representatives—especially from those provinces where Section 93 is in force—should be given an opportunity to express their views. Of course you can veto the recommendations of this House and you can carry out your own plans, but still I must say that we do not agree to the principle, as it has been laid down here, without full discussion. Of course I agree that co-ordination is necessary, but at the same time it is not only necessary with regard to roads but it is also necessary with regard to waterways,—it has been clearly shown that that was one of the main causes of the famine in Bengal—coastal trade, and so on. That has got to be considered. Is it fair, therefore, either to this House or to the public, that this all-important question, for which a special Session was invited, should be given hardly a few hours to be discussed? If we agree to the principle, it would mean that we agree to a liability of crores of rupees if the Railways choose to incur. They can enter into twenty or thirty contracts, give to each contractor 50 or 100 motor lorries, and extend the contract to 20 or 30 years. That would mean crores of rupees. On the other hand, you find that everywhere Governments are trying their best to take over the public utility concerns. Even the Bombay Municipality is going to take over Bombay Tramway Company and Electric Company. It is therefore the duty of the Government to see that all public utility companies should, as far as possible, be taken over by the Provincial Governments, so that when there are popular ministers elected by the people they will have the choice to manage their affairs according to their own policy. It is no use putting obstacles in their way of development by taking away transport in one way or another. They should have a voice in any liabilities which the Centre incurs in this respect. I therefore appeal to the Honourable the War Transport Member, if he really wants that something should be done, that he should arrange for the allotment of one full day for the discussion of this matter. For passing this Bill a special Session was invited and nearly 16 days were allotted. Is it fair now to finish the whole matter within a few hours? We have also to consider the question of waterways, coastal trade and hundred and one other things. Besides you are spending crores and crores of rupees on road-making; the first planning report of the Government of India provides for an enormous number of roads; the Provincial Governments have undertaken the construction of a large number of roads. Who is going to maintain these roads? And how are the people going to pay taxes for all these roads to be maintained?

Mr. Chairman (Mr. Abdul Qaiyum): The Honourable Member has one minute more.

Mr. Hooseinbhoy A. Lalljee: Sir, I appeal to him that if he wants to carry through this project and if it is urgent he should set aside one day to enable this House to discuss it thoroughly and tender its advice.

Nawab Siddique Ali Khan (Central Provinces and Bérar: Muhammadan): Sir, the Honourable the War Transport Member yesterday evening asked us to read his speech delivered on the 15th of January and to base our remarks on it. This morning I have carefully gone through his speech, but I regret to say that I have not been able to find in it a definite scheme put by the Honourable Member. He has given two reasons in justification of taking over the bus services throughout India. The first reason which he has given is to regulate competition between road and rail by the control of fares, routes and traffic. The second reason which he has given is co-ordination between road and rail by negotiation of financial participation by the State-owned railways in reliable transport companies, either existing or still unborn. This morning we expected that Sir Kenneth Mitchell would be able to help us in understanding the position, but with due respect to him I must say that he has not been helpful in any respect.

[Nawab Siddique Ali Khan.]

The Honourable the Railway Member was talking about cut-throat competition. We have to see who has been responsible for this and who is guilty of this charge. Sir, I have got facts and figures in my possession from which I can satisfactorily prove that the railway itself has been responsible for this cut-throat competition. I have got personal knowledge of my province—the Central Provinces and Berar. There was a bus service between Nagpur and Amraoti and the motor-owners charged Rs. 1-8-0 while the third class passenger fare was Rs. 2-4-0. This affected the revenues of the railway and the third class passenger fare was reduced from Rs. 2-4-0 to Re. 1. Similarly there was a bus service between Nagpur and Wardha. The bus people used to charge ten annas for the journey between these two places. The railway authorities started selling return tickets for Re. 1. There is a place called Kamptee at a distance of ten miles from Nagpur. The bus people used to charge four annas but the railway company started selling return tickets for three annas. So it is quite evident that this competition was started by the railways and not by the bus companies. In my province the expressions and terms used by the Railway Member raised suspicion in our minds when he said that this management had been entrusted to reliable motor transport companies either existing or still unborn.

I would like to give a short history of the motor owners and the bus services. This business was started 25 years back in the year 1920. The motor owners started plying touring cars and afterwards when they could get buses they started a bus service. After the enactment of the Motor Vehicles Act in 1939, some unions were formed and companies also were established. Unions were formed and registered under the Union Act and some companies in Amraoti and Yeotmal were also formed. At present, Sir, some of the unions are converted into limited companies and the rest of them are registered under the Indian Partnership Act as firms. These companies and firms are existing but unfortunately in my province newly created companies have come into the forefront and those people who used to sell motor accessories or deal in motor cars or had motor workshops have been at the instance of the Provincial Government formed into companies and the work has been entrusted to them. Thereby they have ousted the poor motor owners and thus deprived them of their livelihood.

We the members of this Party demand that those people who have been in this business for a number of years should not be ousted in such a manner. They must have precedence over other newly formed companies or the companies which the Honourable the Railway Member says are unborn.

The second thing which we want is that those people who are employed in this business should not be ousted by being replaced by those people who are at present serving in military motor transport. We want Sir, that those people who have established this business so long ago should have the majority of the shares in the companies which are to be floated and they should have an effective voice in the management of the affairs of the new companies.

I do not want to take more time of the House as I understand that the Deputy Leader of my Party wishes to ask some questions of the Honourable the Railway Member.

I support the cut motion moved by my Honourable friend, Sir Muhammad Yamin Khan.

Nawabzada Muhammad Liaquat Ali Khan (Rohilkund and Kumaon Divisions: Muhammadan Rural): It is not my intention on this occasion to take much of the time of the Honourable House: and if I intervene in this debate at all, it is with the object of clinching the issue which is for consideration before the Honourable Members of this Assembly.

Sir, it is evident, and it has been proved beyond any shadow of doubt by all the speeches, including that of Sir Kenneth Mitchell, that have been made by those who have preceded me, that we have indeed no scheme before us which we could consider and about which we could come to a decision whether the sum of Rs. 82 lakhs should be spent or not. Sir, I think it is

asking much and expecting too much of the Non-Official Members of this House to sanction such a large sum of money without knowing the details of the scheme on which this is to be spent. As was pointed out by Sir Muhammad Yamin Khan, a prudent Government would have come forward with a resolution, before including a proposal like this in the budget, to get the opinion of the House with regard to such an expenditure. I said, Mr. Chairman, "a prudent Government"; knowing the Government as we do, it is but natural that they should have thrown prudence to the winds. Sir, throughout the speeches that have been made by the representatives of the Government, inside this House as well as outside, all that one comes across are words like Amalgamation, Co-ordination, Rationalisation, Public Utility Corporation, etc. It is all words, words, and words and there is no definite scheme, there is no definite idea as to what it is that the Government intend to do. I think the Honourable Members of this House would really be failing in their duty if they voted such a large sum of money to be spent by the Government as they pleased without knowing the particulars of the scheme, according to which this amount was to be spent. Therefore it is that my Honourable friend Sir Muhammad Yamin Khan has come forward with this cut motion that this amount should be omitted from the Budget. If the Government later on are ready with a scheme and if they place that scheme before this House and the House approves of that scheme I have no doubt that the House will be prepared to sanction this amount or even more for this particular purpose. But we cannot be a party to placing such a large sum of money in the hands of the Government without knowing and approving the scheme which they intend to introduce in this connection. Therefore I hope that every Honourable non-official Member of this House would support this motion, because the object is that we cannot take the responsibility of entrusting the Government with such a large amount of money without knowing how that money is to be spent. I support the motion which has been moved by my Honourable friend, Sir Muhammad Yamin Khan.

Mr. Bhulabhai J. Desai (Bombay Northern Divisions: Non-Muhammadan Rural): Mr. Chairman, having been more or less an active party to the discussions when the Motor Vehicles Bill was under discussion, as Sir Kenneth Mitchell might remember, I feel that it is my duty to say a few words in support of this motion. That is not to be regarded, as indeed it is not, that any question of censure or hostility is involved in this motion. Let us consider this matter in the way in which it now appears, though my imagination did not carry me as far as that stage when we might find ourselves in some such situation as we find ourselves today. I will remind the House and such friends as were present on that occasion when the discussion arose as to whether or not there should be a representative of the Railways on the Motor Transport Authorities in the Provinces, I took part in that debate and I was one of those who supported that one of the members on the transport authority should be a representative of the Railways. The reason which I then gave still holds good but it should not be used for a wrong purpose. I then pointed out to the House, as I point it out again, that in this country, in so far as the Railways are concerned, we are in a somewhat anomalous position compared with the means of transport elsewhere, so far as I am aware. If there are two private individuals or companies or corporations owning two different forms of transport and a question of competition arises, the State or the Legislature is in a much more easy and comfortable position doing only the right thing as far as they think in the interests of the traveller. Here it is true that in so far as India is concerned we are debtors to the tune of some 800 crores and we have often said that the most integral part of the national debt is the ownership of the Railway system and in fact, the other day the Transport Member told us that now the State has practically swept into its ownership the last remnants of the railway system operating in this country. Hence it is that when it comes to a competition with other forms of transport we probably hesitate a great deal as to how the two things are to be co-ordinated, a word which must be used, whatever may be its implications, because what we lose on the Railways we

[Mr. Bhulabhai J. Desai.]

will have to make good from the pocket of the taxpayer in order to pay our interest charge, which at one time stood as high as about 31 crores annually. I was for this reason anxious that the interest of the Railways should be protected to the extent to which we can as against any reckless competition, on a short route competition between any other forms of transport. But today we are up against a very different proposition. While the interest of the railways must be safeguarded, we must not make it more than a Frankenstein, as it is likely to be, if we agree to the grant of a proposition which is at present mooted before this House.

I remind the House that there was a time when year after year we moved Resolutions on the question that a workshop should be set up in India for the purpose of the manufacture of locomotives. Sir Zafrullah Khan, who was then the Member in charge, got up and told the House that their estimate was a cost of about some 95 lakhs of rupees and he also told us that if they were to purchase them outside it would be 20 per cent. cheaper in cost and hence the Government must consider whether such a large outlay as 95 lakhs should be made. He put forward that plea notwithstanding the fact that this side of the House clearly pointed out to him the fallacy. We said then, as it is now being painfully realised, "You have 800 crores sunk in Railways. You may have rolling stock, you may have the track and you may not have the engines". I have never heard it argued, no businessman ever tries to argue to himself whether each rupee that he puts into a business should be independently valued on its return. I then pointed out as I point it out again that it is a question of really finding out, whether or not 801 crores are paid and not whether or not one crore is paid and I trust that it is now being realised what advantage it would have been if they had then taken the course which this House time after time wanted the Government to adopt but which the Government each time, in its own wisdom, always turned down. That is the only co-operation which we have got out, during the many years that I have sat on these Benches. Hence it is that we must begin to consider (when we come with a salutary proposition on this side of the House, it is always rejected) that it is not a question merely of repaying the debt. It is a question of going slow when we have got to go slow.

Of all the means of transport that have been mentioned there is one which has not been mentioned and which is very important and hence it is that I wish to occupy the time of the House during the rest of the remarks that I have got to make.

During the course of the enquiry which took place many years ago into the rural economy of a part of the district to which I belong (a part of my own constituency) a question arose as to the cost of agriculture, and a certain figure was put down as the cost of maintaining two bullocks or four bullocks according to the number of acres the cultivator had; the commission which consisted of a judge and Sir Reginald Maxwell (whom I knew then as Mr. Maxwell) formed the committee and when we put forward the expenses, they were amazed and we had to point out these matters, germane to this proposition, that since the Tapti Valley Railway came into existence, half the earnings of bullock transport from Bardoli to Surat had disappeared completely, with the result that a bullock from the point of view of agriculture was twice the amount for purposes of maintenance as compared with what it was before: for, in the agricultural season it was used for pure and regular agricultural purposes, ploughing in particular, and in the dry season they plied carts from Bardoli to Surat for purposes of transport. So that, in this country very often when we talk of individual things, always remembering the bigger mechanical things which the world has now swallowed up, we begin to forget that the readjustment of the economy of this country requires far more care than has hitherto been bestowed upon it. I therefore say that it is not a mere question—you can flood this country with many vehicles, probably lakhs if not millions, in their number, cast out or otherwise, for the purposes for which now they are being

manufactured, for the purpose of competing in the art of more intensively destroying man by man; but when they are cast out some avenue would have to be found for their use; and let me caution myself and this House against being in any manner unduly attracted by the prospect of this country being turned into a dumping ground of those products, and not remembering at the same time—it is not enough that you would have a railway to protect, it is not enough that you have the main organised services of the roads to protect, but you must remember that when you lay out all this expenditure there is the rural economy with which you will have to deal, and which has now fortunately after hundreds of years for the first time come to the forefront of the understanding in the new planning; and even when it comes to the future planning it must be obvious to those who have read these matters and considered with the care and attention which it was my duty to devote to it, that there is a supervening importance and exaggeration given to the industrial side of the development of this country. I am not one of those who do not desire it: in fact I am one of those who encourage it; but let it be remembered that no amount of mere industrial or mechanical progress that we may make or borrow, that you would be able to do as much from the point of view of the bulk of the population of this country, if you fail to pay attention to their economy; and hence it is that I refuse to lend myself to the proposition that is put forward before this House that the railway will start on this particular venture. As I said, it is a question of considering the people's interests at large: it is not a question of dealing with this matter as if it was just a mere demand out of the plenitude of the wealth that has come into the coffers of the War Transport Member this year.

But let me also remind my Honourable friend on the other side of two matters which I might have mentioned in another context but which is equally important here. This Budget no doubt on the income side consists largely of three debit items, apart from the monies that are paid by me and many other civilian travellers and whose goods are carried; and that is the Indian exchequer for the carriage of troops to the extent to which they have got to pay for it, the Americans—and I hope they too bear some share of it, and the British treasury; and that therefore this income while it is an income in so far as income tax returns are concerned, I hope and trust that this mere accounting on paper will not be regarded as so much income in his hand which like a spendthrift he can begin to spend as he likes; for indeed when the time comes to adjust these items, I am not so optimistic or sanguine a person as to imagine that all this money that he considers as in his hand is actually in his hand. I hope and trust that those who owe money to the railways by reason of the present transport—60 per cent. of it will still be paid, that this money, every pice of it, whatever may be in their adjustment; will be recovered to the last pie, and honestly paid and the debt discharged—it is only then this Budget will be a reality. Today this Budget is a reality to the extent to which I pay when I travel to Bombay; but it is not an equal reality when debits are made and credits are given by those who are stronger in economic situation than ourselves in the financial strength we possess; and hence it is that I do ask this House—and I hope and trust that the Government will consider long and carefully before making it an issue of opposition—that this House cautions them against entering on this new enterprise without due regard to the considerations which we have put forward. Sir, I support this cut motion.

The Honourable Sir Edward Benthall: Sir, with regard, first, to the remarks which fell from the last speaker, I could not be more in agreement with him when he said that the present figures in the Budget are not a reality. It was two years ago in my first budget speech when I used the term 'illusory' of the figures which we were facing then; and I am perfectly conscious that the figures with which we are now dealing are equally not a reality judged by ordinary conditions, and that they have to be dealt with with corresponding caution, a caution which I endeavoured to emphasise in the course of my Budget speech.

[Sir Edward Benthall.]

With regard to the Honourable Leader of the Muslim League Party, I understood him to say that he could not and would not agree to this grant unless he had full details of the scheme that he was asked to sanction.

Nawabzada Muhammad Liaquat Ali Khan: And the scheme had the approval of this House.

The Honourable Sir Edward Benthall: I cannot guarantee the approval of this House, but I am in the happy position of giving him all the details that anybody can wish for; and I may point out further that if any member of the Honourable Member's party on the Standing Finance Committee had there asked for the details, they would have been put before him straightaway on that committee.

Sir, the 82 lakhs to which the cut motion refers is a provision, not for any post-war transport purposes, but for the provision of lorries and the running expenses of lorries and buses on certain routes in order to relieve congestion during war time. This demand is there for the purely temporary purpose of relieving congestion in war time and has nothing whatever to do, except indirectly in that the railways will be owners of the vehicles, nothing whatever to do with the post-war schemes which have been under discussion. I am sorry to bring this forward at this late stage but I think my Honourable friend the Mover was aware of the position.

Sir Muhammad Yamin Khan: No, Sir. If the Honourable Member will allow me, the Budget proposals which came before the Standing Finance Committee were handed over to us only a day before. We had to discuss the whole scheme and I suppose that all the Honourable Members of the Standing Finance Committee will agree that there was great pressure on our time when we had to go through the scheme and we had to sanction this scheme and we did it on the clear understanding that we were not bound by what we did and that we simply left the matter to be debated by the House when the proposals come before it.

The Honourable Sir Edward Benthall: I quite understand the difficulties under which the Standing Finance Committee was working and I do not wish to make a point of that. I wish the House to understand what this 82 lakhs is about. It is a grant for temporary war purposes and is not for post-war transport at all. It is for affording relief on certain routes. I am prepared to give the Honourable Member full details. On the B. & A. Railway, there is a goods service, Siliguri to Bagrakota for the carriage in one direction of coal, and in the other direction of tea in order to relieve congestion on the metre gauge railway. There is a passenger service from Dacca to Naraingunj and from Santipur to Nabadwip. On the G. I. P. Railway there is a goods service from Poona to Ahmednagar to relieve a very congested section of the railway where we cannot carry the goods required for war purposes. On the South Indian Railway, there is a Coimbatore—Ootacamund goods service, primarily started, if I remember aright, for moving potatoes down from Ootacamund, because the trains could not move them in sufficient quantities. There is the Mettupalayam—Ootacamund passenger service and there are three or four more but I think I have quoted sufficient to indicate to Honourable Members that this is not a question of post-war transport but merely a matter of relieving congestion of goods and passengers in an emergency, a congestion which we were asked by the Central Advisory Council to relieve. I hope that statement will satisfy the Honourable Members.

Nawabzada Muhammad Liaquat Ali Khan: I am afraid it is too late now. If the Honourable Member would allow me just one second, I would like to say that I wish the Government had stated their case earlier during the course of this debate and not at the last moment now. We are at a great disadvantage, because we cannot examine the speech of the Honourable War Transport Member. Now, he has referred to certain services. Will he give details as to

how these services are being run, who is running them, what is the position of the private operators, are there any companies, what has happened to them, how are the licenses granted and so on?

The Honourable Sir Edward Benthall: I will answer all these points straightaway. I am only too anxious to give you the facts. The lorries are either worked departmentally by the railways, that is, owned and operated by the railway or they are in some cases run by tied mileage contractors, contractors who are given the lorries in order to run them for the railways for the purpose of relieving rail traffic and the licences are issued by the Provincial Government who have been consulted and are of course aware of the congestion of traffic on these particular routes. I think that is a complete answer to my Honourable friend's question. (Interruption by Mr. T. T. Krishnamachari.) I am not giving way.

Mr. Chairman (Mr. Abdul Qaiyum): The Honourable Member has only twenty minutes to reply. He should not be interrupted.

The Honourable Sir Edward Benthall: I shall find it difficult to cover the whole ground in 20 minutes. This cut refers to 82 lakhs for war time purposes. I am aware that the discussions in the House have not centred on that at all and that that is not the intention of the House. I am perfectly aware of what the intention of the House is. What the House seeks to secure, as I understand it, is first of all that in the case of any schemes in which the railways embark on road transport, the House should have a discussion and a full understanding of what is going on and secondly that the small man should be protected. If that is a correct understanding, then I am in no disagreement with my Honourable friends. I welcome this discussion and made special mention of this subject in the Budget speech with the object of drawing attention to it. We had not reached anything like a policy until about January 15th when we discussed this matter with the Post-War Policy Committee after a two days' discussion on the Transport Advisory Council which consists of representatives of Provinces and States. Up to that time we were groping about the policy. Mr. Chetty was perfectly correct in quoting my statement that the policy was not settled in November. The policy has been subject to constant modification. It is still subject to modification in the light of discussions in this House and in the light of the Provincial Governments' policies. I gave the widest possible publicity to the discussions of the Transport Advisory Council and the Post-War Policy Committee in order that the public might know precisely what was in the mind of the Government and I was frankly hoping for some Resolution which would give an opportunity for discussing the matter in the House, if the House was really interested in the matter. This is the first opportunity to discuss it and for the first time we have been able to put before the House a co-ordinated plan, settled within the last month.

Nawabzada Muhammad Liaquat Ali Khan: What is that plan?

The Honourable Sir Edward Benthall: It is very difficult to cover the whole of this subject in 20 minutes.

Mr. Chairman (Mr. Abdul Qaiyum): The Honourable Member can carry on. There is plenty of time.

The Honourable Sir Edward Benthall: I am only too anxious to deal with the subject in all its details. Sir F. E. James mentioned four principles. I need not go into them, for lack of time. He referred to strategic obligations, industrial and agricultural development, the export trade, the policy of the location of industry and the course which the expansion of social services is to take. The road transport expansion is in accordance with plans which are being agreed between the Provinces and the Centre, between the Centre and the States and between the Provinces and States because roads run continuously through Provinces and States without regard to jurisdiction; and the plans will naturally have regard to all the important considerations to which he referred. We cannot hold up planning pending, for instance, the final solution of the social service programme of the country. We must get ahead with this planning and we must be prepared to modify it, as we are to go. Then Sir Frederick James found great difficulty in understanding what is meant by "raising the

[Sir Edward Benthall.]

productivity of transport. I meant precisely what I said. I have read through the sentence in the Budget speech and I think it puts the position very well, if he will only carefully study it. It means putting each medium of transport to the maximum use. It is no use running empty buses and empty trains in competition with each other. In brief this is what that phrase means.

As regards the question of long distance goods transport, I have here quotations from the minutes of both the Transport Advisory Council and the Post-War Policy Committee who have discussed this and have agreed.

This is what the Policy Committee says:—

"long distance traffic on roads should be restricted in the interest of over all transport economy, due regard being given by the controlling authorities to the special requirements of perishable and fragile goods for rapid transport by road over longer distances."

Sir, this was the plan which was very carefully considered.

With reference to the remarks of the Honourable the Leader of the Opposition, it is vitally necessary in our planning that we should take care of the railway finances. Railway finances are one of the keystones of the prosperity of India. If they go to pieces as they went to pieces in the thirties, there will be that much money less for development of education, health, agriculture and everything else. In the broad interests of the country, not only of the railways, but in the broad interests of the country, it is necessary that we should try and keep their finances stable, both that they may contribute to the general revenues which in turn could contribute to the other nation building services and because if they do not and the reverse happens, they become a drag, and then all our financial planning and the proposed post-war development will go by the board. Sir, it has been suggested that railways are trying to secure a commanding or controlling interest. That phrase was used in the earlier stages, but as I have explained, it has now been modified. All that we seek to secure at the present time is a substantial interest and by substantial interest, we mean whatever may be suitable to the particular company. In the case of one company, we are negotiating for 51 per cent., in the case of another—I think I am correct in saying—it is as low as 25 per cent. Obviously a five per cent. interest in a company is not enough to make an investment worth while. But one big object of taking a financial interest is to secure closer integration with road transport operators. Obviously if you are in a position to sit round a table and discuss your problems of competition, with a financial bond between you, then you are in a much happier position to come to an agreement as to how best to regulate the competition on that particular route than you will be by sitting in two separate rooms and fighting each other by correspondence. That is really perhaps the biggest gain of all the contact which comes from close association. I would remind the House that these two Committees, the Transport Advisory Committee and the Policy Committee, both—the latter by a small majority—agreed that the railways should endeavour to negotiate an interest in road transport.

Sir Syed Raza Ali (Cities of the United Provinces: Muhammadan Urban): On a point of information. The Honourable Member mentioned 51 per cent. and 25 per cent. as substantial interest that the Railways desired to have. Does that include also shares both of Railways and Provincial Governments or, the share of Railways alone?

The Honourable Sir Edward Benthall: Perhaps I had better pass straight on to the question of the policy of the Provinces. Road transport in its administration is a provincial subject. It is the Provinces who issue licences, it is they who will say whether a certain company can run buses or lorries along a certain route, how many buses can be run, what the maximum and minimum rates should be. It is they who regulate them, and it is they who will regulate a company in which railways are interested just as much as they regulate a one-man owned bus. Now, Sir, Provincial Governments have varying ideas on the subject of provincial transport. Two Provinces—I am not going to specify their names because their policies like ours are in a state of flux—two provinces at least have stated that they intend themselves as Governments to own their motor transport in their Provinces. Very well. It is for them to decide to own

all the motor vehicles in that Province. Then there is all the more need for us to come in as the Centre and come to some agreement with that Province, because provincial finances represented by road ownership will be directly in competition with Central finances as represented by the Railways, so that obviously there is all the more need for co-ordination. Other Provinces, I can think of four immediately, are intending themselves to take an interest in road transport in varying degrees. One at least intends to divide its area into ten spheres of influence and to form ten companies in which it proposes to take an interest. Sir, time does not permit me to go into greater detail.

[At this stage, Mr. Chairman (Mr. Abdul Qaiyum) vacated the Chair which was then occupied by Mr. Deputy President (Mr. Akhil Chandra Datta).]

I should like to make the point that when a Province wishes us to take a financial interest in road transport, are we to refuse to take any interest in developing road transport in that area? I think, Sir, it is very difficult for the Central Government to refuse.

Then, Sir, with regard to the remarks of the Honourable the Leader of the Opposition about cart traffic, I am in cordial agreement, but I trust that the Honourable Member's desire, which I share, to preserve the bullock cart will not mean any lack of desire to push out good roads into villages for general development.

I will now try and bring this discussion to a close. One of the main interests which the House showed was a desire to preserve the small owner. That is also the desire of the Central Government, but I must put the position to the House. Imagine, for instance, a road running parallel to the railway and six bus owners on that road competing for passenger traffic with the railways. Now, Sir, it is our desire to reach an agreement with these six bus owners on rates and fares. It is our desire, and we will try if we can, to reach a financial agreement, to form a little company with, say, a lakh of rupees as capital and try to work it as a combined concern. But it is perfectly open to those owners to say, "No, we are not interested, we prefer to carry on as we are, to compete with you." What can we do then? We can try and reach an agreement if we can, but if we are not able to reach an agreement, what then?

Nawabzada Muhammad Liaquat Ali Khan: Stop their license.

The Honourable Sir Edward Benthall: But it does not rest with us. It rests with the Provincial Governments.

Sir Muhammad Yamin Khan: How will they compete with you when you lower fares?

The Honourable Sir Edward Benthall: You get on to the jolly old cut throat days.

Sir Muhammad Yamin Khan: Might I point out that third class fares from Meerut City to Delhi is only eleven annas by railway, while the motor bus owners charge one rupee. There is no competition from the bus owners, on the other hand the competition is from the railways.

The Honourable Sir Edward Benthall: Ordinary road passenger fares and rail passenger fares are much the same. That point is dealt with at some length in the Road-Rail Expert Committee report. Ordinarily there will not be competition in long distance goods, but there will be competition in passengers. Now coming to those six bus owners, you see the choice of competition lies not with the railways but with those bus owners. What, briefly, we are trying to do is to suggest to these six bus owners to get together and form one little combine themselves. Then the railways will try to make working arrangements with them and, if they are willing, to take a financial interest in the company for the common good. If they do not agree, then we must regretfully agree to compete with each other and sooner or later, one side or both will suffer; and if in fact disagreement goes on all over the country, you will get back to the cut throat days which existed before the war. It is those conditions that we desire in the joint interests to eliminate. We are trying to bring in a new era in road-rail co-ordination; we are making an earnest and serious attempt to do so. We are trying quite candidly to maintain the interests of the railways because they are essential interests which must be protected in the interests of

[Sir Edward Benthall.]

the country. But we are also trying to build up a sound and prosperous road transport system, bringing in the co-operation of the provinces, bringing in the co-operation of all operators and trying to take care of the interests of all. It is a very complex and difficult problem. I seek the support of the House in this matter, and am anxious to secure it. This discussion, as I hope Honourable Members will agree, has been very useful and I trust illuminating, in spite of some of the remarks that have been made. I think, Sir, that the rejection of the post-war policy not only of the Central Government but of the Provinces would be very regrettable, and it will certainly be a very big set-back to the progress of planning. Road transport and road development is in the forefront of planning, and it will be unfortunate if we come to a dead stop and cannot get ahead. I think I have said enough to show the House that what we are seeking is a rational form of development. It may lead on to what I understand is the desire of some Honourable Members of the House, public utility corporations. We are trying to do nothing to prejudice developments in that direction in the future. Sir, I am only too anxious to secure the support of the House in this matter.

Mr. Deputy President (Mr. Akhil Chandra Datta): The Honourable Member's time is up.

The Honourable Sir Edward Benthall: Sir, I will make a proposal. I am anxious to have this matter further discussed. I am afraid, it is, as the length of my speech has already shown, one which takes a good deal of time and a good deal of close study; and I am quite prepared that this subject should be taken up by one of the committees which deals with railways. Sir Frederick James suggested the Standing Finance Committee; there is the Central Advisory Council for Railways, or I am prepared to consider a special committee for the discussion of this matter. I trust that the Honourable Mover will consider this

proposal and give us an opportunity for further discussion of what is a very important subject, and that having heard what I have to say he will be good enough to withdraw his motion.

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

"That the demand under the head 'Working Expenses—Miscellaneous Expenses' be reduced by Rs. 82 lakhs."

The Assembly divided:

AYES—58.

Abdul Basith Choudhury, Dewan.
Abdul Ghani, Maulvi Muhammad.
Abdul Qaiyum, Mr.
Abdullah, Mr. H. M.
Ayyangar, Mr. M. Ananthasayanam.
Azhar Ali, Mr. Muhammad.
Banerjee, Dr. P. N.
Chattopadhyaya, Mr. Amarendra Nath.
Chettiar, Mr. T. S. Avinashilingam.
Chetty, Mr. Sami Vencatachalam.
Choudhury, Mr. Muhammad Hussain.
Daga, Seth Sheodas.
Dani, Mr. Ananga Mohan.
Das, Mr. B.
Das, Pandit Nilakantha.
Desai, Mr. Bhulabhai J.
Essak Sait, Mr. H. A. Sathar H.
Faiz-i-Haq Pirachha, 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.
Kailash Bihari Lall, Mr.
Krishnamachari, Mr. T. T.
Lahiri Chaudhury, Mr. D. K.

Lakhichand, Mr. Rajmal.
Lalljee, Mr. Hooseinbhoy A.
Liaquat Ali Khan, Nawabzada Muhammad.
Maitra, Pandit Lakshmi Kanta.
Mangal Singh, Sardar.
Manu Subedar, Mr.
Misra, Pandit Shambhudayal.
Murtuza Sahib Bahadur, Maulvi Syed.
Naidu, Mr. G. Rangiah.
Nairang, Syed Ghulam Bhik.
Nauman, Mr. Muhammad.
Neogy, Mr. K. C.
Paude, Mr. Badri Dutt.
Raghubir Narain Singh, Choudhri.
Ram Narayan Singh, Mr.
Ranga, Prof. N. G.
Raza Ali, Sir Syed.
Reddiar, Mr. K. Sitarama.
Satyanarayana Moorty, Mr. A.
Sham Lal, Lala.
Siddique Ali Khan, Nawab.
Siddiquee, Shaikh Rafiuddin Ahmad.
Sinha, Mr. Satya Narayan.
Sri Prakasa, Mr.
Srivastava, Mr. Hari Sharan Prasad.
Subbarayan, Shrimati K. Radha Bai.
Yamin Khan, Sir Muhammad.
Zafar Ali Khan, Maulana.
Zia Uddin Ahmad, Dr. Sir.

NOES—46.

Ahmad Nawaz Khan, Major Nawab Sir.
Ambedkar, The Honourable Dr. B. R.
Anthony, Mr. Frank R.
Azizul Huque, The Honourable Sir M.
Benthall, The Honourable Sir Edward.
Bewoor, Sir Gurunath.
Bhagchand Soni, Rai Bahadur Sir Seth.
Caroe, Sir Olaf.
Chatterjee, Lt.-Col. Dr. J. C.
Daga, Seth Sunder Lall.
Dalal, Dr. Sir Ratanji Dinshaw.
Dalal, The Honourable Sir Ardeshir.
Dalpat Singh, Sardar Bahadur Captain.
Ghuznavi, Sir Abdul Halim.
Habibur Rahman, Khan Bahadur Sheikh.
Haider, Khan Bahadur Shamsuddin.
Imam, Mr. Saiyid Haider.
Inskip, Mr. A. C.
Ismail Alikhan, Kunwer Hajee.
James, Sir F. E.
Jawahar Singh, Sardar Bahadur Sardar Sir.
Jehangir, Sir Cowasjee.
Joshi, Mr. N. M.
Kamaluddin Ahmad, Shamsul-Ulema.

Khare, The Honourable Dr. N. B.
Krishnamoorthy, Mr. E. S. A.
Kushal Pal Singh, Raja Bahadur.
Lawson, Mr. C. P.
Mitchell, Sir Kenneth.
Muazzam Sahib Bahadur, Mr. Muhammad.
Mudaliar, The Honourable Dewan Bahadur Sir A. Ramaswami.
Mudie, The Honourable Sir Francis.
Piare Lall Kureel, Mr.
Raisman, The Honourable Sir Jeremy.
Richardson, Sir Henry.
Roy, The Honourable Sir Asoka.
Shahban, Khan Bahadur Mian Ghulam Kadir Muhammad.
Spence, Sir George.
Stokes, Mr. H. G.
Sukthankar, Mr. Y. N.
Sultan Ahmed, The Honourable Sir.
Thakur Singh, Capt.
Tyson, Mr. G. W.
Tyson, Mr. J. D.
Wagstaff, Col. H. W.
Zahid Husain, Mr.

The motion was adopted.

DEMAND No. 1—RAILWAY BOARD

The Honourable Sir Edward Benthall: Sir, I move:

"That a sum not exceeding Rs. 22,65,000, be granted to the Governor General in Council, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Railway Board'."

Mr. Deputy President (Mr. Akhil Chandra Datta): Motion moved:

"That a sum not exceeding Rs. 22,65,000, be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Railway Board'."

PAUCITY OF MUSLIMS IN RAILWAY SERVICES.

Maulvi Muhammad Abdul Ghani (Tirhut Division: Muhammadan): Sir, I move:

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

The purpose of this cut motion is to discuss the paucity of Muslims in Railway services. In 1934 the Government of India through the Home Department passed a Resolution fixing certain percentages for the Mussalmans in the railway and other services. Since 1934 nine years have elapsed and we should now see whether the progress is worth mentioning, or not. When the Resolution was passed, there was much agitation in the country that the Mussalmans have been favoured and have been shown undue favouritism. But it was not the case. That Resolution was a very faulty one. According to that Resolution, the European element was to be excluded, and whatever remain 25 per cent. of that was to be given to Mussalmans. In those days, the European element was about 50 per cent., rather above, and out of the remaining 50 per cent., the Muslims were given 25 per cent., which means 12.5 per cent. Nothing more than that. However, that Resolution was given effect to and it was introduced also in the Railway Services.

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

What we find from the railway administration report is that our position in the three classes of services has deteriorated. These three services are the Superior Service, the Senior Subordinate Service (up to 200 or Rs. 250) and the Subordinate Service. Our position in the Superior Gazetted Service in 1934 was 4.67 per cent. and in 1944 it came to only 0.88 per cent. The progress per year has been about .58 per cent., which means that it will take 47 years to complete our quota of 27 per cent. Our population in this country, according to the new census of 1941, is about 27 per cent. of the whole. If even on population basis we are going to be given anything, then we can have something more.

[Maulvi Muhammad Abdul Ghani.]

In the second class of service, i.e., the Senior Subordinate Service, our position in 1934 was 4.84 per cent. and in 1944 it was only 3.21 per cent. That means that we have secured only 3.37 per cent. That means that it will take 72 years to complete our quota.

In the last service, that is the service taken as a whole, the total number of persons working in all railways in 1934 including the Railway Board and the Railway Clearing Accounts Office was 7,01,436 of which the Mussalmans were 1,51,634, i.e., 21.61 per cent. Now, the total number of persons in 1944 working on all the railways is 8,89,072. Of these, the Mussalmans are 2,09,190, i.e., 23.52 per cent. We have gained only .212 per cent. per year, which means that we shall take 127 years to complete our quota. This is the position of the Mussalmans in the railway services in a nutshell.

By this the House can judge whether the Mussalmans are given a fair deal in the railway services. I know every shelter will be taken under direct recruitment. When I moved this cut-motion in 1938, I remember that the Member in charge then told the House that he could not wave the magic wand to put in the Mussalmans and evict others but now the Honourable Member in charge should judge what is the position of Mussalmans after nine years as I have shown according to the report prepared by them.

As regards direct recruitment, I will just draw the attention of the House to page 33 of the Administration Report, Volume I, for 1943-44. Here the combined figure percentage is given of permanent and temporary recruitment.

According to the tabulator, the Muslim percentage rose up to 31.2 in 1936-37. This was maintained in 1937-38. But after 1940 it commenced to go down. It decreased to 28.8 per cent. in 1940-41, 27.5 per cent. in 1941-42, and 24.7 in 1942-43. Today, it is the same as it was in 1943-44. From this you will see that every year it has been going down instead of rising. Whereas, if you will compare the figure of the majority community, say Hindus, you will find that from the year 1939-40 the figure of 57.5 per cent. has risen up to 67.3 per cent. in 1944. Then you will find that in the case of Mussalmans, it is regularly going down and in the course of the same period majority community, in whose hands every power is, the percentage has been gradually rising. The Mussalmans can legitimately say that in the year 1940, when the Pakistan resolution was adopted at Lahore, its reaction commenced and it is the reaction of that resolution which worked on the minds of the majority community who have power and influence in railway services and having regard to that they made certain kinds of arrangements by which the percentage of Mussalmans went down regularly every year.

Different kinds of arrangements are made to deprive Mussalmans although appointed in service. I pointed out in the debate in 1941 that two posts were reserved for Mussalmans in the Lahore Division of the North Western Railway. Two Mussalmans were appointed. After a year it so happened that one non-Mussalman was imported from Baluchistan circle and he was taken in against one of these two posts of Mussalmans already in permanent service and on probation. The non-Mussalman who was imported from Baluchistan was confirmed and one of the Mussalmans who was appointed on a permanent basis was after a year turned out. Similarly you will find that when the O. T. Railway was taken over by the Government there was one Muslim of Bihar acting as an Apprentice Inspector of Ways and Work. His services were approved and appreciated while he was at Izzatnagar but the moment charge of the line was made over to the O. T. Railway that Muslim was turned out. He was the son of a late engineer serving on that railway.

Recently, I have been informed that three special class apprentices were turned out from Jamalpur (E. I. R.). One is Sabir Ali, who has worked for three years, the second is Hashmi, who has worked for two years and the third is a man whose name is not known to me. These are special class apprentices who had been appointed on the recommendation of the Federal Public Service Commission. The plea on which they have been turned out is most whimsical

and fictitious. It was due to discipline. What kind of discipline these people want is known to them only. I regret to say that the officers, the persons in authority also shut their eyes and did not see that persons who were selected by the Federal Public Service Commission and who had received training for three years at least after taking their B.Sc. degree, were summarily turned out. These things are happening daily. The cases are innumerable and time does not permit me to place before you the atrocities and zoolums of railway officers who exercise their undue influence and turn out the Muslims.

In the last Session I put questions regarding one Superintendent of Telegraphs at Lahore who forged the register. He marked all the Muslim linemen who were written down as literate as illiterate by adding "il" before "literate" and did *vice versa* to the non-Muslims. The illiterate Hindus were marked as literate.

Sir Cowasjee Jehangir (Bombay City: Non-Muhammadan Urban): Who did it?

Maulvi Muhammad Abdul Ghani: The Superintendent, Telegraphs, Lahore circle. I say that such things are happening in the Telegraphs Department. In the Railways also you will find such things happening under the very nose of the Government of India. Registers are forged. Letters have been detected giving instructions to subordinate officers to appoint such and such a man, who is a son or relation of the author of the letter. Letters are discovered instructing people to see that someone passed a certain examination. Last year at Patna such a kind of letter was discovered but what was the punishment? Only that fellow was transferred from Patna to Calcutta.

Sir Cowasjee Jehangir: What department was it?

Maulvi Muhammad Abdul Ghani: The Posts and Telegraphs Department. I know I am discussing Railways but as an instance I say that such malpractices are practised against the poor Muslims of this country.

The Honourable Sir Edward Benthall: Not on the Railways.

Maulvi Muhammad Abdul Ghani: The railways are full of instances but time does not permit me to give them.

The Honourable Sir Edward Benthall: Just give one instance.

Maulvi Muhammad Abdul Ghani: I have just said that you have turned out the special class apprentices at Jamalpur. You may examine that case.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

Maulvi Muhammad Abdul Ghani: With these words I move my cut motion.

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

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

Mr. Kailash Bihari Lal (Bhagalpur, Purnea and the Sonthal Parganas: Non-Muhammadan): Sir, I beg to oppose this motion. I want to make it clear at the very beginning that my opposition is not because I do not feel that justice should be done if there has been any injustice done to some section of the people who follow the religion of Islam but my opposition is on account of the fact that such a motion in this House fouls the atmosphere of this House. I think that on such occasions I will be failing in my duty if I do not point out to my friends that it is not in good spirit that such motions should be brought in the name of a class of people who happen to follow a particular religion.

I find in the motion that the Government is to be censured because there is paucity of Muslims in the Railway Department. I cannot understand what it means. If the Muslims are there as Muslims that is, followers of Islam, then it is really a thing that should be understood in the sense that perhaps more prayer is required in the Railway Department by Muslims. They may go there and offer prayers and they may demand some facility for making prayers so that that administration may reform and the well-being of the general mass of people promoted. But I think perhaps that is not the sense of the mover of his motion, viz., that they want more facilities for prayer in the Railway Department nor that the conditions of the people may be improved, because

[Mr. Kailash Bihari Lall.]

other people may vie with them in offering prayers to the Almighty for improving the condition of the people.

Maulana Zafar Ali Khan (East Central Punjab: Muhammadan): I will offer prayers that Mr. Kailash Behari Lall may be converted to Islam.

Mr. Kailash Bihari Lall: I will think it a proud privilege to get myself converted to Islam if I may be able to do some good to the people by that way.

I cannot make out any meaning in such motions in this House to the effect that there should be more Muslims in the Railway Department. Incidentally I may point out, without any feeling against any community as a community, that there are departments of the Government, where accidentally, there may be all Sikhs or all Sanatanists or some people who may follow any other religion. For instance, I may point out that even in the Railway Finance Committee, where I sit as a member, there are only two persons or three persons who follow religions other than Islam and the other members (perhaps the total number is 14 or 15) are all followers of the faith of Islam.

Mr. Muhammad Nauman (Patna and Chota Nagpur cum Orissa: Muhammadan): What is the number of members on the Standing Finance Committee?

Mr. Kailash Bihari Lall: I do not count the heads there to see how many there are who profess the Islamic faith or the Sanatani faith or the Arya Samajist faith and so on. That is never my business and so I never counted how many there are.

Mr. Sri Prakasa (Allahabad and Jhansi Divisions: Non-Muhammadan Rural): They prey on the public!

Mr. Kailash Bihari Lall: According to that point of view perhaps this motion is not relevant in that sense; rather it is to infuse a feeling of grievance in the people in that way that there are certain sections of the people who are victimised because they follow a particular faith. Of course it is a matter for sympathy if it were really so. And if it was so, I must emphasise on the Government with all my strength that they should not continue like this. But as a matter of fact I find the thing is otherwise. For instance the tendency is to magnify things in such a way that I am afraid you may bring up a motion to censure the Government in case an accident happens and people are killed—as to how many Muslims were killed or how many Sanatanists were killed or followers of other faiths were killed: you may even say that an inanimate thing like the engine is against the followers of the Islamic faith and therefore it killed more Muslims than others. If things are carried to that extent, I think we should oppose such tendencies.

Mr. Muhammad Azhar Ali (Lucknow and Fyzabad Divisions: Muhammadan Rural): May I tell my Honourable friend that Maulvi Abdul Ghani has presented the report and quoted these items to the House: do you deny them?

Mr. Kailash Bihari Lall: I am coming to that point. If the grievances were to find out by hunting for the figures in the report and elsewhere, then I must say that there I have given you one example—the composition of a committee. I once told you in the form of a dream here in this very House about the composition of the officers of this House. I am telling you that if the Government were to work on the right path then this trouble would not have arisen. I take the Government more to task for bringing about this state of affairs because they started in a wrong way and they recognised principles which they should not have done in the interests of the nation over which they rule and over which they profess to bestow love and promise in season and out of season to ameliorate the condition of the people. They should not have followed the principle of recognising communities on religious denominational basis. I put a question during the time of Sir Andrew Clow when he was in charge of the Railways, whether the Government would recognise the principle of distributing service in the railway department on a territorial basis, and the reply he gave was "Government do not recognise the principle of distributing services in railways on territorial or provincial basis. The Govern-

ment recognises only the communal basis". If at all the Government recognises the principle of communal basis, then once for all they should do justice and there should be no occasion for raising this question year after year in this House, and they should manoeuvre things in such a way that the public atmosphere and the atmosphere of this House should not, in the interests of the nation, be fouled by such motions. By retaining these pin pricks for all time they give the people a chance to cry in the name of religion—in the name of Islam or in the name of Sikhism or any other faith. Why should they do this? Is there any country in the world where such principles are recognised, where responsible people rule over the destinies of a nation by recognising such nasty and dirty principles? They tickle the passions of the people by such methods and make the people argue before them and make the people come before them and ask them "Give us so many more posts because we Muslims are suffering." Is that in the interests of the nation? Is it in the interests of wholesome principles? Government must set this thing at rest once for all. If there is any grievance, Government have every facility to set it right; if the Government sees that there is injustice done to the Muslims, they can set it right, so that there will be no occasion to bring it up every now and then constantly asking for more and more, so that this ever increasing demand may not always hang like a Damocles sword over them. You should recognise that this principle must be done away with. I have spoken times without number in this House that the British, of all people in the world, cannot feign ignorance of the real state of affairs in this country. They cannot say that these things are so simple and they are so innocent that they do not know what is the feeling in the country among the Muslims and other sections of the people. You know it and you are tickling the passions deliberately and you are retaining these things so that the people may be always at loggerheads on such questions and they may foul the atmosphere. Government must be held ultimately responsible for all this. Of course, on different grounds time was when you got despatches from your country to widen further this Hindu Muslim differences and you worked on them knowingly and deliberately. But cannot you cry halt even now when you say that you mean to offer responsible government here—God knows whether you say it sincerely or insincerely—

Sardar Mangal Singh (East Punjab: Sikh): You are still in doubt!

Mr. Kailash Bihari Lall: I may be in doubt or not, but I want to remind them that they have announced from the house tops that at least after the war they are going to give some responsibility to the people; but if at all there is any sincerity in them, then at least they should revise their present policy and see that such communal cries are not encouraged. We saw in the Delhi University Bill how they went to the length of asking for Muslim examiners: the time may come when we may hear cry for Hindu trains and Muslim trains and Sikh trains, and probably Sikh stations also. These things should not be carried to such excessive limits but must be stopped: that is why I thought it my duty—I would not justify the name of my party, the Nationalist Party, if I were not to raise my voice against such sorts of nasty things—and I request you to ponder over this policy which makes people year after year bring up motion like this and saying 'here is injustice done to the Muslims'. I must warn my friends also not to make their demands ever mounting—ultimately it may go against them. They should carefully examine if at all there is any injustice done because of their faith, because of the habit of favouritism and nepotism and other considerations in the minds of officers who are responsible for making the appointments. I also appeal to the authorities as well as my brethren that the sense of responsibility and fairness should be raised so much that the people should revolt against this habit of nepotism and favouritism; and if any man in high places is in the habit of favouring any one because of his religion or relationship, then it should be taken as high treason against the state and the man should be brought to book at once.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

Mr. Kailash Bihari Lall: If you do things on this principle, then you will be doing justice to the whole nation and to the sacred cause for which you hold these principles. With these words I oppose the motion.

Mr. President (The Honourable Sir Abdur Rahim): There is time only for one more speaker. I do not know if the Government Member will want to reply.

The Honourable Sir Edward Benthall: I am prepared to reply at ten minutes to five.

Sir Muhammad Yamin Khan: Sir, I am very glad that my Honourable friend Mr. Kailash Bihari Lall has recognised in his speech one principle, for which I am very thankful to him and to which he made a reference. He has recognised that if there is any injustice done to anybody who is a Mussalman simply because he is a Mussalman then he feels sympathy for him. I thank him for this assertion. He also agrees to this principle, that if any quota had been given then this quota should be adhered to by the Government and the Government should not do anything which will bring this controversial question year after year before this House. That means that he practically agrees to what Maulana Abdul Ghani has said. I have got no quarrel with him. I want to make it absolutely clear that the Mussalmans do not want any kind of favouritism. The Mussalmans do not want that anything should be given to them beyond what is their due. What the Mussalmans want is that perfect justice should be done to them and that the quota that had been agreed to be given to them should be adhered to in the most honest manner. There should be no loopholes found here and there and this quota should be given both in the spirit and the letter, as it has been agreed to by the Government of India, which means 25 per cent. on the whole of India basis and that will be spread out on the different lines. I have got no quarrel with that and I hope my Honourable friend Mr. Kailash Bihari Lall and other Honourable Members will agree with me there. Of course Maulvi Abdul Ghani was not quite correct in laying the blame where the whole blame does not lie absolutely. The blame may be somewhere else also. He made a target of some people. There is no such thing as Pakistan or the people getting excited over Pakistan. In regard to matters which were disclosed last year, we found that in the matter of the Lower Gazetted Staff it was not the Hindu who was injuring the Mussalman. It was the European who was getting the share of both the Hindu and the Mussalman. We found that only 47 Hindus and only 13 Muslims were there out of a total of 180. This matter has been debated in this House during the last 25 years. I have seen it debated from 1921, from the very day this Assembly was inaugurated and this demand has been put up every year from that time and the net result was found after 20 years. Out of 180 lower gazetted services to which the people had been promoted from below, the result came in that only 47 were Hindus and 13 were Muslims and the rest were Europeans. There may be one or two Sikhs probably. (An Honourable Member: "What about Anglo-Indians?") They also did not get much in spite of the fact that the Anglo-Indian was the man who built up the Railways from the very beginning. He also did not get his proper quota. He is also an injured person. Whatever promotion was given from the lower job was given to the European. He was the biggest sharetaker in that. We find that this case is coming before this House every year, year after year. I remember Mr. Jinnah said in this House 15 years ago, when he was the Leader of the Independent Party, to which several Members now sitting on that side of the House belonged, that Government should take action which may stop this question coming up before this House year after year. Is it the intention of the Government not to settle this question, so that they may accentuate the differences between the Hindus and the Mussalmans, to play one against the other, to keep the Mussalmans dissatisfied so that the Hindus may think that the attack was on them and they may get up and say something against the Mussalmans and the whole atmosphere of this House may be spoiled year after year. Mr. Jinnah's remark was that anything that was done was done on Machiavellian

tactics and he warned the Government 15 years ago and I find that after 15 years the matter is still there—where it was. If you are honest and if you want that this thing must be settled, then why don't your officers see and scrutinise every day all the reports to see whether anybody is getting proper treatment or not. If you find that the proper treatment is not given to your subordinate and if you allow this to go on, then I say that you do it deliberately and there could be no other intention but to keep the Hindus and Muslims divided, so that somebody speaking for the Mussalmans may say that the Hindus have harmed them and so on. I say it is not the Hindu who is causing the injury. It is the European who is causing the injury. You are trying to play one off against the other. We find that this matter has gone too far and this matter has remained unsettled too long. Government should see to it that nobody is treated badly and injured, simply because he happens to belong to a particular community. If a Muslim does any injury to a Hindu then I will condemn that man equally and I will give him no sympathy. To my mind, everybody should get his proper share of the quota. Everybody should get the quota reserved for him. If you neglect it, then you are guilty and your guilt is so strong that it is written in bold letters that in spite of the fact that for the past 25 years this matter is being talked about and that since 1934 this matter has been settled once and for all, you still find that in 1945 a gentleman getting up and giving you figures to prove whether you have progressed since 1934 or gone behind since then. I want to remove any misapprehension that may be lurking in the mind of my Honourable friend Mr. Kailash Behari Lall or of any other Honourable Member that Muslims want to injure any other community. The Muslims have no desire to injure any Hindu or European or Anglo-Indians or Sikhs or anybody. The Muslims only want their quota according to the formula laid down by the Home Department. I want the Government to follow that formula in spirit and not shelve it. We do not want to appropriate the rights of anybody else. We will be the last to advocate this.

Mr. President (The Honourable Sir Abdur Rahim): If he wants the Government to reply to the debate, then he must give the Government Member some time.

Sir Muhammad Yamin Khan: Yes, I shall conclude soon and give an opportunity for the Government to reply. I do not want detailed figures. If the Honourable Member assures me that he will carefully watch and examine the position that he will see that the quota is adhered to, then I shall be satisfied. If he finds that any high official, be he even a European, is guilty of ignoring this formula of the Home Department, then he should be sacked.

Mr. Sri Prakasa: He will have to sack himself.

Sir Muhammad Yamin Khan: If he finds anybody under him not carrying out the orders of the Government in the spirit which has been laid down, then I hope the Honourable Member for Railways will see that justice is done to the Muslim community. I want an assurance from the Honourable Member on these lines.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

Sir Muhammad Yamin Khan: I have got with me a pile of letters setting forth the grievances of the lower paid employees, they are all not merely from Muslims but from other communities also, Hindus and Sikhs. They have all asked me to plead for their cause before the Railway Member and redress their grievances. Sir, I support the motion.

The Honourable Sir Edward Benthall: Sir, within the last hour I was given a certain amount of latitude in summing up, so that now I cannot blame my Honourable friend opposite. He quite clearly however does not give me time to give a full explanation of the position to the House. The reservation for Muslims is, as everybody knows, 25 per cent. But as regards inferior servants, the existing percentages have been maintained at 45 per cent. on the N. W. R., while on other Railways, 33 1/3 per cent. of the vacancies are reserved for

[Sir Edward Benthall.]

redress of marked communal inequalities. As regards superior services, we have endeavoured to carry out this arrangement, but unfortunately the required number of qualified Muslim candidates has not been obtained through the Federal Public Services Commission. In the last ten years, the Muslims have actually obtained 23·2 per cent. Nevertheless the composition percentage has increased from 4·6 per cent. to 9·86 per cent. in the same period, so that some progress has been made. No vacancy reserved for Muslims has been filled by a member of any other community except when qualified Muslims are not available.

Sir Muhammad Yamin Khan: What about the instance of three Muslims who were dismissed and replaced by persons of other communities?

The Honourable Sir Edward Benthall: I understand that the Honourable Member is referring to three Jamalpur apprentices; they were dismissed and three more were taken on at a later date.

Sir Muhammad Yamin Khan: One Muslim was taken and two others were not taken.

The Honourable Sir Edward Benthall: As regards subordinate services, the percentage is supposed to be 25 per cent. varying for the different railways, so that on the N. W. R. the recruitment of subordinates is 60 per cent., for the B. & A. railway it is 42·5 per cent. and so on, down to 7 per cent. only on S. I. R.

Mr. Kailash Bihari Lall: Do you intend to recruit Muslims at the risk of efficiency?

The Honourable Sir Edward Benthall: I am not giving way. The facts are that in the last year the permanent recruitment was on the basis of just over 25 per cent. and temporary recruitment on the basis of 24·8 per cent. and the total recruitment is 24·9 per cent. against the target of 25 per cent. Well, Sir, there is a deficiency of 1 per cent. One of the difficulties which administrations have been up against, not only administrations but also the N. W. R. Services Commission, is the difficulty again in getting adequate number of Muslims. The reason at the present time is a very creditable one. We are informed that a larger number of Muslims than of other communities have joined the fighting forces, and fewer therefore have joined the railways. In passing I may say that exactly the same situation has arisen in regard to the Anglo-Indians, perhaps to a larger extent. More Anglo-Indians have joined the armed forces and fewer in the last two years have been going into railways so that the Anglo-Indians quota has not been filled. But as the House is aware, since the middle of 1942, recruitment has only been in a temporary capacity and 70 per cent. of the vacancies which have occurred by the end of the war will be filled ultimately by ex-service men. Now, Sir, that recruitment after the war from ex-service men will be on a communal basis and in view of the large number of Muslims and Anglo-Indians who are in the fighting forces,—I have no doubt Sikhs also,—there is every probability that the very small deficiency of 1 per cent. in the case of Muslims will be rectified when recruitment is put on a permanent basis after the war.

Sir, my time is up and I have only to say that in response to the Honourable Member's request that I should give my personal attention to this and endeavour to see that communal percentage is properly adhered to, I am pleased to give him that assurance. It is our constant desire and endeavour to carry out the arrangements which Government have undertaken to carry out, and if we do not do so, then it is the duty of the Home Department to see that we do carry them out. In the circumstances, I must oppose the cut motion and I must ask my Honourable friend to withdraw the same.

Maulvi Muhammad Abdul Ghani: I beg leave to withdraw the cut motion. The motion was, by leave of the Assembly, withdrawn.

The Assembly then adjourned till Eleven of the Clock on Wednesday, the 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's 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.	} income tax free.
1940—11 per cent.	
1941—11 per cent.	
1942—9 per cent.	
1943—9 per cent.	

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 cotton 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 (c) 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?

†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 1	Number of posts filled up 2	Number of posts out of col. 2 reserved for minority communities 3	Number filled up by Sikhs 4	Ratio per cent. of column 4 to 3 5	Number filled up by Parsees 6	Ratio per cent. of column 6 to 3 7	Number filled by Indian Christians 8	Ratio per cent. of column 8 to 3 9	Number filled up by Anglo-Indians 10	Ratio per cent. of column 10 to 3 11
D. F. I. & II	94	85	7 1/3	4	54.3	..	..	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 preserved 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.

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	Total strength of officers excluding H. M. in-charge and 3 honorary officers is 30.		
Department of E., H. & L.		28.6	14.3	57.1	Nil	0.6	3.3	13.3			
Office of D. G. I. M. S.	33.3	33.3	33.3	100.0	3.5	3.5	3.5	25.0			
Malaria Institute of India	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil			
All-India Institute of Hygiene	Nil	75.0	12.5	Nil	4.5	27.3	4.5	Nil			
Public Health, Calcutta	12.5										
Port Health Department	Nil	33.1	50.4	16.5	Nil	4.4	6.7	2.2			
Imperial Agricultural Research Institute	Nil	Nil	Nil	25.0	8.8	Nil	Nil	2.9			
Imperial Veterinary Research Institute	75.0	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										
Imperial Dairy Department	Nil	100.0	Nil	Nil	Nil	14.3	Nil	Nil			
Archaeological Survey of India	Nil	Nil	Nil	Nil	Nil	Nil	Nil	5.4			
Forest Research Institute and Colleges	Nil	85.6	3.6	100.0	19.0	8.	8	1.6			
Survey of India	85.6	Nil	Nil	7.2	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			
Imperial Library	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil			
Indian War Memorial	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil			
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	Nil	66.5	Nil	Nil	5.6	11.1	Nil			
Indian Central Jute Committee	Nil	Nil	100	Nil	Nil	Nil	8.3	Nil			
Indian Central Sugarcane Committee	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil			

21st FEB. 1945

There is only one gazetted post (Director of Archives)

There is only one Librarian

There is no-gazetted post.

There is only one gazetted post.

There is only one gazetted post

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

†417. *Mr. R. R. 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. R. 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.

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) 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 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.

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

Presidents:

- (1) Sir George Rainy,
- (2) Sir Padamji P. Ginwala.
- (3) Sir Frank Noyce.
- (4) Mr. A. E. Mathias.
- (5) Dr. John Matthai.
- (6) Mr. G. Wiles.
- (7) Sir Alexander Murray.
- (8) Sir Geoffrey Bracken.
- (9) Mr. Fazal Ibrahim Rahimtoola.

Members:

- (1) Mr. V. G. Kale.
- (2) Sir Padamji P. Ginwala.
- (3) Dr. John Matthai.

- (4) Sir Frank Noyce.
- (5) Mr. A. E. Mathias.
- (6) Rai Bahadur Pundit Harikishan Kaul.
- (7) Mr. N. S. Subba Rao.
- (8) Mr. Fazal Ibrahim Rahimtoola.
- (9) Mr. G. T. Boag.
- (10) Mr. H. R. Batheja.
- (11) Mr. G. Wiles.
- (12) Mr. G. A. Natesan.
- (13) Diwan Bahadur (now the Honourable Sir) A. Ramaswami Mudaliar.
- (14) Dr. L. C. Jain.
- (15) Mr. N. I. Roughton.
- (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.

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.

Statement

(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 sub-section (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 date, 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.	1. Matters affecting the general administration of the Bengal Pilot Service. 2. Examination of the annual budget of the Bengal Pilot Service. 3. All proposals involving expenditure which may be placed before it.	No rules have been framed.	No.
The Central Advisory Committee for Lighthouses.	1. Accounts of the Central Lighthouse Department at the close of each financial year. 2. Statements of anticipated receipts and expenditure of that Department during the forthcoming year. 3. All proposals involving expenditure.	The committee is consulted in all matters relating to (i) the erection or position of light houses or of any works appertaining thereto. (ii) additions to, or the alteration or removal of, light-houses; (iii) variation of the character of any lighthouse or of the mode of use thereof; or (iv) cost of any proposals relating to lighthouses; or (v) making or alteration of any rules or rates of dues under the Indian Lighthouse Act, 1927.	No.
The War Risks Insurance Advisory Committee, Bombay	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.	No rules have been prescribed.	No.
The Advisory Committee of industrialists.	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.	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.	The Board has only just been constituted and its members have not yet been appointed. Its functions will be :—	Nil	No.
	(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.		
	(2) To assist handloom weavers in obtaining dyes, chemicals, stores, etc., at fair prices through their recognised associations or through Provincial or State Governments.		
	(3) To investigate and report on the best methods of marketing handloom products.		
	(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.		
	(5) To advise on the administration of the grant-in-aid given by the Government of India for the furtherance of the handloom industry.		
	(6) To consider the conditions of work of handloom weavers		
Toilet Articles Panel.	Questions arising out of the price control, under the Hoarding and Profiteering Prevention Ordinance, of the articles with which the respective trades are concerned.	Nil	No.
Wines and Spirits Panel.			
Cycles Panel.			
Arms & Ammunition Panel.			
Fountain Pens Panel.			
Books Panel.			
Woolen Goods Panel.			
Radios Panel.			
Silk Fabrics Panel.			
Laboratory Chemicals Panel.			
Optical Trade Panel.			
Surgical Instruments Panel.			

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) 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) 16-44, 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 in 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 bona fide 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 1944.

¶ 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 hold 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, newar, 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 licensed 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 is 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 ammonia 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 postponed 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. Azizul 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:

- the functions and duties of the Assistant Rationing Adviser;
- his nationality, educational and other qualifications;
- his present salary and the salary drawn by him before he joined the Food Department of the Government of India; and
- 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:

- examination of—and when necessary—preparation of—rationing schemes in Provinces and States;
- assistance in the actual operation of such schemes, chiefly in the Centrally Administered areas and States;
- the training of Food Executive Officers, and staff of the Rationing Branch;
- compilation of a training syllabus and the revision of the Manual on Food Control and Rationing; and
- 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 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 Indian 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 Lall :** (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 Salt: 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 Prajya 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) Vernacular monthlies for the troops.
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 English weeklies.

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. Pratirodh 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. Dinassari 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 necessities 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 Shahdara and Delhi, Coal, Softcoke, Charcoal and Firewood (split) separately?

The Honourable Sir M. Azizul 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		Wholesale	Retail	
		Rs. A. P. Rs.	A. P. Rs.	A. P. Rs.	A. P. Rs.	A. P. Rs.	A. P. Rs.
		Per Maund.					
1. Steam-coal	1 4 9	1 7 9	1 9 9		1 11 9		
2. Softcoke	1 9 6	1 12 6	1 14 6		2 0 6		
3. Charcoal—							
1st quality		3 13 6	4 4 6		4 4 6		
2nd quality		3 9 6	4 0 6		4 2 6		
4. Firewood—							
		(Per 112½ maunds)	(Retail per rupee)	(Per 112½ maunds)	(Retail per rupee)		
		Mds. Srs. Chts			Mds. Srs. Chts		
Kikar Purana							
(a) Panwara Danda	187 8 0	0 16 14	187 0 0	0 16 14			
Mota	175 0 0	0 16 14	175 0 0	0 16 14			
		(Split.)		(Split.)			
Kikar Naya—							
(b) Panwara Danda	162 8 0	0 20 10	162 8 0	0 20 10			
Mota	150 0 0	0 20 10	150 0 0	0 20 10			
		(Split.)		(Split.)			
Dhak Purana—							
(c) Danda	162 8 0	0 20 10	162 0 0	0 20 10			
Mota	150 0 0	0 20 10	150 0 0	0 20 10			
(d) Dhak Naya	100 0 0	0 30 0	100 0 0	0 30 0			
		(Split.)		(Split.)			
(e) Kabar	137 8 0	0 22 8	137 8 0	0 22 8			
		(Split.)		(Split.)			
(f) Sal wood	156 4 0	0 20 0	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, Azhar Ali: Will the Honourable Member for Industries and Civil Supplies please state:

(a) the arrangements made for the supply of woollen clothes to the residents in non-rationed areas within Delhi Province;

(b) if no arrangements are made, the reasons therefor; and

(c) 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.

Secunda 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 Prodn. | (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 Hums 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 Prodn. |
| (24) Atré Pictures. | (52) Sun Art Pictures. |
| (25) Fazli Brothers. | (53) D. R. D. Prodn. |
| (26) Chitra Prodn. | (54) Mehboob Prodn. |
| (27) Kirti Pictures. | (55) Murari Pictures. |
| (28) Morli Muvitone. | (56) Purnima Prodn. |
| | (57) United Films. |

Centre Madras

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| (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. Roman. | (19) Jagdish Films. |
| (9) Bama Films. | (20) Rohini Pictures. |
| (10) Jupiter Pictures. | (21) Tamil Nadu Talkies. |
| (11) Kalaivani Films. | |

Centre Calcutta

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|---|-------------------------------|
| (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.

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|-------------------------------|--------------------------|
| (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.
BOMBAY CENTRE		
1	Anand Brothers	Zamin.
2	Acharya Art Productions	Ago 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-Navjava
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 Sharma	Kalyan.
29	Kardar Production	(i) Sanjog. (ii) Geet or Gopi. (iii) Jeevan. (iv) Pahle-App.
30	Kamalroy Pictures	Shahanshah Akbar.
31	Kirti Pictures	Rahat.
32	Kamal Pictures	White Facs.
33	Lakshmi Production	Kadambari.
34	Minerva Movietone	(i) Prathvi-Vallabh. (ii) Raidas. (iii) Pathroka-Saudaga
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 (Mara)
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	Ramnikal Mohanlal & Co.	(i) Rekha. (ii) Kiran.
45	Raja Movietone	O'Panchi.

Serial No.	Name of the Producer.	Title of the picture.
BOMBAY CENTRE—contd		
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.) Ronaq.
48	Sobhagya Pictures	(i) Lahri Cameraman.
49	Standard Pictures Corporation	(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.
MADRAS CENTRE.		
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 (Narain & Co.)	Jagadalapratapan.
10	Premier Cinetone Ltd.	Jambulingam.
11	Prathibha Pictures	(i) Garuda Garvabhangam. (ii) Sri Seetha Rama Jananam Haridass.
12	Royal Talkie Distributors	Harischandra.
13	Sri Raja Rajeshwari Pictures	Pantulamma.
14	Sarathi Films Ltd.	Samsar Narada.
15	Sobhanchala Pictures	Radha Ramana.
16	Sri Vijaya Films	(i) Uthami. (ii) Paranjothi.
17	Shyamala Pictures	Chenchu Lakshmi. Ram-Rahim.
CALCUTTA CENTRE.		
1	Aurora Film Corporation	Sandhya.
2	Art Films	Takrar.
3	Associated Distributors	Dampati.
4	Chandamull Indrukumar (Rai Sahib)	(i) Debar. (ii) Irada. (iii) Khoos Nasib. (iv) Kalankini.
5	Chitra-rupa Ltd.	(i) Sandhi (Hindi). (ii) Sandhi (Bengali.) Sesh Raksha.
6	Chitra Bharti	(i) Chadmabeshi. (ii) Sansar.
7	Delux Films Distributors	Arzoo.
8	Eyebee Pictures	Sahar-Thake-Dure.
9	Eastern Talkies	Narada Samsaram.
10	Gajapati Pictures	Biparjaya.
11	Kali Films	Sree Duffa.
12	Motimahal Theatres.	(i) Bedwin. (ii) Bondita.
13	New Talkies Ltd.	(i) Wapas. (ii) Dui Purush. (iii) Udayar Pathe.
14	New Theatres Ltd.	Parinita.
15	P. R. Productions	Nandita.
16	Rupasree Ltd.	(i) Pati Puja. (ii) Girha Lakshmi.
17	Shree Bharat Lakshmi Pictures	Bhai-Chara.
18	Unity Productions	Pushi Puttra.
19	Variety Pictures Ltd.	Pratkar.
20	New Century Productions	

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 commen- cement of sales to public	Date of supplies to members	No. of Debate	Date of meeting	Date of commen- cement 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 'Wilson's' 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 refuse

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

[Mr. Ram Narayan Singh]

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 Penthall: 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 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

[Mr. N. M. Joshi.]

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 emphasize 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 have to 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 fittings 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 fittings, 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 fittings 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 woken 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.

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,

[Mr. Jamnadas M. Mehta.]

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-Muhammadian 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

conforming 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 inconveniences 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 room 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 allous. 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 ill-treated 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 the 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 amount. 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, they remember that. They cannot have their own way in the matter of railway 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 report this cut motion.

Pandit Lakshmi Kanta Mahtta: 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 in 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—the conservation of line capacity and power and of coal. While there has been 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. 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

Delhi Mail, second the Toofan Express and the third a passenger cum express in 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 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 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. It 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 3½ 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

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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 intimated '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 Chandra 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. Hooseinbhoj A. Lalljee rose in his seat.)

Mr. Deputy President (Mr. Akhil Chandra Datta): Do you insist on speaking?

Mr. Hooseinbhoj 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 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. Hooseinbhoj 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. Jamnadas 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 593 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 Zafrulla 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

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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. 300.....

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 Venkatachalam.

Choudhury, 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.

Ghasuddin, Mr. M.

Gupta, Mr. K. S.

Habibur 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 Moorthy, Mr. A.

Sham Lal, Lala.

Siddique Ali Khan, Nawab.

Siddiquee, Shaikh Rafiuddin Ahmad.

Sinha, Mr. Satya Narayan.

Sri Prakasa, Mr.

Srivastava, Mr. Hari Sharan Prasad.

Subbarayan, Shrimati K. Radha Bai.

Zafar Ali Khan, Maulana.

Ahmad Nawaz Khan, Major Nawab Sir.
 Ambedkar, The Honourable Dr. B. R.
 Azizul Huque, The Honourable Sir M.
 Benthall, The Honourable Sir Edward.
 Bhagechand Soni, Rai Bahadur Sir Seth.
 Caroe, Sir Olaf.
 Chapman-Mortimer, Mr. T.
 Chatterjee, Lt.-Col. Dr. J. C.
 Daga, Seth Sunder Lall.
 Dalal, Dr. Sir Ratanji Dinshaw.
 Dalal, The Honourable Sir Ardeshir.
 Dalpat Singh, Sardar Bahadur Captain.
 Habibur Rahman, Khan Bahadur Sheikh.
 Haider, Khan Bahadur Shamsuddin.
 Imam, Mr. Saiyid Haidar.
 Inskip, Mr. A. C.
 Ismaiel Alikhan, Kunwer Hajee.
 James, Sir F. E.
 Jawahar Singh, Sardar Bahadur Sardar Sir.
 Kamaluddin Ahmad, Shams-ul-Ulema.
 Khare, The Honourable Dr. N. B.

Krishnamoorthy, Mr. E. S. A.
 Lawson, Mr. C. P.
 Muazzam Sahib Bahadur, Mr. Muhammad.
 Mudaliar, The Honourable Dewan Bahadur
 Sir A. Ramaswami.
 Mudie, The Honourable Sir Francis.
 Piere Lall Kureel, Mr.
 Richardson, Sir Henry.
 Roy, The Honourable Sir Asoka.
 Shahban, Khan Bahadur Mian Ghulam Kadir
 Muhammad.
 * Spence, Sir George.
 Srivastava, The Honourable Sir Jwala Prasad.
 Stokes, Mr. H. G.
 Sukthankar, Mr. Y. N.
 Sultan Ahmed, The Honourable Sir.
 Thakur Singh, Capt.
 Tyson, Mr. G. W.
 Tyson, Mr. J. D.
 Wagstaff, Col. H. W.
 Zahid Husain, Mr.

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Thursday, the 22nd February, 1945.

LEGISLATIVE ASSEMBLY

Thursday, 22nd February, 1945

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

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS.

SUBSIDIES TO NEWSPAPERS FOR NATIONAL WAR FRONT WORK

465. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable Member for Information and Broadcasting please state:

- whether Government are paying subsidies directly or indirectly to any newspaper for supporting the work of the National War Front;
- if so, the newspapers which receive such subsidies; and
- whether any of the Provincial Governments are spending from the amounts allotted to National War Front work in those Provinces for subsidising any newspapers?

The Honourable Sir Sultan Ahmed: (a) No.

(b) Does not arise.

(c) No part of the funds allotted by the centre is used for subsidizing newspapers. Whether Provincial Governments use any part of the provincial revenues for the purpose is not known and may well form the subject of inquiry from them direct.

Mr. N. M. Joshi: May I know whether the purchase of copies of newspapers is considered to be a subsidy: if not, I would like to ask the Honourable Member whether he can give us information regarding the number of copies Government purchase for the National War Front.

The Honourable Sir Sultan Ahmed: We do not consider buying newspapers as subsidising papers. The question was answered by me sometime back on a question put by Mr. Gupta in the last Session. Some of the papers that we do subscribe to now for the National War Front will be given up from the 1st of April, 1945.

Mr. T. S. Avinashilingam Chettiar: What are the newspapers which they are subscribing to now?

The Honourable Sir Sultan Ahmed: I had mentioned in my answer to a question put in the last Session that the *Vanguard* was purchased for use by the workers in the Provinces during the year April 1944 to March 1945.

Mr. Abdul Qaiyum: May I know how many copies of the *Vanguard* are purchased by the Central Government?

The Honourable Sir Sultan Ahmed: 1,500.

DETENTION OF SRI JAI PRAKASH NARAIN

466. *Mr. T. S. Avinashilingam Chettiar: Will the Honourable the Home Member please state:

- whether Sri Jai Prakash Narain is still detained in the Lahore Fort;
- who are his companions there;
- whether he is allowed interviews, letters, etc., which are normally allowed to all security prisoners, and whether they have come to a conclusion in the matter whether to put up a case against him or not;
- whether he has been given facilities to take legal aid from one or more lawyers of his choice; and
- whether it is true that he is allowed to talk even to his lawyers only in the presence of C.I.D.?

The Honourable Sir Francis Mudie: (a) and (b). The attention of the Honourable Member is drawn to my reply to Mr. Satya Narain Sinha's short notice question on the 10th February.

(c) The answer to the first part of the question is in the affirmative. Whether he will be brought to trial is still under consideration.

(d) He enjoys all the facilities for taking legal aid which are permissible under the United Provinces Security Prisoners Rules.

(e) Interviews with legal advisers are subject to such conditions and restrictions as the Superintendent may consider necessary to ensure Security and prevent the passing of unauthorised communications unconnected with the case relating to which the interview is granted.

Mr. T. S. Avinashilingam Chettiar: Are the United Provinces Rules the same as or are different from the Punjab Government rules?

The Honourable Sir Francis Mudie: There is very little difference. Each Province makes its own rules.

Mr. Abdul Qayyum: May I know if the rules require that the C.I.D., must be present even when a prisoner is interviewing his legal adviser?

The Honourable Sir Francis Mudie: I have quoted practically from the rule. The rule is:

"Subject to such conditions and restrictions as the Superintendent may consider necessary to ensure security and prevent the passing of unauthorised communications unconnected with the case relating to which the interview is granted."

Mr. Sri Prakasa: With reference to part (b) of the question, in answer to the short notice question of the 10th instant to which the Honourable Member has referred, he had stated that Dr. Ram Manohar Lohia and Mr. Jai Prakash Narain were not kept in the same barrack, because there were some difficulties at Agra. Would the Honourable Member now say what the present position is and whether the two prisoners are kept together?

The Honourable Sir Francis Mudie: My recollection is that I said that I did not know,—that I had no objection to their meeting one another and that the United Provinces Government had been told that there was no objection.

Mr. T. S. Avinashilingam Chettiar: There was no answer to part (b) of my question.

The Honourable Sir Francis Mudie: Parts (a) and (b) were answered together.

Mr. T. S. Avinashilingam Chettiar: In that answer we have not been told who were Mr. J. P. Narain's companions?

The Honourable Sir Francis Mudie: I have just replied that we have no objection to Dr. Ram Manohar Lohia being his companion but the names of the other companions must vary from time to time.

Mr. T. S. Avinashilingam Chettiar: The Honourable Member has only said that he has no objection to Dr. Ram Manohar Lohia being Mr. Jai Prakash Narain's companion but I want to know who are his companions?

The Honourable Sir Francis Mudie: If the Honourable Member wants to know who they are on a particular date, I shall obtain the information.

Mr. Sri Prakasa: With reference to part (d) of the question, may I know if it is a fact that Mr. Jai Prakash Narain wanted to sue Government for maltreatment and desired to interview his lawyer, but that the Punjab Government did not allow him any facilities and rejected his application. I ask this in view of the fact that the Honourable Member said that the Superintendent of Jail had full authority in the matter.

The Honourable Sir Francis Mudie: The Honourable Member will appreciate that the United Provinces Government would not do a thing like that.

NEW DEPARTMENTS IN CENTRAL SECRETARIAT

467. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable the Home Member please state:

(a) how many new departments have been opened in the Central Secretariat after the beginning of the war;

(b) how many new posts of Gazetted and Non-Gazetted officers have been created; and

(c) with what financial effect?

The Honourable Sir Francis Mudie: (a) The following new Departments have been created since the commencement of the war.

- (1) Department of Information and Broadcasting;
- (2) Department of Industries and Civil Supplies;
- (3) Department of Food;
- (4) Department of Supply;
- (5) Department of Planning and Development; and
- (6) Department of Commonwealth Relations.

The following departments have been constituted out of existing Departments:

- (1) Department of Posts and Air;
- (2) War Transport Department;
- (3) War Department; and
- (4) Defence Department.

(b) and (c). The information asked for is not readily available and its collection would involve an amount of time and labour that would not be justifiable in war time.

Mr. T. S. Avinashilingam Chettiar: May I know if all these new offices are located in Delhi itself and that all the calculations necessary can be had in the Delhi Secretariat?

The Honourable Sir Francis Mudie: Possibly, but I am not sure. Perhaps Simla and Calcutta are also involved.

Mr. T. S. Avinashilingam Chettiar: Having regard to the importance of the question, may I know whether the Honourable Member will collect the information and place it on the table of the House?

The Honourable Sir Francis Mudie: No, Sir, for the reason that I have already given.

Mr. H. A. Sathar H. Essak Sait: What is the difficulty with regard to part (c), viz., the financial effect?

The Honourable Sir Francis Mudie: That is one of the main difficulties. It fluctuates from month to month.

Mr. T. S. Avinashilingam Chettiar: Do the Government open Departments without ascertaining what the financial effect would be?

The Honourable Sir Francis Mudie: I have never opened one. I cannot answer.

COUNTER PROPAGANDA DIRECTORATE

468. ***Mr. T. S. Avinashilingam Chettiar:** Will the Honourable Member for Information and Broadcasting please state:

- (a) the policy and work of the Counter-Propaganda Directorate; and
- (b) when the new Directorate was started?

The Honourable Sir Sultan Ahmed: (a) To prepare and issue background material calculated to produce a correct appreciation of the progress of war, including counters to enemy broadcasts towards India.

(b) 1st November, 1941.

PURCHASING POWER OF RUPEE

469. ***Dr. Sir Zia Uddin Ahmad:** (a) Will the Honourable the Finance Member be pleased to state the improvement or deterioration in the purchasing power of a rupee since November, 1944?

(b) What steps has the Honourable Member taken to increase the purchasing power of a rupee and with what result?

(c) Will the Honourable Member be pleased to give the price index of wheat, rice, cotton, cotton piece-goods, sugar and coal in January, 1945, assuming the price index in August, 1940, to be 100?

The Honourable Sir Jeremy Raisman: (a) I would draw the Honourable Member's attention to the answer I gave to his starred question No. 115 on the 17th February, 1943 and repeat that it is not possible to give an adequate statistical picture of changes in the general purchasing power of the rupee, particularly over short intervals of time.

(b) I would refer the Honourable Member to the answer given to his starred question No. 67 on the 3rd November 1944.

(c) Assuming prices in the week ending August 19, 1939 to be 100—which is the base on which Government's price indices are constructed—the wholesale indices on 27th January 1945 were:

Wheat	389
Rice	333
Cotton	193
Cotton piece goods	285
Sugar	165
Coal	315

Dr. Sir Zia Uddin Ahmad: What is the figure for coal?

The Honourable Sir Jeremy Raisman: 315.

Dr. Sir Zia Uddin Ahmad: May I ask whether it is not a fact, from the figures he has just quoted, that the purchasing power of the rupee is less than five annas at present, and also whether there is any tendency to improve or the tendency is towards deterioration?

The Honourable Sir Jeremy Raisman: The Honourable Member is too skilled a mathematician to expect me to extract a general weighted average from the figures I have mentioned.

Dr. Sir Zia Uddin Ahmad: A philosopher can answer the last part of my question: Is there a tendency towards deterioration or towards improvement?

The Honourable Sir Jeremy Raisman: I shall deal with the matter in the course of my Budget Speech; it is hardly a subject which can be dealt with in the course of question and answer.

REFUSAL OF INTERVIEW FACILITIES BY DETAINED CONGRESS WORKING COMMITTEE MEMBERS

470. *Mr. Abdul Qaiyum: Will the Honourable the Home Member please state:

(a) whether Maulana Abul Kalam Azad was in correspondence with the Government of India on the refusal of the Working Committee Members to avail themselves of the facilities of interviewing their relatives;

(b) whether the Government of India are prepared to publish the above correspondence; if not, the reasons therefor; and

(c) whether he will explain the points in issue in the correspondence and the action proposed or taken?

The Honourable Sir Francis Mudie: (a), (b) and (c). I would invite attention to the answer given to parts (c) and (d) of Mr. K. S. Gupta's question No. 219 on the 14th of this month.

Mr. Abdul Qaiyum: May I know whether there has been any correspondence, and if so, whether the Government is prepared to release that correspondence between Maulana Abul Kalam Azad and the Government?

The Honourable Sir Francis Mudie: That actually was one of the questions asked. I shall read out the reply to the previous question to which I referred: "Maulana Abul Kalam Azad addressed certain letters on this subject, not to the Government of India, but to His Excellency the Viceroy. The question of their publication is therefore not one for the Government of India."

Mr. Abdul Qaiyum: May I know if His Excellency had passed on those letters to the Government of India or the Home Department?

The Honourable Sir Francis Mudie: I may have seen the letters; that is another question: but I am not in a position to make a decision—they are not addressed to me—whether they should be published or not.

Mr. Abdul Qaiyum: May I know if, in view of this question, the Home Department have asked His Excellency if he had any objection to the publication of this correspondence?

The Honourable Sir Francis Mudie: No need for me to do so.

M. Abdul Qaiyum: Will the Honourable Member now ask His Excellency and publish the correspondence if there is no objection?

(No answer was given.)

LANGUAGE RESTRICTION ON MR. HARI KRISHNA MEHTAB'S INTERVIEW WITH HIS BROTHER

471. *Mr. Abdul Qaiyum: Will the Honourable the Home Member please state:

(a) whether a brother of Mr. Hari Krishna Mehtab came to Ahmadnagar for an interview;

(b) if he was told that he could not speak in the Oriya Language;

(c) whether he was asked to bring an interpreter;

(d) the reasons for this ban on an individual's right to speak in his mother tongue; and

(e) whether this restriction has since been removed?

The Honourable Sir Francis Mudie: (a) No, but a brother-in-law of Mr. Hari Krishna Mehtab applied by letter from Orissa for an interview with him.

(b) and (c). In his letter the brother-in-law asked whether he would be allowed to speak in Oriya or whether he should bring an interpreter with him, as he himself did not know English. He was asked to bring an interpreter since a conversation in Oriya could not be allowed.

(d) and (e). The interview never took place, but the intention of the Bombay Government was that the visitor should speak to the interpreter in Oriya: the interpreter would translate what he said into English, within the hearing of the Camp Superintendent; and the prisoner would reply in English, his reply being translated by the interpreter for the benefit of the visitor. As the interpreter was not an official but a person chosen by the visitor, it was considered necessary for security reasons that part of the conversation should be in English. A more usual and, in the opinion of the Government of India, a more suitable procedure is to arrange for the presence of an official who knows the language in which the conversation is to be carried on in which case no part of it need be in English.

Mr. Abdul Qaiyum: May I know if this particular relative was asked before he left Orissa that he had to bring an interpreter with him?

The Honourable Sir Francis Mudie: I will read the answer again perhaps the meaning will be clearer this time:

"No, but a brother-in-law of Mr. Hari Krishna Mehtab applied by letter from Orissa for an interview with him.

In his letter the brother-in-law asked whether he would be allowed to speak in Oriya or whether he should bring an interpreter with him, as he himself did not know English. He was asked to bring an interpreter since a conversation in Oriya could not be allowed."

That is my answer.

Mr. Abdul Qaiyum: May I know if it is necessary that the conversation should be held in English? Why not have Hindustani as a substitute?

The Honourable Sir Francis Mudie: Shall I read out the answer to parts (c) and (d)?

Mr. Abdul Qaiyum: No; it is no use; the Honourable Member is reading out the same thing again and again: I asked a very simple question whether Hindustani would be allowed.

Mr. President (The Honourable Sir Abdur Rahim): He has given his answer.

The Honourable Sir Francis Mudie: My reason for reading out the answer again and again is because the questions are asked again and again.

Mr. Abdul Qaiyum: Because the replies are not satisfactory.

PROPAGANDA ABOUT INDIA CARRIED ON IN AMERICA BY INDIAN GOVERNMENT

472. *Mr. Abdul Qaiyum: Will the Honourable Member for Information and Broadcasting please state:

(a) if his attention has been invited to an article in the *Tribune*, Lahore, dated the 18th January, 1945, "British Propagandists Can't Fool Us";

(b) whether the Government of India spend two and a half million rupees annually on propaganda in the United States of America;

(c) if not, the amount so spent every year in 1940, 1941, 1942, 1943 and 1944;

(d) the total number of Indians now engaged in such propaganda in the United States of America; and

(e) whether he would lay on the table a copy of each of the books or pamphlets sent out by the Department to the United States of America in 1943 and 1944?

The Honourable Sir Sultan Ahmed: (a) Yes.

(b) and (c). The attention of the Honourable Member is invited to the answer given by me to his starred question No. 338 on 19th February, 1945.

(d) Two Indian Officers have been appointed in the Indian Information Services. In addition there is one Indian Army Officer on the Agent General's staff, who supplies information about the Indian Defence Services.

(e) A number of books and periodicals etc., are sent from time to time for the information of the Agent General and the Information Staff. It is not possible to table them all.

Mr. Abdul Qaiyum: As far as I remember the Honourable Member only gave the figures for 1944. With reference to part (b) of the question, will the Honourable Member give the figures for the other years mentioned?

The Honourable Sir Sultan Ahmed: We have not got the figures.

Mr. Abdul Qaiyum: May I know if only one copy of the pamphlet is sent to the Agent General or whether a large number of copies are sent for his information?

The Honourable Sir Sultan Ahmed: No; sometimes two, sometimes three and sometimes one.

Mr. Abdul Qaiyum: May I know if Mr. Hennessey is the officer in charge of the distribution of pamphlets in the U.S.A.?

The Honourable Sir Sultan Ahmed: The question of distribution has already been answered in answer to a question put by my Honourable friend on the 19th.

Mr. Abdul Qaiyum: May I know if the pamphlets sent out to the Agent General are distributed to American newspapers?

The Honourable Sir Sultan Ahmed: No; not these: there are plenty of other small pamphlets: for instance I can give you some of these: "The Way Out" by Mr. Rajagopalachariar, "Pakistan and India" published by the All India Muslim League, Speeches and Writings of Mr. Jinnah, Correspondence between Mr. Gandhi and Mr. Jinnah, Higher Scientific Industrial Research, and so on: there are plenty of these pamphlets going.

Mr. Abdul Qaiyum: May I know if it is a fact that the British Government, to the knowledge of the Government of India, is spending a lot of money on propaganda relating to India, in the United States of America?

The Honourable Sir Sultan Ahmed: I have no definite information about 'a lot of money'.

Mr. Abdul Qaiyum: May I know if the Honourable Member has seen in the same article that the British Government spends something like 10 to 12 million rupees every year on Indian propaganda?

The Honourable Sir Sultan Ahmed: I have no information about that.

Mr. Abdul Qaiyum: May I know.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member has said that he has no knowledge.

REFUSAL OF INTERVIEW FACILITIES BY DETAINED CONGRESS WORKING COMMITTEE MEMBERS

473. *Sardar Mangal Singh: Will the Honourable the Home Member please state:

(a) whether his attention has been drawn to the press statement of Dr. P. C. Ghosh, Member, Congress Working Committee, which has been published in the Indian press, on the 23rd January, 1945;

(b) how far the allegations of uncivil and humiliating treatment as stated therein are correct; and

(c) whether Government will publish the correspondence which has passed between the Congress President and the Government about the subject of refusal of interviews with their relatives?

The Honourable Sir Francis Mudie: (a) Government have seen a report in the press of the informal talk which Dr. Ghosh had with Congress workers on the 21st of January.

(b) It contained no allegations of uncivil or humiliating treatment.

(c) The Honourable Member's attention is invited to the reply given to parts (c) and (d) of Mr. K. S. Gupta's question No. 219 on the 14th February.

HYDARI MISSION

474. *Mr. Manu Subedar: (a) Will the War Secretary please state the object of sending the Hydari Mission to the United Kingdom?

(b) What are the difficulties which Government noticed with regard to production and procurement of requirements for the Army, and what are the proposals which the Hydari Mission is taking to His Majesty's Government?

(c) Have Government considered the possibility that the same thing might happen to the rupee as happened to the Mark and the Rouble, if unlimited purchases in India cannot be avoided?

(d) What is the major difficulty with regard to coal by which production both for war purposes and for the civil population is abruptly interrupted at so many places in regard to such essential goods as cloth and paper?

(e) Why has no non-official been sent with this Mission?

(f) What is Government's policy in this matter and what is their explanation for this Mission?

(g) What is the total amount of the purchases in India for Army purposes (both Indian and the Allied Armies) during 1943-44 and 1944-45 (up to the 31st December, 1944)?

Mr. C. M. Trivedi: (a) and (b). I would refer the Honourable Member to the Press Note on the subject issued on 17th January 1945.

(c) Government are fully aware of the dangers of the situation, and are continually doing all in their power to combat inflationary tendencies.

(d) Allocations of coal to the various industries are at present made having regard to the availability of coal from time to time and the requirements of the industry for meeting essential civil and military demands for goods. Every effort is made to provide coal supplies upto the allocations fixed but shortfalls occur for causes such as a failure on the part of the supplying collieries to indent for wagons, short loadings on account of festivals, or railway operational difficulties due to accidents or congestions.

(e) The Mission has been sent on purely official business largely as an administrative convenience in order to save time and correspondence in handling many thousands of war demands.

(f) The policy of Government is to deal with each case on its merits.

(g) The total amounts charged in the Defence Services Accounts on account of stores and supplies purchased in India are given below:

(In round crores of Rs.)

	1943-44	312
April to December 1944		245

Mr. Manu Subedar: May I know whether the Government considered at the time of deciding on this mission the question of associating non-officials either from this House or from outside this House with this Mission? Was the question considered?

Mr. C. M. Trivedi: I have answered that already. The mission was sent for purely official business as a matter of administrative convenience.

Mr. Manu Subedar: Does the Honourable Member convey that the question was never considered—of associating a non-official with this mission?

Mr. C. M. Trivedi: I have given the answer.

Mr. K. C. Neogy: Am I to understand that the Hydari Mission represents the War Department and not the Department of Industries and Civil Supplies?

Mr. C. M. Trivedi: It represents the Government of India.

Prof. N. G. Ranga: Is the Mission authorised to come to final conclusions in England or will it do so only after consulting the Government of India in India?

Mr. C. M. Trivedi: If the Mission considers it necessary, it will consult the Government of India on doubtful points.

Mr. Abdul Qaiyum: Will the Honourable Member confirm the newspaper report published this morning in the *Hindustan Times* that the conclusions arrived at by this Mission will be kept a 'top secret'.

Mr. C. M. Trivedi: I have seen the press report referred to by the Honourable Member. I am not responsible for what has appeared in the *Hindustan Times*.

Mr. Abdul Qaiyum: This news is from London. Have any instruction been issued to this particular mission, whereby the conclusions arrived at by them will not be disclosed either to this House or the country?

Mr. C. M. Trivedi: No instructions have been issued to the mission on the point referred to by the Honourable Member.

Mr. Manu Subedar: Will the report of the mission be placed before this House?

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

Mr. Manu Subedar: May I know whether there are any special reasons for not informing this Legislature about the report that this Mission will make?

Mr. C. M. Trivedi: I will consider the question of acquainting the Legislature with the broad results of the Mission. I cannot undertake that the report will be published or that the Legislature will be consulted because the mission will deal with many thousands of war demands, the nature of which it would not be in the interests of security to disclose.

Mr. Manu Subedar: Does it mean that when crores of rupees are committed to the debit of India, this House should not be informed? Is it the policy of the Government of India that the larger the commitments the less the information supplied to this House?

Mr. C. M. Trivedi: I have said that I will consider the question of acquainting the House with the broad results of the mission.

Mr. K. C. Neogy: Can the Honourable Member give us an idea about the extent of the authority of this Mission to commit the Government of India in regard to any question of policy or finance?

Mr. C. M. Trivedi: No question of policy is involved. This is not a mission for exploring or formulating policy.

Mr. K. C. Neogy: What about finance?

(No reply.)

NON-INDIAN EVACUEES AND REFUGEES EMPLOYED BY GOVERNMENT

475. *Mr. Manu Subedar: (a) Will the Honourable the Defence Member please state how many non-Indian evacuees and refugees have found employment under (i) Government of India, (ii) Provincial Governments, and (iii) other public bodies?

(b) How many of these have been assisted to such employment by agencies set up by Government?

(c) Have Government received any complaints that jobs which should have gone to Indians, have been taken by these refugees and in some cases even men who have put in many years of faithful service in Government have been passed over in favour of some of the evacuees?

(d) Do Government propose to appoint a committee to go into this question and to prepare a plan for demobilising the evacuees and refugees immediately on the cessation of the hostilities? If not, why not?

Mr. C. M. Trivedi: (a) and (b). I would invite the attention of the Honourable Member to the answer given to starred question No. 277 on the 18th November 1943. It is hoped that a statement giving the results of the enquiry conducted in connexion with that question will shortly be placed on the table of the House. Government consider that the collection of any further information would involve an expenditure of time and labour not commensurate with the results to be achieved.

(c) I am not aware of any such complaints, but will be prepared to look into any that are brought to my notice.

(d) Government do not consider that the appointment of a Committee is necessary.

Prof. N. G. Ranga: Is it not a fact that the allowances that have been granted to a number of people in the Madras Presidency are being stopped now?

Mr. C. M. Trivedi: I have no information. I will inquire and let the Honourable Member know.

Mr. Manu Subedar: With reference to part (d) may I know why Government will not set up a committee in order to demobilise from service those evacuees who have been taken into service, in order to find places for the returned soldiers to whom they are committed.

Mr. C. M. Trivedi: If the posts in which these evacuees are employed are no longer necessary after the war, the posts will be abolished.

Mr. Manu Subedar: Have there been any cases in which Indians in Government service of long standing have been passed over in favour of the evacuees and the evacuees have been placed in higher positions on top of these Indians?

Mr. C. M. Trivedi: I am not aware of any such cases. If the Honourable Member will give me specific instances, I will ask the Defence Department to look into them.

Mr. Manu Subedar: Will the Honourable Member give us a list of those who have been appointed getting over Rs. 200, we could then point out thousands of cases like that.

Mr. C. M. Trivedi: The statement that will be furnished to the House in reply to the previous question to which I have referred will give the Honourable Member the information which he requires.

Mr. Abdul Qaiyum: Is it the case of the Government that Indians with the requisite qualifications were not available for the posts which were filled by these non-Indian evacuees?

Mr. C. M. Trivedi: So far as I know, the appointment of these evacuees has not in any way harmed or prejudiced any suitable Indian.

Mr. Abdul Qaiyum: Have Government satisfied themselves that Indians with the requisite qualifications were not available?

Mr. C. M. Trivedi: I cannot answer for all the employing authorities, but I suppose they must have done so.

IMMORAL TRAFFIC

476. *Shrimati K. Radha Bai Subbarayan: Will the Honourable the Home Member please state:

(a) if Government are aware that immoral traffic has increased in the country since the war; and, if so, what steps the Government of India have taken to suppress it in the centrally administered areas;

(b) if Government have seen repeated reports in the New Delhi Press that the number of brothels in the Delhi areas has increased causing much insecurity and danger to youngwomen and girls; and, if so, whether Government have taken any steps to investigate the matter and to check the evil;

(c) if the Government of India or any voluntary organisations maintain homes for the care of rescued or destitute women and girls; and if the answer is in the negative, whether Government will take necessary steps to establish such homes in Delhi; and

(d) when the last report on immoral traffic in Delhi Province was submitted to Government by the officials concerned; and when the next report is due?

The Honourable Sir Francis Mudie: (a) to (d). I have no information as far as Governors' Provinces are concerned. As regards Chief Commissioners' Provinces, there has been an increase in the number of brothels and prostitutes in Delhi. The measures in force in Delhi for the control of prostitution are—

Sections 152 and 153 of the Punjab Municipal Act, 1911; the Bengal Suppression of Immoral Traffic Act, 1933; and, in Cantonments, sections 235, 236 and 237 of the Cantonments Act, 1921.

The Y. W. C. A. and certain other non-official organizations maintain homes in which young women can find accommodation, but there is no institution in Delhi specifically designed for the reception of reclaimed prostitutes. An annual report is submitted each year to the Legislative Department in a form prescribed by the League of Nations. The last report was submitted in August 1944 and the next will be submitted in July or August this year. The attention of the Chief Commissioner is being called to this matter and he is being asked to do all that he can to combat this evil.

Shrimati K. Radha Bai Subbarayan: May I ask if Government have appointed a Women's welfare officer to assist the police in detecting brothels and rescuing women from brothels as some of the provinces have done?

The Honourable Sir Francis Mudie: I will ask the Chief Commissioner to consider that.

Mr. Sri Prakasa: Will the Honourable Member kindly give an idea of the action, if any, taken by the Delhi administration under the various rules and regulations he has mentioned?

The Honourable Sir Francis Mudie: I cannot give that.

Mr. Sri Prakasa: Does it mean that no action has been taken?

The Honourable Sir Francis Mudie: No.

Prof. N. G. Ranga: Will the Honourable Member bring to the notice of the Provincial Governments the questions and the answers here in this connection so that they may take whatever action they may think proper?

The Honourable Sir Francis Mudie: No objection to that.

JUVENILE DELINQUENTS AND DESTITUTES IN DELHI PROVINCE

477. *Shrimati K. Radha Bai Subbarayan: Will the Honourable the Home Member please state:

(a) whether Government have any information that since January, 1940, there has been an increase of juvenile delinquents and destitutes in Delhi Province; and if not, do they propose to call for it; and

(b) what steps Government have taken for the care and reform of juvenile delinquents, and for the care and education of destitute children and juveniles?

The Honourable Sir Francis Mudie: The information is being collected and will be laid on the table of the House in due course.

ADVISER ON PLASTICS

478. *Mr. T. T. Krishnamachari: Will the Honourable Member for Planning and Development please state:

(a) whether his Department has recently appointed any adviser on plastics;

(b) if the answer to the above is in the affirmative, whether the individual appointed is a person who had been running a plastics factory which had been liquidated; and

(c) whether it is a fact that the Government of India had refused permission to the concern run by this individual for issue of capital because it was not a sound concern?

The Honourable Sir Ardesair Dalal: (a) No. (b) and (c). Do not arise.

MUNSTER REPORT RECOMMENDATIONS

479. *Sardar Sant Singh: (a) Will the Honourable the Defence Member please state the various improvements effected in the conditions of service of British Troops in India in implementing the recommendations contained in the report of Earl of Munster? Which of the recommendations have not been given effect to and why?

(b) What is the total cost involved in implementing such recommendations?

(c) Was the Government of India consulted in this matter before implementing these recommendations? Why was not Central Legislature consulted?

Mr. C. M. Trivedi: (a) and (b). I would refer the Honourable Member to the reply given by me to starred Question No. 344 on the 19th February, 1945.

(c) The answer to the first part is that it is for the Government of India to consider the recommendations contained in the Report in so far as they concern them. The answer to the second part is that questions of this nature relating as they do to matters of every-day administration are always dealt with by the Executive Government.

ASSOCIATION OF NON-GAZETTED SUPERIOR STAFF (INCOME-TAX), SIND

480. *Mr. Lalchand Navalrai: Will the Honourable the Finance Member be pleased to state:

(a) whether an Association of non-Gazetted Superior Staff, Income-Tax Department, exists in Sind;

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

(b) whether this Association is recognized by Government; if not, why not;

(c) whether it is a fact that this Association has amended its constitution to permit election of two office-bearers from outside the Department in a Managing Committee of eleven members; whether this amendment has been communicated by the Association to the Central Board of Revenue;

(d) whether the amendment of the Association's constitution requires the approval of the Government or any other lower authority; if so, under what rule;

(e) whether the Honourable Member is aware that the Indian Trade Unions Act XVI of 1926 allows a larger number of outsiders in the Managing Committee of a Union or an Association than provided by the Income-Tax Association, Karachi; if so, whether Government propose to accord approval to the amendment of the Association's Rules; if not, why not; and

(f) if the matter is still under consideration, how long it has been pending and whether Government propose to expedite a decision thereon?

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

ILL-TREATMENT TO SOUTH AFRICAN GOVERNMENT INDIAN OFFICIAL IN CONNECTION WITH CUSTOMS AT BOMBAY

481. *Mr. Manu Subedar: (a) Has the Honourable the Finance Member noticed a statement in the *Blitz* of Bombay by an Indian official of the South African Government who visited India and who was subjected to ill-treatment and extortion in connection with customs at Bombay?

(b) Has the Board of Revenue made any enquiries and called for any report on the subject? If so, what is the report?

(c) Have Government been able to identify the parties mentioned in this case or through plain clothes men and otherwise, have they ascertained whether such practices as are indicated in this statement prevail?

(d) Have complaints of similar harassment reached Government; or have Government seen them in the press in connection with any other port?

(e) What steps do Government propose to take in order to remove such practices?

The Honourable Sir Jeremy Reisman: (a) Yes.

(b) and (c). The statement published by *Blitz* in its issue dated February 3, 1945, had already reached Government from another source in September 1944. Enquiries were, of course, immediately made. But it is regrettable that Mr. Patel, who claims to be a responsible official of a Government Department in South Africa, had not cared to make a factual complaint to any responsible authority, e.g., the Collector of Customs concerned, during all the four months he stayed at home in this country and preferred instead to give a colourful account to journalists after his return to South Africa. This has rendered it impossible to have the allegations substantiated by the personal testimony of Mr. Patel.

(d) Not so far as I am aware.

(e) Though, as I have said, the allegations have not been substantiated, the Collector of Customs has personally and in very strong terms impressed upon his staff that practices of the kind alleged will not be tolerated. Superior officers have been exercising the strictest vigilance but no further complaint has come to notice.

Mr. Manu Subedar: Does the Honourable Member wish to convey that South African Government sent an important official engaged in important and vital war work to this country in order to libel the Government of India as a retaliation for the action and non-action of the Member for Commonwealth Relations?

The Honourable Sir Jeremy Raisman: No, Sir. I think there is no connection whatsoever between these two matters.

Mr. Abdul Qaiyum: Is the Honourable Member aware that the reason why people do not put in any complaints is that most of them go absolutely unheeded?

The Honourable Sir Jeremy Raisman: No, Sir, that is entirely incorrect. In this present case, I can assure the Honourable Member that if charges of this kind had come to my notice whilst Mr. Patel was here and if he had come directly to any Department under my control, the matter would have been dealt with in the most vigorous manner.

Mr. Abdul Qaiyum: I know the Honourable Member would have dealt with it in the most vigorous manner. But the question is will the Honourable Member enquire what percentage of these complaints have ultimately resulted in some action being taken. He will then find out the reason why people do not complain?

The Honourable Sir Jeremy Raisman: I do not know how I can discover cases which do not come to my notice, but I will repeat if cases of this kind come to my notice, they will be dealt with vigorously.

Mr. Manu Subedar: Have the Department considered the use of plain clothes men who would come to India as passengers and who would then be subject to these exactions and who would thus be able to trap the officials who are addicted to this practice in large numbers?

The Honourable Sir Jeremy Raisman: My own experience is, and I have some experience in this Department, my own experience is that the best cure is for gazetted officers of suitable status to be able to move about the docks and for the staff to be aware that that is happening. Unfortunately in the conditions of war, there has been such a strain on the superior staff that we have not been able to maintain that degree of personal supervision which is desirable.

Mr. Manu Subedar: Will the Honourable Member have some C. I. D. enquiry into this important question?

The Honourable Sir Jeremy Raisman: The matter has been investigated with great care by the Collector of Customs himself.

RESTRICTIONS ON DRILLS, ETC., AT SEVAGRAM

482. *Mr. Amarendra Nath Chattopadhyaya: Will the Honourable the Home Member be pleased to state if it is a fact that the Government of India and the Central Provinces Government have through district authorities in Wardha addressed letters to several persons connected with Sevagram institutions regarding restrictions on drills, demonstration and marches resembling those of the military? If so, what is meant by a "drill resembling the military"?

The Honourable Sir Francis Mudie: The Government of India have addressed no such letters, and have no information about any such action that may have been taken by the Central Provinces Government.

Sardar Mangal Singh: Has the Honourable Member made any enquiry after he received notice of this question?

The Honourable Sir Francis Mudie: No, Sir.

PROMOTION OF INDIAN SUB-OFFICERS IN THE M.E.S. DEPARTMENT

483. *Mr. K. S. Gupta: (a) Will the War Secretary please state how many cases of promotion are pending in the Engineer-in-Chief's Branch, General Headquarters, with regard to the Indian Sub-Officers in the M.E.S. Department like S.D.Os. and A.G.S.?

(b) How many British Sergeants have been allowed to supersede the senior Indian officers in the above said Department?

(c) How many (i) New-Zealanders, and (ii) Australians have been brought into M.E.S. and what are their qualifications to hold the posts in M.E.S.?

(d) Is colour or nationality a special qualification to foreigners who are entertained as officers in the M.E.S.?

Mr. C. M. Trivedi: (a) and (b). None, Sir.

(c) 26 and nil respectively. All are specially selected and possess the requisite qualifications.

(d) No, Sir.

PAUCITY OF INDIANS IN RANKS OF A.G.E., S.G.E., ETC.

484. *Mr. K. S. Gupta: (a) Will the Honourable the Defence Member please state whether qualified Indians were not available to occupy the ranks of (i) A.G.E., (ii) S.G.E., (iii) C.R.E., (iv) D.C.E., and (v) C.E.?

(b) Is it not a fact that no action was taken against the subordinate officers who happened to be foreigners though charges were framed by the C.R.E. in each of the Departments?

Mr. C. M. Trivedi: (a) The answer is in the affirmative as regards the appointments of Deputy Chief Engineer and Chief Engineer. Qualified Indians are, however, available for the other appointments.

(b) Government have no knowledge of this. If the Honourable Member can quote any specific cases, I shall be glad to make enquiries.

IMPRISONMENT OF CIVILIANS IN MILITARY DETENTION CAMPS OF EASTERN COMMAND

485. *Mr. K. S. Gupta: (a) Will the Honourable the Defence Member please state if it is not a fact that civilians were imprisoned in the military detention camps of the Eastern Command without any trial or charges?

(b) What is the number of civilians so imprisoned?

(c) Who was responsible for such an act? Has any action been taken against the one who is responsible for such an offence?

Mr. C. M. Trivedi: (a) and (c). It has been necessary for operational security reasons to delegate powers under the Military Safety (Powers of Detention) Ordinance, 1944 to the General Officer Commanding-in-Chief, Eastern Command, to enable him to detain certain personnel who enter India from, or after having been in territory for the time being occupied by the enemy. Such detention is of course neither unjustifiable nor illegal.

(b) I am unable to give the information in the interests of security.

Prof. N. G. Ranga: Is there any time-limit for such detentions?

Mr. C. M. Trivedi: There is no time-limit for such detention, but the standing instructions to the General Officer Commanding-in-Chief, Eastern Command are that he should review these cases every three months.

Prof. N. G. Ranga: Is there any opportunity given to civilian authorities, such as District Magistrates, to enquire into this matter at any stage and find out if any civilian has been detained?

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

Prof. N. G. Ranga: Why not?

Mr. C. M. Trivedi: The Ordinance does not provide for this.

CHARGES BROUGHT BY COL. SMITH, C.R.E., AGAINST INDIAN SUBORDINATES

486. *Mr. K. S. Gupta: (a) Will the Honourable the Defence Member please state whether it is not a fact that Colonel Smith, C.R.E., of South Bengal Eastern Command brought charges against several of his Indian subordinates and they were proved to be baseless and false on enquiry by the C. E.?

(b) If the answer to (a) is in the affirmative, what action has been taken against that officer?

(c) If no action is taken against him, why?

Mr. C. M. Trivedi: (a) The following briefly are the facts of the case to which the Honourable Member is presumably referring.

An investigation was held in July last year by a Departmental Court of Enquiry, about the conduct of a Sub-Divisional Officer and an Overseer who failed to obey a verbal order given by Lieut. Colonel Trevor Smith. The proceedings of the Court of Enquiry were referred to the Deputy Chief Engineer concerned who considered that there were extenuating circumstances and insufficient evidence, in consequence of which the case was not pursued.

(b) and (c). I am calling for the papers relating to the case to see whether any action is necessary.

DISCRIMINATION BETWEEN CIVILIAN AND MILITARY STAFF IN WAR DEPARTMENT

487. *Mr. K. S. Gupta: (a) Will the War Secretary please state whether there is any difference in the nature and hours of work between (i) civilian, and (ii) military subordinates and officers in the Department?

(b) If the work done is the same by both, do Government propose to see its way to grant Dearness Allowance to civilians corresponding to free rations given to the military?

(c) Is it not a fact that freshers from the United Kingdom are appointed direct as officers in the Engineer-in-Chief's Branch over and above those available senior qualified Indians, recommended by the General Headquarters? If so, do Government propose to put an end to such a practice? If not, why not?

Mr. C. M. Trivedi: (a) No, Sir.

(b) Gazetted and non-gazetted civilian officers are already in receipt of dearness allowance at Rs. 14 per month, or an allowance at 10 per cent. of pay within limits, whichever is greater.

(c) Government have no knowledge of such a practice. If however, the Honourable Member can quote a specific case of the nature he has in mind, I shall be glad to make enquiries.

Prof. N. G. Ranga: Is the same kind of dearness allowance being granted to civilian officers as well as military officers?

Mr. C. M. Trivedi: No dearness allowance is given to military officers.

Prof. N. G. Ranga: With reference to part (b), may I know if, corresponding to free rations given to the military, the same facility is given to civilian officers also?

Mr. C. M. Trivedi: Free rations are not given to civilian officers.

LETTER BY MR. BUDHAN RAI VERMA, A SECURITY PRISONER

†488. ***Mr. Ramayan Prasad:** Will the Honourable the Home Member please state:

(a) whether it is a fact that one Mr. Budhan Rai Verma, M.L.A., (Bihar), a security prisoner detained in the Central Jail, Hazaribagh, addressed a letter to Sir Reginald Maxwell, the then Home Member to the Government of India, in the latter part of the year 1943, protesting therein against certain portion of his statement made on the floor of the Assembly in reply to Sardar Sant Singh, regarding the condition of the security prisoners detained in the different jails of the country;

(b) if the answer to (a) be in the affirmative, whether the letter was withheld by the Government of Bihar and the security prisoner was punished for attempting to inform the then Home Member regarding certain criminal facts, referred to in his statement; and

(c) whether any action has been taken by the Government of India on this letter?

The Honourable Sir Francis Mudie: I have made an inquiry from the Government of Bihar but their answer has not yet been received. I will lay a reply on the table in due course.

NON-COMPLIANCE OF LAW AFFORDING CERTAIN STATUTORY PRIVILEGES TO INDIAN FORCES

489. ***Mr. Ram Narayan Singh:** (a) Will the War Secretary please state if he is aware of the fact that in case of members of the forces raised on behalf of His Majesty under Section 313 (2) (b) of the Government of India Act, 1935, arrests have been effected by Civilian Officers and investigation of offences have been made by officials other than the alleged offender's Commanding Officers in contravention of Section 124 of the Indian Army Act, Section 45 of the Army Act and Rule (14) of the Indian Army Act Rules?

(b) What action does he propose to take with regard to the non-compliance of the law affording statutory privileges in case of Indian Forces raised as in (a) above?

Mr. C. M. Trivedi: (a) Any person who joins His Majesty's Indian Forces and becomes subject to Military law does not thereby cease to be subject to the civil law of India. An enquiry by the civil police into an alleged offence against the criminal law by a person subject to the Indian Army Act does not constitute a breach of the Indian Army Act or the rules made thereunder.

(b) Does not arise in view of the answer to (a) above.

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

Mr. Ram Narayan Singh: Is the Honourable Member aware that Havildar Gauri Shankar Sarma has been arrested by a civilian officer at Bareilly and is being tried in a civil court in Delhi which is against the provisions of this Act?

Mr. C. M. Trivedi: I am not aware of the specific instance.

Mr. Ram Narayan Singh: Will the Honourable Member enquire into the matter and inform me?

Mr. C. M. Trivedi: What does the Honourable Member exactly want me to inform him about? Whether he was arrested?

Prof. N. G. Ranga: Whether he has been arrested by a civilian officer and whether he is being tried in a civil court?

Mr. C. M. Trivedi: I shall find out and let him know.

CONSTITUTIONAL DEFECT *re* MILITARY PENSIONS RULES

490. ***Mr. Hari Sharan Prasad Srivastava:** (a) Will the War Secretary please state if his attention has been drawn to the fact that the subject of War Pensions is not included in the Legislative List I, Seventh Schedule, Government of India Act, 1935, and the rules for reduction, stoppages and forfeitures of Military Pensions, so far made, have been made under Section 313 (2) (b) of the Government of India Act, 1935, under the belief that the expression "Government of His Majesty's forces borne on the Indian establishment" includes the power in relation to the aforesaid reduction, stoppages and forfeitures of Military Pensions, irrespective of the fact whether the Military Pensions accrue during the war on "Active Service" or otherwise?

(b) What action does he propose to take to remedy this constitutional defect and when?

Mr. C. M. Trivedi: (a) I cannot subscribe to the view that section 313 (2) of the Government of India Act read with the relevant entries in the Federal Legislative List does not give the Governor General in Council power to regulate the pensions of persons who have served in His Majesty's Naval, Military and Air Forces.

(b) Does not arise.

INSTRUCTIONS TO AGENT-GENERAL *re* PROPAGANDA ABOUT INDIA CARRIED ON IN AMERICA

491. ***Mr. K. C. Neogy:** (a) Will the Honourable Member for Information and Broadcasting please state whether instructions are given on behalf of the Government of India to the Agent-General in the United States of America as regards the lines on which positive propaganda should be carried on, or adverse propaganda countered, in America? If so, will the Honourable Member give to this House a summary of all such instructions for the years 1942, 1943 and 1944?

(b) Are regular reports received by the Government of India from the Agent-General regarding the propaganda carried on in the United States of America on behalf of the Government? If so, will the Honourable Member give to this House a summary of all such reports for the years 1942, 1943 and 1944?

(c) Does the Agent-General keep in touch with any propaganda that may be carried on in the United States of America in regard to India at the instance of the British Government, and does he keep the Government of India informed about the subject matter and tendencies of such propaganda? If so, will the Honourable Member make a statement giving the substance of all communications on the subject received from the Agent-General in the years 1942, 1943 and 1944?

(d) To what extent, if any, is the Agent-General influenced by the British Embassy in the United States of America in matters relating to propaganda on behalf of India? Is it a fact that the Agent-General occupies the third place in the British Embassy, has no independent diplomatic status, and is expected to take his general instructions as regards publicity from the British Embassy and officers of the British Ministry of Information in the United States of America, though in an informal manner?

The Honourable Sir Sultan Ahmed: (a) The Agent-General in the United States of America is fully apprised of the Government of India's policy in the

matter of publicity. No special instruments of instructions are issued to him, nor are they necessary.

(b) Reports are received from the Public Relations Officer with the Agent-General, but to summarise these reports would involve an amount of time and labour that would not be justifiable in wartime.

(c) The Agent-General keeps himself personally in touch with all affairs of public business in the United States of America, and submits to the Government of India reports on matters which he considers Government should know. It would be neither possible nor desirable to summarise these communications.

(d) The Agent-General takes his instructions from the Government of India in this matter and the question asked does not arise. As regards the second part, the Agent-General is formally associated with H. M. Embassy but he maintains a separate office and as I have said, he receives his publicity material entirely from the Government of India.

Mr. K. C. Neogy: With reference to parts (b) and (c), is the Honourable Member prepared to place all such reports and communications in the Library of the House for the information of Honourable Members, if it is difficult to summarise them?

The Honourable Sir Sultan Ahmed: So far as I am concerned, it will not be possible for me to do it because the materials come here almost every week.

Mr. K. C. Neogy: What is the difficulty then?

The Honourable Sir Sultan Ahmed: The quantity will be very big and sometimes these communications are confidential.

Mr. Abdul Qaiyum: May I know if the Agent-General receives any instructions to defend the present system of Government in India?

The Honourable Sir Sultan Ahmed: No, it is not necessary that he should receive any instructions at all; if he thinks it necessary he does it.

Mr. T. T. Krishnamachari: May I know if instructions have been sent to the Publicity Officer attached to the Agent-General,—Mr. Hennessy,—to do things which probably have not been sent to the Agent-General himself?

The Honourable Sir Sultan Ahmed: I am not aware.

Prof. N. G. Ranga: Does the British Government send any instructions to the Agent-General for India in America?

The Honourable Sir Sultan Ahmed: I do not think so.

UNSTARRED QUESTIONS AND ANSWERS

APPELLATE ASSISTANT COMMISSIONERS OF INCOME-TAX AND INCOME-TAX OFFICERS

18. Mr. K. C. Neogy: Will the Honourable the Finance Member be pleased to lay on the table a statement showing, Province by Province:

(a) the sanctioned strength of Appellate Assistant Commissioners of Income-tax, and the number actually employed as Appellate Assistant Commissioners, and how many of them have been entertained as additional officers during the course of last four years, and the number of additional Appellate Assistant Commissioners appointed during the current year;

(b) the number of appeals and the proportion of such appeals to the total number of assessments in each of the previous four years;

(c) the sanctioned strength of Income-tax Officers and the number actually employed as Income-tax Officers, and how many of them have been entertained as additional officers, during the course of last four years;

(d) how many of the Income-tax Officers have completely passed the departmental examinations including the higher standard; and

(e) the number of Income-tax Officers, if any, who have not completely passed the departmental examinations, and the period during which they have been functioning as Income-tax Officers with powers of assessment?

The Honourable Sir Jeremy Raisman: (a) to (e). The information is being collected and a reply will be laid on the table of the House in due course.

INCOME-TAX OFFICERS FOR EXCESS PROFITS TAX ASSESSMENT WORK

19. Mr. K. C. Neogy: Will the Honourable the Finance Member be pleased to lay on the table showing, Province by Province:

(a) the number of Income-tax Officers engaged in the work of assessment Excess Profits Tax during the year 1944-45;

(b) the number of such officers who are already confirmed Income-tax officers, and the number who are only officiating as Income-tax Officers, and the case of the latter category, how many, if any, have not yet completely sed the departmental examinations; and

(c) the total number of assessment cases of Excess Profits Tax in arrears proportion to the number of cases started during each of the years 1942-43, 1943-44, and the amounts involved in such arrears?

The Honourable Sir Jeremy Raisman: (a) to (c). The information is being collected and will be laid on the table of the House in due course.

SPECIAL POLICE ESTABLISHMENT INVESTIGATIONS INTO OFFENCES ON EAST INDIAN AND NORTH WESTERN RAILWAYS

20. Mr. Ram Narayan Singh: Will the War Secretary please state if it is a fact that none of the offences committed by the Railway Servants on East Indian and North Western Railways have been made over to the Special Police Establishment by the Central Government for investigation or the enforcement of the Special Police Establishment Ordinance; if not what the fact is?

Mr. C. M. Trivedi: The Special Police Establishment have so far investigated 134 cases on the North Western Railway and 51 cases on the East Indian Railway. Nearly 75 per cent. of these cases were taken up by the Special Police Establishment on their own initiative. In the remaining 25 per cent. of cases information was given in some cases by the Railway Administrations concerned or by Railway employees and in other cases by the general public.

REGISTRATION OF NEWS BY NEWS AGENCIES AS NEWS BULLETIN

21. Mr. Ram Narayan Singh: Will the Honourable Member for Information and Broadcasting please state if it is a fact that news sent by news agencies either by post or by telegram or by Air are to be registered as News Bulletin for the Paper Control (Economy) Order, 1944? If not so, what is the fact?

The Honourable Sir Sultan Ahmed: The question should have been addressed to the Honourable Member for Industries and Civil Supplies.

ARRESTS FOR IMPERSONATION AT SHAHDARA (DELHI) MUNICIPAL ELECTIONS

22. Mr. Ram Narayan Singh: Will the Honourable the Home Member please state:

(a) if it is a fact that the Sub-Inspector of Police, Shahdara-Delhi arrested, some persons found impersonifying during the voting in the Municipal elections held at Shahdara during January, 1945, and let them off after having been around the town in handcuffs; if not so, what the fact is; and

(b) if the reply to part (a) be in the affirmative, the action taken against said Sub-Inspector; if no action has been taken, the reasons therefor?

The Honourable Sir Francis Mudie: (a) The facts are that seven persons were arrested for impersonation by the Police on duty under the orders of the Magistrate who was serving as the Presiding Officer of the election, and were sentenced to imprisonment till the rising of the court under section 171 of the Indian Penal Code. The persons in question were not paraded through the town.

(b) Does not arise.

THE RAILWAY BUDGET—LIST OF DEMANDS—contd.

Mr. President (The Honourable Sir Abdur Rahim): I have received notice from Mr. Kureel that he wants to move a motion No. 2 in the Late List, according to the arrangement arrived at between the Parties, which included unattached Members, this motion would not be in the list at all. But I

[Mr. President]
understand there will be no objection on the part of unattached Members if this motion is placed after Sardar Mangal Singh's motion.

DEMAND NO. 1—RAILWAY BOARD—contd.

Financial Position of the Railways

Mr. H. G. Stokes (Bombay: European): Sir, I move:

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

The object of this motion is to discuss the financial position of the railways. Honourable Members will remember that we moved a very similar motion to this last year, our spokesman then being my Honourable colleague Sir Frederick James. I make no apology, however, for the present motion as I suggest that the subject of railway finance is one of the greatest importance and one which should be continuously on review by this House. Also since last year the position has changed in two respects. We have, firstly, the unorthodox finance of the present budget and, secondly, we have heard from Sir L. P. Misra, in whose able hands the Railway Board have placed the preparation of their plans for the post-war era of development, some idea of the task that lies ahead.

First I should like to say something about these unorthodox methods of finance. The Honourable the War Transport Member pointed out in replying to the general discussion that unorthodoxy might not be unsound. With that we quite agree, but I would add that unorthodoxy is sometimes unpopular; and there is evidence that this departure from usual methods of finance does not find favour in all sections of this House. There is no doubt in our mind about the dangers ahead and for our part we consider that a debit to revenue of a portion of the cost of overvalued capital assets is sound. It is a practice that we in these days would often follow if we could persuade the revenue authorities to be more merciful over income-tax. The Honourable the War Transport Member is indeed fortunate enough in framing his Budget; he has not the eagle eye of the income-tax authorities upon him as with less fortunate mortals. He paints his budget picture within wide limits more or less as he wishes. It is true that a credit to reserve will technically give protection against possible losses occurring, but in practice reserves not earmarked for a special purpose have a very unpleasant habit of not being available when wanted. The new move to debit a portion of the cost of purchases to revenue safeguards the position once and for all and we approve it.

Now, Sir, I will turn to the post-war plan. The address to which I referred earlier in this speech was given by Sir L. P. Misra on or about September 23 or 24, 1944 and it was reported in the *Statesman* of September 25. I would like to refer briefly to its main features. After reference to the establishment in India of locomotive and boiler industries and annual replacements of wagons, which I see are put at four thousand broad gauge and seven hundred metre gauge, Sir L. P. Misra estimates that not less than 5,000 miles of new lines will have to be built in the first seven years after the war at a total cost of 100 crores. And this is in addition to relaying to make up for war damage which will be approximately 800 miles and will need no less than 125,000 tons of rails. Then there is the replacement of lines, annual replacements of workshop machinery, locomotives, wagons, coaches and there are operating improvements, such as doubling of tracks, additions to stations, improvements in signalling, overbridges, improvements to engine sheds, and so on. For this 125 crores is allowed.

Then, Sir, we come to a matter which, I am sure, will appeal to all sections of the House, that is better amenities for third class passengers, standardization of coaches, better seating, better lavatories, raised platforms, overbridges, waiting sheds, improved water supply, improved booking arrangements and additional coaches. That, Sir, will require 45 crores. Then there is staff welfare which we here regard as particularly important—such matters as supply of water, extensions to hospitals, extra dispensaries, training schools, railway institutes, etc. For that 48 crores is needed.

Then, Sir, we come to the bill for this huge programme and it comes to 45½ crores per year for seven years, or a total of 319 crores, a figure which Honourable Members may remember, my Leader gave in his speech on the general discussion. It may be argued, and perhaps it will be argued, that it is a waste of time to discuss such plans now as a National Government will not approve them. I submit that whatever Government there is in the post-war period, the Railways will require a huge betterment programme and will have to face a great outlay. I submit too that a Government which at this time sat with folded hands and made no plans for the future just because it did not enjoy the full confidence of the country would legitimately deserve the criticism of failing in its duty. Last year, my Honourable friend, Sir Frederick James asked three questions. They were, I quote from the record, first of all, what will be the position after the war confronting the Railways; secondly, what will be, as far as we can judge, the resources in the hands of the railways; and, thirdly, will those resources be enough to meet the demands which will be placed upon the railways? All these questions are pertinent today. I have endeavoured to give our views on the first question. As regards the second, Sir Frederick James last year made certain estimates for the Reserve and Depreciation funds on the basis of two more years of war, i.e., until April, 1947. It may be felt that it is safe to look further ahead than this, but the pace of the war is now such that, for my part, I do not think it safe to argue that by April 1947 we shall not be past the war period of exceptionally high earnings. Sir Frederick James put the Reserve at a possible 50 crores and the Depreciation at 70 crores, and he also allowed for a special amenities fund of 30 crores which was to have accrued from the raising of fares—a total of 150 crores in all. The amenities fund did not come into being in circumstances that we know, but we have in the 1945-46 estimate 92·7 crores in the Depreciation and 29·10 crores in the Reserve with one year still to go. It is true, Sir, that the Depreciation Fund is now at a higher figure than we anticipated but withdrawals in the coming years are also likely to be high and I do not feel it safe to predict that the balance in that fund will, in April 1947, be much if at all higher than it is now, i.e., 92 crores. The same applies too to the Reserve Fund and we seem likely therefore to come to the end of the war period of exceptional earnings with 122 crores only in the two funds. With the exception that high priced assets have been devalued, all the arguments that we brought up last year have even added force now and we reach the conclusion that Railway finances are in a thoroughly weak state and quite inadequate to meet the demands before them.

Sir L. P. Misra, has suggested that out of the total expenditure of 319 crores which he envisages, 125 crores be met from the Depreciation Fund and the balance be raised by borrowing. There is no doubt but that that the security the Railways can offer is first class and I imagine that if the programme set out in Sir L. P. Misra's address is taken in hand and compared to that in the Bombay plan which, if I remember aright, was to cost 434 crores—it is comparatively moderate—some borrowings will be necessary. But let us remember, Sir, that in these post-war years the Railways will not be the only Department out for borrowed money and it may be that a general curtailment of demands will have to be enforced if justice is to be done to all. The less therefore that the Railways have to raise by borrowing, the better for their prospects. Perhaps, Sir, in his reply the Honourable the War Transport Member will tell us how Government intend to raise the funds that will be required.

Here, Sir, I want to refer to a suggestion in respect of funds for amenities for third class passengers. The suggestion which has been embodied in a resolution on page 8 of the proceedings of the Standing Finance Committee for Railways held on 13th and 14th of February in the form of a resolution, suggests that a separate reserve fund be set up earmarked specifically for this purpose and receiving yearly credits from the surplus earnings. This resolution, or suggestion, was supported by our representative on the Committee and I want now, Sir, to urge it once again upon the Government. They have, as I have shown, a planned programme for amenities on a great scale to cost Rs. 45 crores—I can see that the Committee considered that about 40 crores would be enough;

[Mr. H. G. Stokes.]

but Sir L. P. Misra's figure, as I have said, is 45 crores,—and the War Transport Member said only yesterday that they would start work when they had the opportunity and the money. We cannot, I am afraid, ask them to start the work immediately, but let us, at any rate, see that the money is there ready for the purpose. Moreover, the idea was sufficiently acceptable to Government last to form part of their argument in favour of an increase in fares.

Replying to the Honourable the Deputy Leader of the Muslim League on the general discussion, the Honourable the War Transport Member said: "I have gone further. I have given an undertaking to the House that if they wish this to be put into the Budget for the purpose Government would have no objection". I hope that they will now still have no objection. But I would like to apply the same suggestion as the Standing Finance Committee have applied to amenities for third class passengers to the allotment that Sir L. P. Misra has set aside or recommended for staff welfare.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is up.

Mr. H. G. Stokes: I hope, Sir, that Government will accept this suggestion.

In conclusion I want to make it clear that we have moved this cut motion not in a spirit of censure but in order to give the House a further opportunity of discussing this most important subject. The Honourable the War Transport Member has done a great deal to safeguard the future, but we want more and still more. I hope we shall get it. Sir, I move:

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

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

Mr. Zahid Husain (Government of India: Nominated Official): I think it will help the discussion if at this stage I tell the House how we look at the financial position of railways. This question can be examined from two main points of view. Firstly, whether the railways would be able to maintain their solvency in a reasonable degree when the present abnormal conditions cease and the military traffic resumes its normal proportions; and secondly, whether the railways would be in a sufficiently strong position at the end of the war to undertake the post-war programme of railway construction, rehabilitation of over-age and worn out equipment, and improvements of lower class travel conditions.

The railways are at present passing through an abnormal period of prosperity but we all hope that the war will not now continue for long. With the fall in traffic there will be some economies in direct operating expenses and also in certain other directions. But they will be far from being sufficient to counter-balance the loss of earnings.

As regards earnings, it would not be unreasonable to hope that immediately on the termination of war conditions will not undergo such a radical transformation as to bring about a serious fall in railway revenues. The character and pattern of traffic will change and will certainly change but we hope that the volume will not be too seriously reduced for some time at least. Ultimately and essentially the prosperity of railways is bound up with the prosperity of the country and must depend on the general conditions of agriculture, trade and industry. The railways might expect that the post-war balance relating to roads, agriculture and industry will gain momentum within a reasonable time after the war and provide directly and indirectly new sources of traffic which will at least partly take the place of present-day military traffic carried at low concessional rates. It would be a mistake to take a very optimistic view but there is no ground for pessimism. The attitude of railways must be that of watchfulness in order to take advantage of all opportunities that present themselves for serving the country. Such service will bring its fruits in the form of increased traffic. Railways must rely for their future prosperity on the inexhaustible reservoir of potential traffic, both goods and passengers in this great country of ours. Monetary reserves have their uses, but these uses are transitory and partial. Our railways are not in the fortunate position of those commercial

concerns who have managed by some means or other to pile up reserves exceeding even their share capital. The railways cannot do so without making large increases in rates and fares and without depriving the general taxpayer of his legitimate share in their prosperity. The real reserves of the railways lie in our country and its people and we must look to them for their future prosperity. It is not, I think, too much to hope that the world has learnt some lessons since the last great war and that the economists and administrators will be able to avoid the economic blizzards of the type from which the world suffered during the thirties.

I now refer to the post-war programme to which the Honourable Mover has rightly given great attention. Our tentative post-war programme covers a period of seven years and involves the following expenditure:

Rehabilitation; 125 crores a year.

Improvements:

Operative, 45 crores,

Staff welfare, 45 crores,

Lower class, 45 crores,

Construction of new lines varying between 50 and 100 crores.

That is, about 310 crores over a period of 7 years. Under our rules of allocation, rehabilitation will be chargeable mostly to depreciation fund, though improvements effected in the course of rehabilitation will be chargeable to capital. Improvements whether relating to operation or staff welfare or lower class amenities will be chargeable mostly to capital, but some charge will arise against the depreciation fund also. Construction of new lines will be a charge entirely to capital. Roughly, it may be assumed that an annual expenditure of 22 to 25 crores will arise against the depreciation fund. This expenditure will be financed to the extent of 13 to 14 crores from annual appropriations made year by year from revenue to depreciation fund. The difference will be met from the accumulated balance in the fund. We expect that we will start at the end of the war with a balance of at least 92 crores in the depreciation fund which is not so inadequate as to fill us with anxiety about our post-war plans. The depreciation fund should be able to stand the strain of the programme provided it is not depleted during the war as a result of excessive costs of the rolling stock we are purchasing and the works we are executing at the present time.

The position of railways is entirely different to that of a department like Education or Medical. These departments have to execute their programmes by what may be called external finance, while the railways as a commercial concern have to find ways and means on the basis of their own intrinsic financial strength. In order to enable the railways to face the post-war period with confidence, it is essential that their financial position at the end of the war should be reasonably good. We must hand over to the post-war administrators a strong capital structure so that it should, if necessary, be able to bear the strain of the cost of improvements and lower class amenities which must be provided at the earliest possible moment. Similarly, the depreciation fund should have a fairly substantial balance at the end of the war.

The capital account and the depreciation fund are the two sources of finance for our post-war plans. If they are damaged during the war the railways will be correspondingly disabled from carrying out their plans. The railway reserves and must be regarded only as a reserve to fall back upon in extreme necessity.

The special measures included by Government in the Budget proposals should be looked at from this point of view. If these measures are abandoned, the depreciation fund will be reduced to a figure of 36 crores, which for the railways would be almost a disaster. Similarly, the capital account would be debited with an expenditure of about 15 crores and it follows that to that extent water will be injected into the capital structure making it less fit to stand the strain of post-war reconstruction expenditure.

These proposals have been criticised in certain quarters on the ground that we are departing from our normal rules. We are certainly departing from our normal rules but with very good purpose. This departure is necessary in the

[Mr. Zahid Husain.]

interests of the country and for post-war reconstruction which we are disposed to place above the sanctity of rules. I should also say here that these proposals do not involve any assumptions regarding the level of post-war prices. Their sole purpose is to protect the capital account and the depreciation fund, in order to keep them in a strong and solvent condition for facing the claims which will arise against them after the war.

If our proposals are finally adopted, we will have taken an important step towards ensuring the execution of Railway plans for post-war period. It has been argued by some critics that with the increase in prices our assets must be regarded as under-valued. I must maintain that Railway assets cannot be regarded as gold holdings which can be marketed in the local bazar. Their value is related to their net earning power. The present surpluses are not a true index of their earning capacity, and it would be a most unsound measure to value the assets on that basis.

As regards the reserve we expect that at the end of the war we will have a balance of about Rs. 29 crores which is not as large as we would wish it to be. As I have explained before, our capital account and the depreciation fund are the first lines of defence which must be kept in a position to bear the shock of post-war reconstruction expenditure. Having taken measures for fortifying the front lines it remains to take whatever measures may be possible to strengthen the reserve. If the conditions of prosperity at the present or reduced scale continue for some time yet, as we hope they will, there will be time to build a more substantial reserve. This is necessary because a large proportion of the expenditure to be incurred on post-war plans including lower class amenities will be unremunerative and should be financed, if possible, from the reserve.

I would repeat that Railways are not in the fortunate position of those concerns who have used the war to build reserves equal to two or three times their share capital. They are nevertheless in a good financial condition today and can face the post-war reconstruction problems with a fair degree of confidence. If the measures proposed by Government are endorsed by the House, and if adequate measures are taken to co-ordinate the various forms of transport, there is every reason to hope that the end of the war will find our Railways ready to play their part in the post-war problems of our country.

In the course of the general debate one of the Honourable Members, I think it was Sir Cowasjee Jehangir, asked whether these proposals should not have been placed before the Convention Committee. When that Committee considered the draft of its interim report some of the members asked whether the committee should be continued or dissolved? These are the proceedings of the Committee:

"A draft report of the Committee was circulated among the members. Before the draft was taken into consideration, Sardar Sant Singh raised the question whether with the signing of the report the committee would be dissolved. The Chairman replied in the affirmative. Sardar Sant Singh did not agree and considered that the Committee should remain in existence, and the report of the enquiry decided upon on the previous day should be placed before the Committee for consideration. He pointed out that it should be possible for this report to be submitted to the Committee before the next session of the Assembly. Sir Cowasjee Jehangir agreed that the present Convention Committee should examine the report of the immediate enquiry which was suggested, but that the report of the more comprehensive enquiry should not be placed before this Committee."

The Committee had recommended that there should be an immediate enquiry to find out what additional appropriation should be made to the depreciation fund during the war as an emergency provision. The enquiry was made and a report was placed before the Committee, as a result of the recommendation of the Committee an additional appropriation has been made to the depreciation fund. There was no suggestion at any time in the past that the basis on which our surpluses should be shared between the Railways and the general revenues will have to be discussed in the Convention Committee from year to year. The following recommendation was made by the Convention Committee:

"They therefore recommend that in allocating the surplus on commercial lines between the railway reserve and general revenues, as provided in clause (iv) of the Resolution of March

the 2nd, 1943, until a new convention is adopted by the Assembly, the appropriation to the railway reserve should be the maximum consistent with a fair allocation to general revenues as determined from year to year by the general budgetary situation arising out of the present emergency."

Budget proposals are considered by the Standing Finance Committee in accordance with a Resolution of this House which was passed in 1924. We have been following the provisions of that Resolution.

An Honourable Member: 1924?

Mr. Zahid Husain: 1924. These proposals are part of the Budget proposals and were therefore discussed by the Standing Finance Committee with these remarks, Sir, I oppose the motion.

Mr. B. Das (Orissa Division: Non-Muhammadan): I knew the members of the European Group would pet and pat the Honourable the War Transport Member, but Sir, I was rather astounded when I heard the Financial Commissioner for Railways this morning. I was rather surprised to find my Honourable friend Mr. Zahid Husain expounding that the Convention Committee recommended certain things, and that the Standing Finance Committee accepted them and has the final word on them. The Honourable Mr. Zahid Husain is not a long time parliamentarian, but the Honourable the Finance Member knows that any recommendation of the Convention Committee about policy as regards allocation or finance should be approved by a resolution passed in this House. This has not been done. No attempt has been made by the Honourable the Finance Member nor by the Honourable the War Transport Member to bring such a motion. So it is no use to put forward the argument that certain things have been done with approval of the S. F. C. and if so, these were done in the most irregular way and not in conformity with the practice of this Legislature.

Now, Sir, the new deal of the European Group is not a new thing. For the last six or seven years that Group has been continuously placing before this House the European view point that the Railway Finance should not make any substantial contribution to General Finance, and that most of the surplus money should be absorbed, whether it is absorbed by the extravagance of military side of expenditure on the railways or in meeting the reconditioning of the Railways through the past extravagance and mistakes of the big railway bosses of the Railway Board it is immaterial, but this policy has been advocated by the European Group for the last seven years, and the Honourable Sir Edward Benthall, representative of the European community in the Government of India, has given sanctity to it this year.

I must say that the Budget is very much under-estimated. I am surprised that an astute businessman like my friend Sir Edward Benthall should introduce such under-estimates in his Budget. He has been Member for Communications for the last 2½ years—I do not like to talk of him as War Transport Member, because that will mean he should be talking of war and not of peacetime work. Last year (1943-44) the estimate of receipts was at 150 crores, the revised estimate was 178 crores and the actuals came to 185 crores. For 1944-45 the Honourable Sir Edward Benthall estimated under receipts 192 crores but unfortunately the Assembly cut it down by ten crores by not allowing him to raise the fares by 25 per cent. And now he revises that 182 crores and the revised forecast is that receipts should be Rs. 214 crores. This is also very much conservative and I take a bet with him and the Honourable the Finance Member that the actual will be Rs. 220 crores for 1944-45. The Honourable the Railway Member has made an under-estimate of 38 crores for 1944-45. The Honourable Member is a businessman and has to go by factual precedents and here he estimates that for the year 1945-46 his income will be only 220 crores which will be almost the same figure as the income of 1944-45; and yet he himself has confessed in his Budget speech that every month there is an excess of 10 million more passengers and he has given us a warning that there will be heavy military traffic and heavy movement of coal throughout. In spite of increased goods traffic and in spite of increased passenger traffic I cannot understand why the Honourable Member is under-estimating unless it is to conceal and camouflage facts.

[Mr. B. Das.]

A word, Sir, about his solicitude last year about the social amenities to the travelling public which he wanted to provide by funding the 25 per cent. enhancement of fares, which he wanted this House to accept. Not only did he have about 40 crores more of receipts or earnings in his original estimate but he wanted this 10 crores from the 25 per cent. enhancement of fares. I think it would not have been 10 but 15 crores. He pleaded that he wanted all this extra money for providing the social amenities to the travelling public. But this year he has not a word to say about the social amenities of the travelling public even in relation to post-war schemes. This year his speech is all about locomotives and wagon orders and the debits of their costs to the working expenses and sound finance requires these should be charged either to capital or to the funding whereby the Military department should have to pay more. It is very unfortunate that my Honourable friend Sir Jeremy Raisman does not take any part in the Railway debates. He ought to take part in view of what my Honourable friend Mr. Zahid Husain just said.

Is it the considered view of the Finance Department that they should no more adhere to the old orthodox system of finance, at which my Honourable friend Mr. Stokes had a joke this morning? If they had accepted this new system of allocating capital expenditure to Working Expenses as had been conceived by the War Transport Member, I should like to know why we have not been allowed a discussion on it. What is the considered opinion of the Finance Department on this new Benthall dispensation, this new method of accounting, viz., debiting every thing to working expenses to relieve the military burden of Britain to a certain extent and incidentally giving a little extra trouble to the Finance Member to find more money for his inflation policy. I do not at all like the way in which the allocation has been done. It is contrary to the spirit of public finance. I hold no brief for my Honourable friend, the Honourable the Finance Member, but I have been acquainted with the Finance Department's working for so many years and it is contrary to the spirit of the Department.

It is of course in conformity with the spirit of the European Group, with that of the Statutory Railway Authority. It was that which brought Brig. Hammond to India some time in 1930 to plan removal of the Railways completely from the jurisdiction of this legislature. How could we think that the Government of India and those Executive Councillors are contemplating some day that the responsibility would be handed over to this side! The originator of the Statutory Railway Authority is himself there as the War Transport Boss and he has given effect to the principles of the Statutory Railway Authority finance in his Budget this year without a definite vote of this House approving of that policy, without even our knowledge. In spite of our occasional differences with the Honourable the Finance Member, I should like to know whether he has given his approval to every thing that is implemented in the Budget Speech of the Honourable Sir Edward Benthall and if he has done so, he has completely been won over by the European trading community in India.

I believe that the Budget estimates on the receipts side for 1945-46 will not be 220 crores but will be 245 crores. If the Legislatures are helpless, I do hope the Executive Council will exercise a certain amount of control over the War Transport Member and not allow him to spend all this money as he liked. My Honourable friend, Sir Edward Benthall, is not a sun-dried bureaucrat and when I heard his speech, I felt at the moment that a businessman had applied his business acumen in preparing the Budget, though from the wrong angle, the angle being the angle of the European community in India.

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

Mr. B. Das: Yet, for him to get so much money and play ducks and drakes with it in the name of efficiency, in the name of better rolling stock, is rather tricking the general finance and the public of India and acting contrary

to accepted principles. His Depreciation Fund should have been much more. Today the engines and wagons are working more number of hours than they were doing before the war. Where an engine or a wagon had been working before the war for 300 hours a year, they are working 600 and 800 hours now. Therefore the depreciation rates should have been much higher but what is the use of criticising when the Honourable Member does not want anything to be funded to the Depreciation Fund but wants everything to be used to strengthen the Railways with the idea of turning them into companies some time later.

Sir Syed Raza Ali (Cities of the United Provinces: Muhammadan Urban): Sir, hard indeed is the task and hard it has been since the beginning of the war, of the War Transport Member in preparing the Railway Budget. This year he has produced a carefully prepared Budget no doubt, which he calls unorthodox. If unorthodoxy is meant to cover a multitude of sins, then surely that will not commend itself to this House or anybody of impartial critics; but if unorthodoxy is real unorthodoxy, namely, it tends to promote the well being and happiness of the people of this country, I am sure this House would be too glad to give the War Transport Member his due for the efforts he has spent in preparing the Budget.

Before I come to the Budget for the year 1945-46, which we have to consider very carefully, I would allow myself to make one observation of a general character, and that is this: I have never been personally able to agree with the policy which throws on the general railway revenues the losses incurred on the working of the strategic lines. I have always maintained and I do maintain today that this loss should be borne by the defence budget and not by the railway revenues. The question is of very great importance. I raised the question more than once before the Public Accounts Committee and there the reply the Finance Member gave was—and he had perfect justification in taking that line—I do not complain—that it was a question of policy which could not possibly be gone into by the Public Accounts Committee, the main function of which is to perform a *post mortem* examination. I am raising this question now and this is the time and this is the occasion. The war has been going on. India has done her best to help the war effort; if possible she should do more and I entirely subscribe to that view: I have no doubt and I am not ashamed of saying that. But I think you prepare an artificial budget by not charging the Defence Department with a large item of expenditure which for this year amounts to 180 lakhs—not charging that to the defence but throwing that on the railway revenues.

The Honourable Sir Jeremy Raisman (Finance Member): On a point of explanation: the loss on strategic lines is not borne by railway revenues but is borne by general revenues. My Honourable friend is, I am afraid, under a misapprehension. That is part of the convention and has always been part of the convention and is still maintained.

Sir Syed Raza Ali: The convention of 1924, I take it. That convention has been given the go-by really so far as the Budget for the year 1945-46 is concerned.

The Honourable Sir Jeremy Raisman: Not in that respect.

Sir Gomasjee Jehangir (Bombay City: Non-Muhammadan Urban): If it is not from general revenues, where should it come from?

Sir Syed Raza Ali: I think the question was plain enough. Whatever the defence budget is, if it is not enough to meet the defence requirements, it should be increased by the amount of the loss incurred on the running of the strategic lines. Surely that loss should not be borne by the railway receipts. It is such an obvious question; but having regard to the limited time, it is rather difficult for me to explain the obvious. My reply to what the Honourable the Finance Member has said is this: since you have punched so many holes in the convention of 1924, why not punch one more hole for the sake of the public good? That is in short my reply, but this is one which we can discuss in the course of the general budget debate.

Now, I am not a financier—I do not claim to be one. I appreciate the principles on which the War Transport Member has planned his Budget; but

[Sir Syed Raza Ali.]

being a layman, some serious doubts occur to me with respect to the soundness of certain parts of his Budget and it is those doubts that I propose to place before this House. In his speech the Honourable Member referred to the availability of money in India which, I believe, subsequently he interpreted as showing a sign of prosperity. There is a lot of inflation, no doubt; but I do not think that that can be taken as a sign of prosperity for the following reasons: the railways have done their level best to extract as much money as they can out of the public. All concessions have been withdrawn in the form of monthly and six-monthly tickets and so on and so forth. Goods booking has been stopped for months. At intermediate stations third class tickets are not sold for months at a stretch. I need hardly go into other orders that have been passed by the Railway Board; but the net result of all this is this, that people who generally travel third class are forced to travel second class, because they cannot get third class tickets. The same applies to goods and so on. Therefore, it is too much to claim that that can be taken as a sign of prosperity. People are really spending not because they necessarily have money but because they are forced to spend.

Another question on which I propose to say a few words is that the Honourable Member is not right in spending the unduly large sum of money, namely, 94½ crores, on purchasing locomotives and placing orders in countries outside India. My objection to that is a two-fold one. My first objection is that the cost of everything is very high just now. Why have you decided to place such a large order in countries outside India? The number of locomotives, if I am correct, is 1,500. At no time in the history of the Railway Board did it place an order for locomotives which ever exceeded 400 in number. The cost of locomotives is about 4 to 5 times, or even more, the cost in normal times. Is this the time when you should go out of your way to place this huge order? My next objection is that in order to find funds the War Transport Member has had recourse to a method which seems to me, a layman, to be objectionable. He himself says on page 11 of his speech:

"The amounts expected to be spent on locomotives and wagons in the four years 1943-44 to 1946-47 will be about 94½. If this expenditure is allocated under the ordinary rules, there would be a debit of 16 crores to capital and of 78½ crores to the Depreciation Reserve Fund."

It may be that if the rules were strictly followed it would cripple the depreciation reserve fund but I entirely fail to see why a substantial portion of this should not be debited to capital. The last thing to which I would draw attention is the resolution passed by the Standing Finance Committee. We are entitled to know as to what policy the War Transport Member is going to adopt with reference to the creation of this reserve fund of 40 lakhs of rupees which is to be devoted to the improvement of the amenities of third class passengers.

Sir Cowasjee Jehangir: Mr. President, I think it would be wise indeed if this Honourable House would take a very cautious attitude towards railway finance. In times when large profits are being made, the Government and this House are liable to be less careful than would be the case under ordinary circumstances. The Honourable Member has characterised his Budget as unorthodox. If unorthodoxy means writing down inflated capital expenditure, I wish he had been still more unorthodox.

Now Sir, I would just like to remind Honourable Members on the Government Benches why the Convention Committee was appointed. The Honourable Member made a statement before this House which was read out by the Financial Commissioner to the effect that the Convention of 1924 would have to be scrapped due to the war and that they intended to have an *ad hoc* convention every year to be settled between the two Honourable Members most concerned in this matter. We felt that that was not a very satisfactory method of adjusting so important a financial allocation as was contemplated and that there should be some principle even in war time which should guide the two Honourable Members in coming to a decision and in order to consider

this important matter Government agreed to appoint a Convention Committee. The first result of the Convention Committee was an addition to the depreciation fund. We then were told—and I do not think this is giving away any secret,—that we could not consider the matter further until we got the report on certain issues. That report was received, I believe, a week or ten days ago but in the meantime the Honourable Members came to a decision as to what should take place this year. I should have thought—I do not insist on it—it would have been advisable to at least consult the Convention Committee when so important a departure was to have been made. I have already indicated that far from disagreeing with the departure made I wish he had made more such departures, if the Honourable the Finance Member would allow him to make them. The Finance Member has to guard his own interests in this matter. There are two definite interests which this House has, one when we discuss the Railway Budget and another when we come to discuss the General Budget. When we come to the Budget I have no doubt that many of us would feel differently. Today we feel and justly feel that 32 crores is a little too much when we look to the real safety of railway finance. We may consider it too little when the Finance Member brings up his financial and taxation proposals. But we must consider this matter from the railway point of view. After all these big assets which we have been told belong to India are to go into the hands of the future Government and it is for us to see that the finances of the railways are in a sound position when they are handed over.

Now, Sir, we talk of large profits during the war but let us not forget that on the other side there is a corresponding degree of depreciation in your assets, which would not have taken place had it not been for the war. You are making great profits due to the war but you are depreciating your assets. We do not yet know the extent of the depreciation due to the contingencies of the war. You have got to balance both. Now, I have a feeling that the depreciation is to a greater extent than we realise, while we dissipate our profits by handing over large sums to general revenues. The result will be the same as it was after the last war. You will have to raise large capital which ought not to have been raised but it ought to have been found, out of a larger depreciation fund which you ought to have collected during those years of prosperity. Are we doing the same thing today? I have a fear we are.

Now, Sir, the first principle I would like to lay down is this, that all the monies ~~that~~ will be required for the rehabilitation of railways should be collected in the depreciation fund, every rupee of it. You cannot depreciate the railway assets as you are doing now, without keeping an equivalent amount in your depreciation fund, so as at least to bring your railways to the same condition as they were in before the war. Are you doing that? In these years of prosperity, you ought also to have a reserve fund which will pay for the improvement of amenities of third class passengers. If you are not to raise the fares, the monies spent, 45 crores, will not bring in any return. If you raise the money by way of capital, and not raise the fares, which we hope you will not do, then I contend that, in these years of prosperity, the reserve fund should pay for these amenities which you will have to incur after the war. These are the two policies which I would ask the House to follow and insist upon following. I will repeat, that, firstly the depreciation fund should be capable of paying every rupee to rehabilitate railways and secondly the reserve fund should be of a character which will pay for all amenities that you may have to carry out for third class passengers. You are not doing that. You are taking 32 crores to general revenues. I do contend that that is too large an amount and I acknowledge with thanks the move made by the Honourable Member to write down his capital expenditure by at least 24 crores, but I do not believe that that would be sufficient. You are spending 94 crores, and what you contend by writing it down by 24 crores is that you are paying only 24 crores more than the normal value. You are not. We all know that you are paying really 100 per cent. more than you ought to. Therefore you ought really to have written down that capital nearer 45 crores than 24 crores. Of course,

[Sir Cowasjee Jehangir.]

I am quite satisfied with small mercies. You are spending 94 crores on your railways in buying locomotives and wagons. Are they worth pre-war value of 94 crores?

The Honourable Sir Jeremy Raisman: They may not be.

Sir Cowasjee Jehangir: How much more is it going to cost you?

The Honourable Sir Edward Benthall (Member for Railways and War Transport): On a point of explanation, Sir. The total cost of these locomotives and wagons in round figures is 94 crores. We propose to write them down by 24 crores during the current year and 30 crores next year, leaving 12 crores for the year after.

Sir Cowasjee Jehangir: If that is so, how much more are you going to order next year?

The Honourable Sir Edward Benthall: None at present.

Sir Cowasjee Jehangir: You will incur expenditure on other items for which 30 crores will be set aside next year. I will put it this way, to be on the safe side. You have ordered over 94 crores worth of goods, you are writing them down by 24 crores. What my Honourable friend means to say is that he will write them down by another 30 crores. He intends to do so. But I can only take facts as they stand. I consider 24 crores too low. Practically the Honourable Member admitted that 24 crores is not sufficient because he says, he is going to take 30 crores next year for the same purpose. If he does not order out any more and if 94 crores alone are to be written down by 54 crores, I will agree. But I do not believe that will happen. Now, Sir, I do not wish to take up much of the time of this Honourable House unnecessarily. But I would contend that this is a matter to be pursued in the Convention Committee. It is a very difficult matter to discuss without facts and figures and it is very difficult to get facts and figures during war time. I admit that. There may be such changes as we cannot foresee. We can act only to the best of our ability as we see things at present and as we may anticipate them for the future and our calculations may go very wrong. In six months we may be out of date. Therefore, caution is one of the things most necessary if this Department is to be run on commercial lines, paying to general revenues what an ordinary company would pay to its shareholders. Beyond that the Honourable the Finance Member has no right to claim during war time.

One more point I should like to raise before the House. You may take 32 crores today to general revenues which will mean that the Honourable the Finance Member will be relieved of the responsibility of raising 32 crores of loans. It must come to that. If we go wrong in our calculations, and we have to raise monies for railways as we have had to do after the last war, it will mean that the railways will have to borrow that money and not the general taxpayer. That will be the result. It is not a very safe financial position for the railways. It may be an excellent position for the general taxpayer. Therefore, Sir, I will repeat that we will have to look at this matter from two angles of view, one angle of view is being considered today, and from another angle of view, we shall have to consider the matter when the Honourable the Finance Member discusses his Budget. But I would prefer to look at this matter from the point of view of railways. If it is a commercial concern, the war has to be fought, monies have to be raised, let the general taxpayer bear that burden and do not shove it on to the railways, because you can do so. The Railways belong to the same owner, having two different pockets. You are taking it out of one pocket and putting it into another. The burden will be on one pocket and less on the other. If that is something that does not much matter, then I have nothing further to say, but to me it does matter, because these assets are to be handed over to the future Government and I want to see them handed over in a sound financial position.

Mr. Manu Subedar (Indian Merchants, Chamber and Bureau: Indian Commerce): Which future Government?

Sir Cowasjee Jehangir: When you sit on the Treasury Benches as the Finance Member. When you do that, I should like you to find the railways in a sound financial position.

Mr. Manu Subedar: I shall be only a *chaprasi* and not the Finance Member of the National Government.

Sir Cowasjee Jehangir: If that takes place, then you will be a most excellent *chaprasi*.

The Honourable Sir Edward Benthall: Question.

Mr. Jamnadas M. Mehta (Bombay Central Division: Non-Muhammadan, Rural): I doubt that very much.

Sir Cowasjee Jehangir: Evidently the Honourable Member has many friends in this House. I believe he will make a very good *chaprasi*, but a better Finance Member.

Mr. President (The Honourable Sir Abdur Rahim): The Honourable Member's time is over.

Sir Cowasjee Jehangir: I will ask this House to be cautious. That is all I have to say.

Dr. Sir Zia Uddin Ahmad (United Provinces Southern Divisions: Muhammadan Rural): Before I develop my argument. I should like to comment on two points, the one was raised by my Honourable friend Sir Syed Raza Ali about strategic lines. We find in the Explanatory Memorandum that 1.83 crores are shown, as deficit on strategic lines. Then he said that this deficit ought to be met by the Defence Department and not debited against the contributions to the general revenues. Whenever we send a bill to the Defence Department for services rendered by Railways, then this 1.83 crores ought to be added to it. That is the first point. The second point is about the engines we are now purchasing. I should like the Honourable Member for War Transport to get up and meet definitely the objections which I am now going to raise. Is it or is it not a fact that these engines, we are now importing, cannot haul passenger trains with safety. They can only be used and they are being used only for goods trains because they are so powerful and quickly generate high speed that it is very dangerous to use them on passenger trains. The second point is that the life of these engines is very short—only 15 or 10 years against 70 years which is the normal life of present engines—and they have to be dismantled after the war. If I am wrong I hope the Honourable Member will give authoritative reply and correct me. If these are correct then the purchase of these engines is the fifteenth folly of the Railway Board, the fourteen wasteful undertakings I have described elsewhere.

Now, Sir, I think the present method of accounting in the Railway Board is wrong; we should adopt simple method, whenever you incur any expenditure you see whether it is a revenue yielding expenditure or not. If it yields revenue you should spend from the borrowed money or capital, otherwise it should be put under revenue expenditure. That is the principle adopted in all countries except ourselves. If the Railway Board had adopted this principle of accounting they would have been saved from a large number of wasteful undertakings and also from criticism from this side. I think the Finance Member will agree that this is the sound principle for all commercial concerns.

You spent over two crores for the construction of railways stations at Cawnpore and Lucknow and also another large sum on the B., B. & C. I. Central Station at Bombay. These are not revenue-yielding undertakings and they should have been met, according to my view, from revenue and not from borrowing.

Sir Cowasjee Jehangir: How would you build your own house? Capital or revenue?

Dr. Sir Zia-Uddin Ahmad: My Honourable friend is a rich business man. He can ponder over it. I have got neither revenue nor capital. If this principle were adopted, these large sums would not have been spent on such wasteful things. It is desirable that Railway Board should have a small

[Dr. Sir Zia Uddin Ahmad.] :

committee of experts to which an outsider may be attached to scrutinize all expenditure exceeding 15 lakhs. Whenever this side demands any improvements in third class traffic or other amenities, they should come from revenue and not from capital. If the revenue permits, do it, otherwise raise the rates and fares for giving these amenities. The introduction of depreciation revenue is innovation of Indian Railways. This has produced new financial problems. I challenge any railway financier to tell me definitely whether a particular expenditure should be put in the depreciation fund, under revenue, or under capital. In the proceedings of S. F. C. they say at one place that a mistake was made in wrongly debiting it under depreciation and it is being corrected. Accurate determination is impossible because we have started in erecting a new fund, Depreciation Reserve. The point is that there ought to be only two funds, revenue and capital. Then you must have also a reserve fund not for different purpose. We find that there is a cycle of depression and a cycle of boom. We had six years' depression from 1930 to 1935 during which years we spent 86 crores by borrowing,—37.6 crores from reserve, 31.3 crores from depreciation, and 17.5 crores from contribution to general revenues. We thus spent 86.4 crores to meet the depression period. The entire amount should have come out from Reserve. Your reserve should be built up during the boom period to be utilised during depression. That is the purpose of the reserve fund. My Honourable friend Sir Frederick James said on one occasion—and I entirely agree with him—that the reserve should be 10 per cent. of your capital at charge, in order to have a good margin for depression period. In the last 50 years we have seen periods of boom being followed by periods of depression, and so 10 per cent. should be put in reserve to meet expenditure during the depression.

The Honourable Sir Edward Benthall: That is 100 crores.

Dr. Sir Zia Uddin Ahmad: Our capital at charge is 800 crores and 10 p. c. is 100 crores. That is a good figure which we should aim at, to meet the bad times which are bound to come later on. The other point is that we ought not to make the mistake that we made during the Great War on account of which we have fallen into the consequential error of starting the depreciation fund. You remember, Sir, that in 1875 we had that discussion between the Secretary of State and the Government of India and we abolished the depreciation fund in 1875—and those arguments which were used in 1875 are applicable today—but unfortunately the Government, during the Great War, made a mistake on account of which we had to swallow the pill of depreciation fund recommended by Ackworth Committee and accepted by us in the Convention of 1924. The thing is, that whenever you set aside a certain amount for your replacement and renewals, if on account of war conditions materials are not available or prices are high, then put this money on one side and go on adding to it every year. So that during the war period you will build up a special reserve for replacement and renewal from which you can spend as soon as materials are available. In this connection I saw a resolution, which was to be moved in the Finance Committee and which I thought was on sound lines, but I never heard of it again. In any case you should set aside a certain amount of money for natural renewals and replacements every year, which ought to have been spent each year but which you could not spend because the materials are not available or because the cost of materials has gone very high. If you don't do that, you will be in trouble afterwards.

The other thing is that I do not mind if you open a Amortization Fund—for payment of debts—in the same way as you do in the case of general budget, you ought to introduce that in the Railway Budget as well. These things are necessary but the depreciation fund as it now exists is absolutely useless and not followed by any country. I am sure I will have no support in this matter, but my argument is that this practice is not followed by any other railway company in the world. Look into the figures published by International Society of Railways and you find that depreciation fund is not provided anywhere. I wish my Honourable friend would get up and tell me whether

British, American, French and German Railways have depreciation reserve fund in the same way as we are providing. My second argument against depreciation reserve is that it is exceedingly difficult to calculate. It has been laid down that it should be 1/60th of the capital at charge. I say, why not 1/59 or 1/61—I like prime numbers better than composite number 60. You have come to an autocratic conclusion which is not very fair. Your reply of calculating the life of all the assets is still more hopeless undertaking. Thirdly you cannot decide very definitely under what head a particular expenditure should be put. Therefore, for these three reasons I think we ought to follow the practice of other Railways in the world and not waste money and energy in the conundrum of the depreciation fund—which we had condemned in 1875 and which we had to introduce in 1924 on account of the mistake which the Government of India made during the Great War because they did not provide reserve for the arrears of replacement and renewals. I think it is time that we should abolish this.

Mr. President (The Honourable Sir Abdur Rahim): Honourable Member's time is up.

The Honourable Sir Edward Benthall: May I know from the Honourable Member how he would deal with this particular sum—94 crores. I am not quite clear what my Honourable friend thinks about that.

Mr. Sri Prakasa (Allahabad and Jhansi Divisions: Non-Muhammadan Rural): Ask him in the lobby!

Mr. K. C. Neogy (Dacca Division: Non-Muhammadan: Rural): The House is certainly obliged to my Honourable friend, Mr. Stokes, for having initiated this discussion because some of the points that he has raised deserve very careful consideration at our hands, although passing references to them were made by certain speakers on Monday last.

Before I come to the merits of the present system of allocation, which has been characterized as 'unorthodox' by the Honourable Member in charge, I should like to refer for a moment to the point that was made by my Honourable friend, Sir Cowasjee Jehangir, as regards the impropriety of which the Railway Department is guilty for not having referred to the Convention Committee the proposed departure from past practice in regard to allocation of expenditure.

Mr. President (The Honourable Sir Abdur Rahim): It is now quarter past one. The Honourable Member can resume 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. K. C. Neogy: I maintain that what is called the Convention Committee was in full seizure of the matter relating to allocation of railway expenditure and revenue and the Honourable Member in charge should not have ignored that Committee and obtained the blessings of the Standing Finance Committee for his new fangled theory.

Now, Sir, reference has already been made to the objects with which the Convention Committee was set up. I would particularly draw the attention of the House to pages 6 and 7 of the proceedings of that Committee where the terms of reference as settled by the Committee itself are set out. I have no desire, nor have I the time to read out the whole thing but the terms are sufficiently comprehensive to include the issue which is involved in the present method of allocation. I do not think there will be any disposition on the part of the Honourable Member in charge to challenge that proposition.

Now, Sir, the Committee felt that there should be a preliminary investigation into some essential details regarding the life of the assets and so on and as a result of their recommendation, in what is called the Interim Report, a special enquiry was ordered and it was carried out by a committee of experienced officers whose report however came to the members of this Committee about

[Mr. K. C. Neogy.]

the same time that the Budget proposals were laid before this House. Now, Sir, the substance of the report of that Committee is that they are not in a position to carry on the investigation with which they were charged unless certain essential particulars were furnished to them, and the Government on a perusal of the report have come to the conclusion that the enquiry should be suspended for the time being.

Now, incidentally, I should like to mention one particular point which this official committee brought out. It is to this effect. I am quoting from the *precis* of the report itself. "No statistics are available on the railways to watch and find out when an asset becomes uneconomic and requires replacement". It is a very damaging statement coming from a Committee which went into the matter after fully twenty years had passed during which we thought that the accounts of the railway system were being placed on a scientific basis. I wonder whether the Honourable Member in charge realises the seriousness of the position as revealed by the two brief points made in the report of the Sankara Iyer Committee in this connection.

Now I should like to come to the merits of the new system. We have been told that the practice which the Honourable Member has followed this year is in accordance with the normal commercial practice.

The Honourable Sir Edward Benthall: No, Sir.

Mr. K. C. Neogy: Isn't it in accordance with commercial practice? I understand that is the merit that is claimed for it. Anyway, I will leave the explanation to be given by the Honourable Member in charge.

What exactly is going to happen? For the last twenty years the accounts of the railways have been kept on a particular basis and efforts have been made from time to time by experienced officials and by experts from abroad to place the whole system of accounting and allocation on a scientific footing. I daresay much yet remains to be done, but taking advantage of the war, what has been accomplished in this direction, has been sought to be done away with in the name of war emergency. I should like to give just a few illustrations of the specific measures taken in this connection and I would refer to the explanatory memorandum on the railway Budget which is signed by the Financial Commissioner of Railways and the Chief Commissioner.

On page 3 of this booklet the House will see what expedients have been resorted to by the Department for the purpose of under-valuing the capital, rather giving greater relief to capital than would be required under the normal rules that have so far been in operation in this matter. It is not merely the present budget that will be affected by the new system. The Honourable the Financial Commissioner has had to recast the past accounts also on the basis of the new system in certain matters. For instance, he says that in the case of certain sidings which were charged to capital, they are now going to be written back to revenue as this would be more in consonance with the rules for temporary works. Either these are temporary works or they are not. What is the meaning of "more in consonance with the rules for temporary works"? I have in my hand the rules regarding the allocation of expenditure between capital, depreciation fund and revenue and there I read that work of a temporary or experimental nature is not charged to capital but to revenue, but when it ceases to be temporary or experimental and becomes permanent or is replaced by a permanent work, the cost is chargeable to capital. In this instance the charge was made to capital in the first instance and now the Honourable Member in charge of the finances of the railways says it would be more in consonance with the rules of temporary works to charge it back to revenue after having charged it in the past year to capital.

Sir Cowasjee Jehangir: It may have to be ripped up.

Mr. K. C. Neogy: Well, let him explain. There is another instance.

Mr. Zahid Husain. By way of information, these sidings and depots have been built to meet military requirements. It is possible that some of them may be required as a permanent measure after the war while quite a large number

of them may have to be dismantled. The cost is being allocated according to the existing rules between the War Department and the Railway Department. There have been rules which have been in practice for the last forty years and we have been following those rules.

Mr. Sri Prakasa: Has the war been going on for forty years? It is amazing.

Mr. K. C. Neogy: The amount involved in this process in the case of sidings is three crores.

Coming to structural works, they are reconstructing the accounts with effect from 1943-44. Perhaps this epoch is likely to be called in future as the Benthall epoch of Railway Finance, otherwise I do not understand why it should be necessary to re-construct the accounts with effect from 1943-44. Now, on the structural works mentioned above we read in this booklet—half is proposed to be written back to revenue, and for this purpose a provision of Rs. 1½ crores has been made in the current year. Now that also needs, to my mind, some explanation from the Honourable Member. I now come to a more interesting thing. Towards the end of that paragraph it is said—"It has been decided as a war measure to do this." Then come a very illuminating expression of policy: "Further, if any large debit is involved to capital some suitable formula will be applied to write off the element of excess in war time costs by debit to working expenses". First of all, decide upon the action, and then leave it to the Financial Commissioner to evolve a suitable formula which will fit in with the situation. This is not my conception of the duties of the Financial Commissioner for Railways. I definitely think that it is a most dangerous step that is being taken. You fudge your accounts in this manner, that is to say, do whatever you want to do in the first instance, and then try to invent a formula to justify your action.

Sir, my time is about to be over. I should now briefly refer to the question of overcapitalisation that has been raised. Wedgwood Committee report in para. 74 had a lot to say as to this particular point—how in the past "prestige has perhaps accounted for more than prudence", to quote their very words, in putting up capital expenditure of railways. They go into very interesting details which are worth perusal. This is the process by which capital has been increased in the past, and what is the suggestion that has been made by the Honourable friend to my right? If you are going to adopt commercial practice why not go the whole hog, why not revalue the capital assets? There is a precedent for it in America. The Inter-State Commission carries out such revaluation of capital, and there is nothing to prevent, and everything to commend to, the Railway Board the adoption of that precedent.

Sir, I would just like to say a word about reconstruction proposals. There is one particular point which does not seem to have been touched by previous speakers, and that is—financing of construction of new lines in undeveloped areas. Arising out of the Reconstruction Committee of Council's second report, I should like to know from the Honourable Member in charge of Railways as to what the method is going to be in deciding upon the reconstruction plan with regard to this particular matter. There are areas which require, very badly, to be developed, and these lines which are required in the interests of the country as a whole, and for the development of India's natural resources, may not in the near future prove to be remunerative. What is the policy of Government going to be like in this matter, because normally they will not allow any line to be constructed unless there is an early prospect of its proving a financial success. Here is a point on which I should like my Honourable friend to give a definite assurance, because if you were to follow orthodox practice, it would not lead to the development of the country which is so badly needed. In this respect, I should like my Honourable friend to be a little unorthodox.

Mr. Jamnadas M. Mehta: Sir, I have only a few submissions to make. The War Transport Member at the conclusion of his speech suggested that if we accepted the policy which he had laid down we would get a railway system

[Mr. Jamnadas M. Mehta.]

fully equipped to deal with the task which we allot to it, and it will be in a fit state financially to give a fair chance to Governments of the future. My friend, Mr. Stokes, was not satisfied with that, and he said that the financial position of the railways was weak. The Financial Commissioner was good enough to explain the whole point of view of the Railway Board, and my friend Sir Cowasjee Jehangir was more loyal than the king himself in asking for more and more money from the taxpayer, and I do not know what he would stop at.

Sir Cowasjee Jehangir: In whose interests?

Mr. Jamnadas M. Mehta: I do not know in whose interests, but not in the interests of the traveller or the worker.

Sir Cowasjee Jehangir: Are you a representative of the worker now?

Mr. Jamnadas M. Mehta: I am still representing my electorate. There has been no change. Now I want to submit for the consideration of the War Transport Member and the two Members who supported him that some of the allocations of the surplus are *ultra vires*. According to the resolution of 1943, each year the amount which has to go to the general revenues has got to be determined by a resolution of this House, and it cannot be sanctioned by the Finance Committee. The resolution is there for the Honourable Member to see, and therefore his allocation of Rs. 32 crores to general revenues, whatever its other merits may be, is *ultra vires*.

As for the rest of the financial policy, I must say it is far too cautious, it is arbitrary, it is chaotic, and it is anti-social. The caution which the Board has adopted is ridiculously excessive. The Railway Convention of 1924 which my friend the Financial Commissioner referred to has been blown to pieces. No part of it is now in operation, it is more honoured in its breach than in its observance. If the Railway Convention had operated I do not think that Rs. 32 crores would go to the general revenues, and Rs. 17 crores to the depreciation fund. They anticipate all sorts of dangers and all sorts of calamities that will descend on the Railways as soon as the war is over as if war was not itself a calamity.

As regards locomotives provision is made in advance against the fall in prices. In this year Rs. 24 crores has been provided for, in the next year Rs. 30 crores and in the year after the next Rs. 12 crores, all amounting to nearly Rs. 66 crores.

But this is not all. If you examine some of the comments which my friend Mr. Neogy made, you will find here and there and everywhere, in all guises and disguises, revenue has been milked in the supposed interests of sound finance. No doubt railways are in a sense in a very sound financial position. If I can give an example, my friend the Honourable Member for War Transport, if I may say so, is the embodiment of sound finance. He is tall, handsome and robust and I may compare railway finance with him. And if I should compare the railway customer or the railway worker whom shall I compare with—Maulvi Abdul Ghani or Mr. Azhar Ali? He is the Railway finance. This is the traveller. This is the worker. This is a picturesque but true description of the soundness of railway finance. And the more it is sound, the more Mr. Abdul Ghani will go down, if he is not wanted, and the more Mr. Azhar Ali will go down further. This is the soundness in the railway finance today. The customer is mulcted, the worker is starved and unnourished and all my friend Mr. Stokes and Sir Cowasjee Jehangir say that is sound finance. The economic philosophy of 1939 is dead at the beginning of the war. Mere statistical prosperity is not the test nowadays. The Government of India, are a party to the Philadelphia Conference resolution which states that the real object of financial and economic policy is a social objective; social objective as defined at page 6 of Report No. 1 of the International Labour Conference:

"All economic and financial policies must be judged in the light and accepted only in so far as they may be held to promote and not to hinder the achievement of the fundamental social objective."

I therefore say that these astronomical figures of travellers and income should not deceive us. The income of 220 crores is nearly three times the re-war income. It was 84 crores in 1934 or so and it is 220 crores today and much is concealed. At the end of the year it will be probably somewhere near 40 crores.

One thing I wish to touch prominently is this: that the surplus today is 80 crores, 220 crores income and 140 expenditure and the surplus is 80 crores. And yet we are told that it is 36 crores. I would like to know why the surplus is depleted to the extent of 44 crores in the case of this Budget. Why should not these 80 crores be spent towards rehabilitating the Railway staff even during the war, and thus make our Railway a real transport service, beneficent to the traveller, beneficent to the trader and equitable to the worker. That is the only test of sound finance and not simply big figures. I ask what are you spending for human values? The real test of a sound financial policy, in my opinion, on the railways will be that human values are respected more than merely crores of income.

There is one last point which I would wish to make. Some people have said that 92 crores of Depreciation Fund is not enough, that 29 crores of Railway Reserve are not enough. What does it come to? It comes to over 120 crores and we have 800 crores of Railway Capital. If your reserves are as great as nearly 1/6 of your assets, how much more do you need and why? You have got at least 120 crores against bad times, if there are to be any. It is simply unlimited thirst for taking money from the revenues. Therefore this is not sound so far as human values are concerned. Government of India were a party at Philadelphia to that ideal. How with these commitments of theirs at Philadelphia these kinds of transfer from revenue to the extent of a crore, ten crores, 20 crores or 40 crores can be tolerated I do not understand. I want the Government of India to respect the resolution of the Philadelphia Conference for which they have voted. There they voted for a social objective. Why not here also?

Sir Cowasjee Jehangir: Who was their representative there?

Mr. Jamnadas M. Mehta: Sir Samuel Ranganadhan, the Honourable Mr. Prior and one Mr. Ahuja from Canada. I think I need not say anything more except to ask the Honourable the War Transport Member to explain how he justifies the present financial policy in the light of the commitments of the Government of India at Philadelphia.

The Honourable Sir Edward Benthall: The Honourable Mover in his opening sentence described the Railway finances as being in a thoroughly weak state in contradiction to what I understand my complimentary friend behind me considers to be the state of the Railway Member. The Mover emphasised caution in railway finances in spite of the large surplus and that, Sir, was the theme of the Honourable the leader of the Inquisition a day or two ago. Sir Cowasjee Jehangir also in his speech agreed that in spite of the figures which have been placed before the House, caution is still necessary. With those sentiments I very much agree. We have only got to think back even two years ago, the first occasion when I presented a Railway Budget to this House. I then described the Budget as the first Budget for many years which could be described as straight. That was only two years ago and so recently as 1939-40 we were in the position of having drawn 17 crores, 96 lakhs from Reserve, we were 35½ crores in arrears of contributions to General Revenues, when the contribution still existed and we had something like 30½ crores drawn on loan from the Depreciation Fund. That was only, Sir, five years ago. We are dealing today in very big figures but these big figures are easily reversible and I quite agree with all the speakers who have stressed the point that we should not be carried away by the boom conditions for railways which exist today.

The Honourable the Mover also indicated that in his opinion the revenue position of the railways was unsound. That may seem, at first sight, rather an unorthodox statement or rather an unusual statement, in view of our very large surpluses but it is in my opinion also correct. Our surpluses are due

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to very abnormal traffic arising out of the war, a traffic which must fall away. As the Financial Commissioner mentioned, this may not be immediately after the war but when the military traffic comes off, it will certainly take some time to replace it by the development of ordinary commercial traffic. Our expenses in the meantime have risen by leaps and bounds and it is much more difficult to get down expenses than it is for earnings to fall automatically. As I have mentioned in the Budget speech some 20 crores extra has been spent on dearness allowance and food shops and our coal bill has risen very heavily indeed. Now, when we get on to the period after the war, we shall have other charges arising out of the policies which we are considering today: for instance, there is the question of recurring expenses on third class amenities. You may put up buildings and build carriages for third class passengers; but they will require maintenance charges recurring each year, and it is quite possible that our recurring charges on that head will amount in course of time to 1½ or 2 crores a year. Similarly we have a programme of 48 crores of expenditure on staff amenities. That may run us into a running expenditure of 2½ crores—naturally all such figures are guess work—but it certainly runs into considerable expenditure judged by pre-war standards. Then there is the case raised by my friend Mr. Neogy of unremunerative lines. He asked what we are going to do to develop undeveloped areas. Naturally development of lines in such areas as Orissa and Assam is very much in our programme. We have consulted with the Provincial Governments (Interruption)—I just mentioned two Governments which have particularly pressed for railways to develop new areas. The lines may pay in the long run. I understand that it is the desire of the House that we should proceed with these lines which may not be remunerative in the earlier stages and there will be extra charges on that account. There will be losses which will have to be met out of the revenues of the railways. Then again, as we spend our depreciation and reserve funds we shall lose interest on those funds. So that, the development programme on which we are embarking will involve us one way and another in considerable expense or loss of income. To meet that we have either got to get more traffic to replace the army traffic which we are getting today, and the abnormal passenger traffic which we are getting today, partly due to war time prosperity and partly due to buses being off the road, or we have got to cut our costs. My Honourable friend Mr. Mehta and others will not like it if we have to indulge in a policy of reducing the emoluments of labour. Similarly sellers of coal will not be pleased if we have to reduce the price of coal on grounds of economy to anything like the figures which prevailed in the nineteen thirties, which, I quite agree, have not resulted in a healthy coal industry. Or there is the third alternative which will face the Governments of the future, and that is an increase in rates and fares. After the last war, the Acworth Committee considered the position which then existed—and a position which we are trying to avoid by our methods today—and pointed out:

"That in the Indian railways, rates have always been among the lowest in the world, and a general substantial increase is overdue."

I do not think I need stress this point. I mentioned it in my Budget speech, but I would add that the railways in America are also facing the same situation where railway rates and fares stand far below the general level of prices. Obviously you cannot continue that indefinitely, unless you can keep up the high volume and velocity of traffic that we have today. The Mover wants more and still more to be put to reserve but it may be necessary, in order to achieve that, for some Government in the future to put up the rates and fares.

My Honourable friend the Financial Commissioner dealt with a number of points raised in the Honourable Mover's speech. He dealt with them in what I thought was an extremely illuminating way, which is typical of the conspicuous wisdom and prudence of the advice which he has tendered to Government. I hope that in the main what he has said will satisfy the Mover.

Mr. Das complained about inaccuracy of budgeting. I cannot dwell on this too long. I did point out in my Budget speech that our receipts for the ensuing

year may be higher than we budgeted for, but so might our expenses. It is certain, I think, that our expenses will be higher, but we can only budget on decisions that have been made. If there is a further increase in staff emoluments we cannot budget for that until it has been made. But on the traffic side there are a number of considerations which may not immediately occur to any one who is looking at the figures. We hope for an increase of traffic owing to additional engines and wagons; but a large proportion of that traffic may be coal which will be at low freight rates: other portions of it will be military loads which are also charged at lower rates than civilian traffic. We hope to divert a certain amount of traffic from the railways to the sea, in the general interests of moving more goods round the country; and furthermore a certain amount of traffic may be re-diverted from parcels traffic at a higher rate back to goods traffic. Also we may have more lorries coming on the road which will again affect our receipts.

Sir Raza Ali mentioned the loss on strategic lines. I confirmed that according to the convention of September 1924 "the loss on the working of strategic lines shall be borne by general revenues" and that is what we are bound by.

Dr. Sir Zia Uddin Ahmad asked whether goods engines were suitable for passenger services. They are, because the engines have a higher tractive capacity than passenger engines and therefore they can pull passenger trains but they cannot go at such high speeds.

Dr. Sir Zia Uddin Ahmad: Are they being used now?

Sir Cowasjee Jehangir: What is the life of these engines?

The Honourable Sir Edward Benthall: My time is limited: the life of the American engines and wagons as mentioned in my speech, is shorter than the life of those which we got in the past from Great Britain or those which we are getting from Canada—we are taking it at 20 years.

Sir Cowasjee Jehangir suggested that we should have an *ad hoc* discussion by the Convention Committee each year, and that we ought to have put these proposals before the Convention Committee. I understood him to say that he thought it was advisable but that he did not wish to insist on it being done. Later on in his speech he suggested further discussion of these points. I intended no discourtesy whatever in not thinking of placing this before the Convention Committee, who have done very valuable work and of whose help we are highly appreciative. But I would—as Mr. Neogy did—refer to the agenda or terms of reference of this committee which they settled themselves. I have read these through again and I cannot see that anything in the 7 points which they themselves settled for discussion laid the obligation on Government to place this particular matter before them. I have no time to read them out. Otherwise I could satisfy the House on that point. Also, the Committee did make a recommendation which the Financial Commissioner read out about the allocations between the general revenues and railway reserve. The difficulty is this. If we have to try and refer all these matters to more than one committee, we shall get into difficulties. We followed in this case the orthodox procedure which is laid down by the Convention of September 1924. We could not do otherwise without being brought up by the Standing Finance Committee and the House. The convention lays down that "a Standing Finance Committee shall be constituted, . . . and the Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee on some day prior, etc. etc." It has been the practice ever since those days to lay the budget figures before the Standing Finance Committee. I think therefore the Government are technically correct but the question does need examination and I will look into the position of the Convention Committee and see what work lies before them. As I said, the other day, it has not been wound up. There is the investigation into the lives of the assets which is to take place and I will see what is to be done for the future. I hope that statement will satisfy my Honourable friend that no discourtesy was meant, that our procedure was correct and that we will look

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into the functions of the committee in the future and communicate with the Members.

Before winding up I will make one further point in reply to Mr. Neogy who said that in his opinion there should be a re-valuation and a writing up of the railway assets. Again I would remind him that if you write up the assets you have got to increase your earnings to pay interest on those written-up assets and you will therefore have to write up or increase your rates and fares.

Sir, the Honourable Mover asked that we should create a special fund for amenities for third class passengers and staff. That suggestion is close to the recommendation of the Standing Finance Committee. I have never myself in my business training been very fond of special funds. I have always believed in putting funds into a general reserve which gives the management freedom of action. Now, Sir, we have down in our programme of post-war development 93 crores for third class passengers amenities and staff amenities. As it is not directly remunerative expenditure, we should try to finance it as much as possible out of reserves. There might also be other unforeseen reserves which may be necessary. We found some this year. I cannot foresee any more at present but they may be there and freedom of action should be kept. The Mover suggested that last year I agreed that the 10 crores which we proposed to raise from a special source should be allocated specially for amenities. I did say that. That was a special occasion; the money was to be raised from a special source. The Standing Finance Committee wants a special fund created and the additional surplus, if any, this year—anything above the budget figures—should be automatically credited to it. The Honourable Mover and the Standing Finance Committee seem to imagine that there must inevitably be an additional surplus but there may not be. Our estimates may easily be less for the reasons which I gave earlier in my speech and that is why when I reviewed the position in my Budget speech I said:

"The arrangement made with the general revenues whereby the contribution is stabilised at 32 crores for two years is subject to review if the actual position near year turns out substantially different from what we are able to forecast now."

The surplus may be substantially up or substantially down but my desire, which was also indicated in the Budget speech, is very much on the lines of the Standing Finance Committee. I have indicated our desire to build up the reserve for, among other things, third class passengers amenities. I will undertake that this question will be placed before the Standing Finance Committee for Railways and I have no reason to suppose that Government will not be able to accept their recommendation in the light of the position which may exist in a year's time. Sir, I oppose.

Mr. H. G. Stokes: In view of what the Honourable the War Transport Member has said, I ask for leave of the House to withdraw my cut motion.

Mr. Sri Prakasa: Is the motion withdrawn in view of what the War Transport Member has said or had they made up their minds beforehand?

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

Inadequacy of the Scale of Dearness Allowance to Railwaymen.

Mr. Jamnadas M. Mehta: Sir, I move:

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

Sir, I shall ask the House to turn to page 6 of the Explanatory Memorandum. There you find that the Railways made an income of 185 crores in 1943-44; they are expected to make an income of 182 crores in the current year and an income of nearly 220 crores in the budget year. Against that, the expenses in the year 1943-44 were 90 crores 10 lakhs, in 1944-45 128 crores and in the current year—I think the Budget year, they are expected to be 140 crores. Now, Sir, why is it that suddenly the expenditure has risen from 90 crores in 1943-44 to 128 crores in the current year and to 140 crores in the coming year? Without the authority of the House, for no real justification, 30 crores are quietly taken to working expenses. This is in addition to many crores secretly taken; if a Committee were appointed, it will be revealed that revenue is being transferred from the income of railways to other heads.

The Honourable Sir Edward Benthall: No, Sir.

Mr. Jamnadas M. Mehta: I have not the time to go into this question in detail. I have quoted figures in the past years. Every reason, sensible or insensible, wise or unwise, is found for transferring revenue to non-revenue channels. The only person who gets neglected in this scramble for crores is the poor railway man. Eight lakhs of railway men, with their families come to about 40 lakhs of population in this country. That is one man out of 40 is a railway man and amidst this economy of abundance which the railway is now enjoying, this one unfortunate individual is neglected. The position is that in place of 36 crores of surplus shown, it should have been 66 crores of surplus. If I am to take into account other charges on revenue which I claim are not justified, I am quite certain that it may reach even 80 crores or more. Out of this, all interests get something, Rs. 32 crores go to general revenue, Rs. 30 crores go to meet the supposed loss in the values of locomotives and wagons; some crores go in excess payment to depreciation, and in that way many crores are dissipated for which no justification is necessary. I maintain that financially all these huge diversions of revenue are not necessary. In future the railways are going to be bankrupt and there is no room to fear all kinds of disasters, to make out an excuse for diversions of revenue. Therefore, I ask the Honourable Member for War Transport to account for this 80 crores and give the railwaymen at least 25 per cent. of that amount. If you give 20 crores to the railwaymen to increase the dearness allowance which is very meagre, as I shall presently show, you will have done some justice to the men who have helped you during the war as few people have helped you. I find in the Budget speech of the Honourable Member for War Transport that compliments are paid, but no coins are given. Compliment there is in abundance, but when it comes to a question of cash there is a small trickle.

The Honourable Sir Edward Benthall: Twenty crores.

Mr. Jamnadas M. Mehta: I know. But what are you giving this year out of 80 crores to the railwayman? Nothing. For 5½ years, the railway man has carried war workers, soldiers. I want the transport of goods and services for the army. The railwayman has carried these on his shoulders for 5½ years and yet the Railway Member has been refusing to give him even 25 per cent out of 80 crores. I would like the House to know what the railwayman has been receiving so far. What he has been receiving till now is so small that it does not enable him to make both ends meet. The maximum allowed to railwaymen in places which are supposed to be most expensive like Bombay and Calcutta is Rs. 18 a month and it is claimed that savings under grain shops come to about Rs. 11. This is the highest allowance. Now, Sir, let us see what the rise in the cost of living has been. The cost of living, according to official estimates, has gone up to 250 per cent. This is a moderate estimate, but the real cost is much higher, because official index is based upon imaginary availability of certain things. Cloth, for instance, is priced at a certain control rate, but you do not get it at that rate. Drugs, for instance, are priced at a certain control rate, but you do not get them at that rate. To the poor man the very elementary necessities of life are unavailable at the control rate. Milk, which Railwaymen's babies need, is not available as their wages and allowances are inadequate. The smallest man gets Rs. 22 as allowance and the highest man Rs. 29. Rs. 22 would completely compensate a man who was earning Rs. 14 perhaps and yet the Honourable Member for War Transport has tried to create the impression on the House that all the lowest paid employees are completely compensated. I say that that is not fair. I appeal to the Honourable Member that Government should not make statements which, if challenged, cannot stand the light of day. Is it claimed by the Railway Board that workers getting Rs. 16, 20, 25, 30, 40 are fully compensated? And yet they are among the lowest paid workers. Grain shops show list of 16 articles to be supplied, but I am not sure how many are actually supplied. At a certain stage, even half of them were not available, I am quite free to admit that the Railway Board when receiving us in deputation is most sympathetic. I have no complaint on that account. On the

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contrary, I am grateful for the consistently patient hearing which the Railway Board has given us whenever we have approached it. But the one thing which the Railway Board does not do is to accept our demands. I am now trying to induce Honourable Members of this House to see the railwayman's point of view. I am talking of no other affairs, except their bread and butter. One instance will do to show how the railway servants are suffering under great hardships in many directions. Take the Railway Clearing Accounts office which is situate in this very city of Delhi. For nearly six months, 200 poor clerks belonging to the Railway Clearing Accounts office were not provided with chairs to do their work and they had to work from six to eight hours a day standing: I am asking the Honourable Member for War Transport to deny this allegation. For six months, since June last or perhaps earlier, 200 clerks in the Railway Clearing Accounts office in this City were not even given chairs and they had to do their work standing for the best part of the day.

Sir Cowasjee Jehangir: Where did the chairs go?

The Honourable Sir Edward Benthall: It is a very curious thing that there were no complaints.

Mr. Jamnadas M. Mehta: Complaints were sent. That means that these complaints were not brought to your notice. I will give the Honourable Member a statement, at the end of the discussion, which he may examine. I am giving this information from a man who approached me saying that 200 clerks had to do their work standing.

Mr. Sri Prakasa: Were high tables or low tables provided for the clerks?

Mr. Jamnadas M. Mehta: No information is given. Perhaps they wrote on their laps.

Sir Cowasjee Jehangir: Perhaps they were supplied benches.

Mr. Jamnadas M. Mehta: It is a tragic matter to the railwaymen, but it is a joke to you, because you have cushioned sofas. To me it is a tragedy.

Sir Cowasjee Jehangir: It is considered a joke because it is unbelievable.

Mr. Jamnadas M. Mehta: I have always considered my Honourable friend Sir Cowasjee Jehangir as the official Under Secretary of State for India. He will stand up for any official atrocity, and he tells me that he does not believe what he does not know. I say this from first hand information. If he considers this a joke, let him try the experiment of standing for six hours even for one day and then he will understand the disabilities which the poor are suffering from.

The Honourable Sir Edward Benthall: Why did not the Honourable Member draw attention to it at the time so that the poor clerks would not have to stand for such a long time?

Mr. Jamnadas M. Mehta: To my great misfortune I learnt about it only six days ago; it is only when I came here for the Session that this was brought to my notice. If it is false, you can mention it tomorrow.

The Honourable Sir Jeremy Raisman: A long-standing grievance!

Mr. Jamnadas M. Mehta: I have no time to comment on you when you join with Sir Cowasjee Jehangir, except to beg for a little mercy for the poor. I am in a very conciliatory mood this afternoon. I wish to say that the Railway Board have done us full justice in hearing our submissions, whether it is Sir Arthur Griffin, or my Honourable friend Col. Wagstaff or my esteemed friend the Financial Commissioner. All that I want today is that they should implement their good attitude towards us by paying something nearer to the cost of living to men who have served them most loyally and diligently during the strenuous period of the last 5½ years.

Sir, I have nothing to add; I hope that the War Transport Member will give me a satisfactory statement as to what he is going to do. He has refused conciliation; he has refused to grant our demand; we are absolutely remedyless and we have no one to listen to us. The Labour Department refuses to listen to us. We have only the public of India to appeal to and they can

put pressure on my most esteemed friend and see that he shares the Railway prosperity with the poor and the needy among the Railwaymen.

Sir, I move:

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

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

Shrimati K. Radha Bai Subbarayan (Madura and Ramnad cum Tinnevely: Non-Muhammadan Rural): Mr. Deputy President, Sir, I participate in this discussion because I wish to remind this House that the question of wages and dearness allowance does not concern the workers alone but also their families. Therefore it affects not merely the eight or nine lakhs of lower-paid employees on the railways but also several times that large number. The demand for increased dearness allowance cannot be roughly brushed aside, as Government would surely like us to do, describing it as mere agitation on the part of the workers to secure higher wages on the plea of war conditions. Nor can we be satisfied with a vague promise from Government that they will give their very sympathetic consideration to this matter at some future date. We have lost all confidence in promises of that kind from this Government. I feel it is absolutely necessary that this question of dearness allowance to the lower paid railway employees should be carefully examined, to find out whether it is based on a genuine and urgent need to meet the high cost of living that is now prevailing in our country, and also to come to a decision as to what relief should be given to them.

Sir, as far as I can understand, this controversy has arisen because Government have refused to adhere to the recommendations of the Court of Enquiry which they had appointed in 1940 to examine this question, while the workers quite rightly attach great importance to those recommendations. The employees also protest against the discrimination made by Government in granting dearness and other allowances to their employees in the lowest class. I must confess I do not understand why this discrimination is made; why should there be a zonal difference? After all the cost of living has increased in all parts of the country more or less to the same extent. Housing is difficult everywhere, rents have gone up in spite of Rent Control Acts, and Government give only to some employees free quarters or rent allowances. With regard to conveyance allowance also there is some discrimination. The Court of Enquiry which is popularly known as the Rau Committee recommended the supply of free milk to the children of these employees, but I understand—I am open to correction by my Honourable friend Mr. Joshi—that at very few places it is supplied free to children; at some places there are depots where milk is sold but this arrangement does not help employees when they have not got sufficient means to buy the milk with. I would remind the House that this Court of Enquiry while recommending the supply of free milk to children, quoted from the report of the Nutrition Committee of the League of Nations that, "no other single food is known that can be used as a substitute" and that the value of milk is "unique and we cannot do without it".

There is also difference in giving subsidies or providing free schools for the education of children,—a matter in which I am specially interested. Above all, Sir, I fail to understand why Government, when they last revised the dearness allowances, refused to give any increase to all employees who earn less than Rs. 40 per month. What is the reason for all this discrimination? Is it to break the unity and solidarity among the railwaymen? Is it another instance of divide and rule? The Government policy in granting and refusing dearness allowances is not based on any definite principles or on the recommendations of the Rau Committee. The Budget speech of my Honourable friend the War Transport Member does not give any explanation for dealing with this question in this manner. The general belief in this country is that when Government appoint a Court of Enquiry to examine a certain problem and report on it, the decisions of that Court receive due attention from Government, and if Government find it impossible to accept them they must give convincing arguments for their refusal. If Government fail to do this, the confidence of the people in this reasonable method of referring to a special authority, a matter on which there is difference of opinion between employers and their employees, will be shaken.

[Shrimati K. Radha Bai Subbarayan.]

The Honourable Mover has pointed out that is a fact that the cost of living has gone up very high, and I am aware from personal knowledge that life has become more difficult, particularly to those who live on what is known as the border-line of poverty and find it very hard indeed to make the proverbial two ends meet. The wives of lower-paid railway employees during their meetings and their personal talks with me have explained to me their cares and anxieties in meeting their domestic expenses because of the inadequacy of the earnings of their husbands. In connection with my work for the advancement of women I have had repeated opportunities of visiting the homes of these people and discussing with them their difficulties, and I have personal knowledge that it is really very hard indeed for the wives of these employees to balance their budgets. Government should realise that it is not Government alone which has to balance budgets; the wives of householders also have to balance their budgets, and that has to be done on limited incomes. The grain shops do provide some relief, but I must add that there have been complaints—very serious complaints—that some of these grain shops instead of being a help to the railway employees cause much hardship. I have myself seen the very poor quality of some of the provisions that are supplied at these grain shops where the railway employees are obliged to make their purchases.

In addition to all the daily items of expenditure, there is sudden and unavoidable expense when there are illnesses, births, marriages, or deaths in the family. If I remember right, the Rau Committee referred to the indebtedness of railway employees in their Report. I fear that in these difficult times their indebtedness is increasing. I would point out to the House that the Rau Committee stated that:

"No wage can be properly called adequate unless it is sufficient to maintain the employees in a proper state of health and efficiency."

That committee also referred to the subject of balanced diet. The question today is whether the health of the railway employees and their families, particularly of their children, who are our future man-power, is seriously affected because of their inability to secure a diet, however simple it may be, which will include some of the vitamins that are indispensable to the human body. The poor employees assert that with the high cost of living they need increased dearness allowance to make their wage adequate according to the definition of the Court of Enquiry. This grievance has become more acute because the Government put up a stiff fight in defence of their arbitrary proposal to give generous war allowances to their proteges, the superior services, while refusing to pay the humble and inferior services the allowances that have been recommended by a Court of Enquiry which the Government themselves appointed. The railwaymen feel, and quite rightly too, that the Government, being alien and completely isolated from the great mass of the people of the country, do not understand, nor care to understand, the habits and life of the people, and therefore refuse to supply the minimum needs of the people, while they wax eloquent in support of generous allowances to their own class who want them for the purpose of continued enjoyment of luxuries and gaieties. I am afraid that my Honourable friend, the War Transport Member, in his Budget speech not only fails to remove this impression but also confirms it. The attitude of the Government during the adjournment motion on Monday and during the debate on third class passengers yesterday shows that the Government lack human sympathy and a sense of justice and fairness in dealing with questions concerning workers and poor people and entertain only callous contempt for them. How can such a Government be expected to treat the poor railwaymen with consideration and justice?

These poor men have another cause for distress. They believe that they fail in securing adequate attention to their representation because the last two successive Presidents of their Federation have been tempted by the Government to leave them amidst their difficulties and accept comfortable seats for themselves in the luxurious parlour of the Government.

My Honourable friend, the War Transport Member, states that the Government fully appreciate the difficult conditions under which the men are performing their more than normally arduous duties, but I would also point out that if his hopes about transport in the future are to be realized he must follow up this compliment by taking pains to understand the grievances of the great mass of low-paid railwaymen and to remove all causes of discontent among them. The tremendous additional effort which the Honourable Member states, is necessary to tide the country over the next twelve months, cannot be made by showering generous war and family allowances on the superior and rich employees and denying minimum help to the very poor employees. The Court of Enquiry stated that they made their recommendations as modest as possible so as to minimize the effect on general revenues and to avoid the risk of a continuous rise of prices and wages. They also said that "the amount of dearness allowance we propose to recommend is comparatively small and even if we err in drawing the line whether on one side or the other, the error is not likely to cause great inconvenience." If in spite of these statements the Government feel that their recommendations cannot be accepted, I would urge that the Government appoint a new court or arbitrator to examine the question and make specific recommendations taking into consideration all that has happened during the last four years.

Mr. N. M. Joshi (Nominated Non-Official): In supporting this motion for adequate dearness allowance to the railway workers, I need not make a long speech. In my speech during the general discussion, I had pointed out that during the war times the responsibility and the strain on the railwaymen has greatly increased. I think the Government of India themselves will agree with that proposition. I therefore feel that the Government of India as good employers are bound to pay their employees what is their due. I thought, Sir, that during these times when the railwaymen are bearing a greater responsibility and greater strain the Government of India would revise their scales of pay and give them better salaries and improve their economic position. Unfortunately, the Government of India does not do that. Not only that, but the Government of India is not prepared even to meet the increased cost of living; leave aside improving their economic condition which the Government of India is not doing, they are not prepared even to maintain the economic *status quo* of the railway employee. I feel there cannot be any justification for this conduct of the Government of India. They cannot put forward the excuse of want of money; they do not know what to do with the money which they have got and therefore want of money cannot be an excuse in these days. The Government of India will have to produce some other excuse for imposing starvation on their employees. The railway employees are demanding a very moderate increase; their demands in my judgment are very modest.

The Rau Committee recommended that they should get an increase of Rs. 1-8-0 for every increase of five points in the dearness allowance. That recommendation itself was very inadequate in my judgment because if it compensated for the increased cost of living it did so only in the case of those people who are getting very low wages today. The cost of living index may be between 240 and 250. Now if you take the railwaymen's demand, they are claiming, on the basis of the Rau Report Rs. 45 dearness allowance and even if that is granted, it is not going to meet the increased cost of living except with respect to those who are getting Rs. 30 p. m. and those who are getting more than Rs. 30 will have to make some sacrifice as regards meeting the compensation of the high cost of living. I think, Sir, the Honourable the War Transport Member when he stated that the Government of India is giving compensation for the whole of the increased cost of living of the lowest class of people, he should have stated whom he considers to be the lowest paid railway employee. As my Honourable friend Mr. Jamnadas pointed out, he may mean those people who are paid Rs. 10. Should anybody be paid Rs. 10 salary in India? It may be that those who get Rs. 15 may have full compensation paid for the increased cost of living but beyond Rs. 15 at the present rate of compensation nobody is getting full compensation for the increased

[Mr. N. M. Joshi.]

cost of living. I feel that it is the duty of the Government of India to give adequate dearness allowance to at least those people who are not getting sufficient for their maintenance. What the Government of India is paying today is extremely inadequate. If you take the lowest payment of allowance in cash made by them, it is Rs. 8 or Rs. 9 in cash and as the Honourable the War Transport Member says Rs. 11 in kind: in all Rs. 19 dearness allowance is the lowest rate and that is paid to the people who are living in what I may call rural areas. If the Honourable Member feels that in rural areas the cost of living is smaller than in urban areas, he is mistaken. The cost of living in rural areas today is much larger than in cities. In Bombay you can get your food cheaper than in rural areas. Therefore, there is absolutely no reason why the Government should make any distinction between people who live in rural areas and people who live in smaller towns and people who belong to the larger cities like Bombay. Therefore the Indian railwaymen demand that there should be no discrimination made in the rate of dearness allowance paid to railway employees on the ground that some stay in cities, some in towns and some in rural areas. They want to abolish this zonal system. The Government of India is not only making this discrimination but they have started another discrimination—of giving more compensation to those people who are getting more. That is generally the policy of the Government of India. They try to keep contented those people who get larger salaries and those who get the lowest they generally are neglected.

I would like, Sir, the Government of India to give up this policy. In any case, the railwaymen do not want this policy of paying people who are getting higher pay more than those people who are getting less pay. I am not talking of proportion but they want dearness allowance on a flat rate. I would like the Government of India now to revise their policy. The demands of the railwaymen are very moderate. Fortunately, or unfortunately, the railwaymen are led by people who are moderate and who do not like strong agitation during this war period. Government must thank them otherwise their demands could be much higher and it would be wrong for the Government of India to take advantage of the fact that the leaders of the railwaymen are men who are moderate, who do not like unnecessary agitation. I therefore hope that the Government will meet with the demands and give them the compensation for the increased cost of living. If the Government of India do not wish to do that, let them place that matter before an arbitrator or an adjudicator. Is it right for any employer during the war time to say that 'I shall pay you what I like'? Is it right for you to say that? If you are an employer it is your duty to say: 'Appoint an impartial tribunal and I shall give you what that impartial tribunal asks me to do'. Let the Government of India accept that. Is it an unreasonable demand? But the Government of India refuses that demand and I want to know on what ground it does so. On account of war conditions, the Government of India practically deprived the railwaymen of their right to go on strike. What is more, the Government of India have placed under military discipline certain of the employees of the railway. Some of them may have voluntarily gone and accepted that service. Are you going to take advantage of that fact? It would be wrong for the Government of India to refuse adjudication to their employees and compel them to resort to things which none of us would like them to do. The railwaymen do not want to go on strike. The only remedy they want is adjudication, or give them what they are demanding. Their demand is moderate.

I hope the House will accept this motion.

Mrs. Renuka Ray (Nominated Non-Official): The case for an adequate dearness allowance for the lowly paid railway employees is one which affects the health and the happiness and welfare of a very large section of men, women and children dependent upon them. As my honourable friend Mrs. Subbarayan has already pointed out, as it vitally affects the welfare of women and children

who are dependents on them and as such it is up to us to see that their case does not go unheard.

In this country, even in normal times, people who belong to the working classes or to the middle classes and who live on meagre and fixed incomes, are never in a very happy condition, but today when there is so much inflation and when the prices of essential commodities cannot be controlled effectively, it is impossible to expect these sections of the people to continue if something is not done and done on an adequate scale. The lack of nutritious diet and lack of educational or health facilities, even for the middle class poor in normal times is bad enough in India. Today how is it possible for them to clothe or to feed their children and to educate them if they do not even get an adequate pay. Sir, when even the people with fixed incomes amongst the upper middle classes are feeling the pinch, it is quite easy to imagine what the plight of the poor is.

The demand of the Railwaymen's Federation, to my mind, seems to be a very just and a very reasonable one. They have merely asked, as Mr. Joshi pointed out that the recommendations of a court of enquiry that was appointed by this Government itself should be carried out. As my Honourable friend Mr. Joshi said this court of enquiry, over which Sir B. N. Rau presided, suggested that for every five points rise in the cost of living index the employee should be paid Rs. 1-8-0. The cost of living index today is somewhere between 200 and 240 which means that they should be paid Rs. 45. This is a flat rate that is suggested for all incomes below a certain level. What the railway man is now getting with his dearness allowance of Rs. 22 does not give the rate that has been recommended by this Committee which has been appointed by Government itself.

Then, there is the question of zonal differences. In normal times the need for zonal differences existed. In Zone A in cities, higher dearness allowance is paid than in zones B and C because these are in district, towns and rural areas. This differentiation would be perfectly all right in normal times, but today as in cities there is better rationing, and better control of prices, the divergence in cost of living is eliminated. For instance, if you take the area where Assam Bengal Railway functions, or in operational areas where prices are often higher than in cities, this sort of discrimination makes it hard for those in zone C. Mr. Frank Anthony in his speech on the general discussion revealed in no uncertain terms the strain to which these railway employees are being put during times of emergency. Is it too much, I should like to ask, to expect that Government should show some greater consideration for their own employees who have stood them in such good stead?

The reason why I have risen to support this motion is because I feel, and feel very strongly, that as a representative of those women who are trying hard to alleviate the position of their less vocal sisters, this is a cause which I cannot afford to ignore under any circumstances, for it so vitally affects their health and the welfare and those of their children. It is not only the cause of low paid railway employees, however large and efficient a group of workers they may be, it is the cause of all such employees whether they are employed by Government or by private bodies. It is a cause which we must take up because if we fail to do so the deterioration that is taking place in the health of the country will go beyond control. Those who have done rehabilitation work and have experience of conditions in Bengal would be able to tell you how difficult is the position today, how unequal is the struggle which the poor and the middle class poor are trying to put up. It is no use our launching forth on schemes of rehabilitation if we cannot in some concrete way increase the incomes of those like school teachers, clerks and other low paid employees who are being hard hit. Something has to be done for them if we are really to restore normal conditions in the country. This is not only the case in areas where distress is very great like Bengal, but throughout the country today. It is the duty of the State to give protection particularly to those of its citizens who are unable to protect themselves. In fact so far as the State is able to do so will the measure of its

[Mrs. Renuka Ray.]

ality be judged. Still more incumbent is that duty when a Government has not been able to check inflation to any appreciable degree and bring in effective price control on its own admission. The conditions as they are will only force people into temptation. I do not for one moment support any excuse for bribery, but I do say that it is necessary for Government to understand the position of their lowly paid employees and to make it possible for them to be incorruptible servants of the public. No doubt, Sir, in this war-torn world difficulties are found in all countries in the provision of essential commodities for the common man, but what is an essentiality in this country is quite different to what is an essentiality in any other country. I believe what would be an essentiality in England would be in India something beyond the wildest expectations of those who belong, not only to the poorer classes but also to the middle class poor. There is no margin in this country for lowering standards. If we do not take this into account things will go far beyond control and it will affect even the healths of unborn generations. Before I conclude, Sir, I would like to plead with the Honourable the War Transport Member to take all this into account and to induce his Government and the Railway authorities to give a lead by paying adequate dearness allowances to the railway employees so that people placed in a similar position to these employees may also have in the near future allowances and an income which will be adequate for them to keep up at least a minimum standard without which the deterioration of the health of the race will make the country's progress impossible.

Maulvi Syed Murtuza Sahib Bahadur (South Madras: Muhammadan): Sir, before proceeding with the speech I have to inform the House that I come from Trichinopoly which happens to be the headquarters of the South Indian Railway, and the city of Madras also which is in my constituency happens to be the headquarters of the M. & S. M. Railway. Fortunately for us these two railways have come under the management of the State—they came under the management of the State last year. So, Sir, I am very much concerned in this question.

There is a general opinion among some of the Members that because Muslims have a separate constituency they do not have a general feeling for labourers or low paid servants. Though we have come from a separate constituency, we do regard ourselves as representatives of all the communities in India. Labourers also come under that category, and therefore we feel it our bounden duty to safeguard their interests. So far as previous speakers are concerned two gentlemen and two ladies have spoken on this and I happen to be the fifth speaker. As far as our Party is concerned we have got every sympathy with not only the employees of the Railway Department but also the employees of all other Departments who are ill-paid and who are not given proper dearness allowance, so that they may be above want in these hard days, when even middle class people are being hit hard.

In this connection I am sorry I have to make an observation which I hope would not be deemed as irrelevant. My Honourable friend Mr. Jamnadas Mehta happens to be my old friend, because both of us were in the Swaraj Party under the leadership of the late lamented Pandit Motilal Nehru and as such we have been good friends and consequently I can give him a brotherly advice. He should give up the idea of attacking his colleagues personally. He made a remark against Maulvi Abdul Ghani, one of the members of our Party that he was making jugglery with figures. This is of course a bad remark which a Parliamentarian of Mr. Mehta's standing ought not to have made. Sir, a Persian poet and sage has said "Though drinking is the mother of all vices, if you want you had better drink. Though the Quoran happens to be the sacred book of the Muslims, if you want to burn it, do it. If you want to set Mecca to flames, you had better do so. If you want to take your residence in Mecca, the place where the Quoran originated (*it really means if you want to become a resident of a temple*) you are welcome. But don't wound the feelings of any body." This is a very bad sin which should not be tolerated. So I will

give this brotherly advice to my Honourable friend Mr. Mehta not to wound anybody's feelings.

Mr. Jamnadas M. Mehta: I will take it.

Maulvi Syed Murtuza Sahib Bahadur: Now, so far as the question of dearness allowance is concerned, so much has been said about the Rau Committee. It was rightly said that the recommendations made by the Rau Committee are mild ones, but even those mild recommendations are not being acted up to by the Railway Administration. In this connection, I may inform the House through you, Sir, that fortunately for the railway men they have got a good supporter in the person of the Railway Member, who has appreciated their work in his Budget speech. So I may assure them that they will get their dues. In other words if the railway authorities are not going to act up to the recommendations made by the Rau Committee, they may set up, as has been suggested by some of the previous speakers, a fresh committee, so that they may go deep into the question in all its details and come to a decision. When their work has been appreciated by the Member in charge, if he does not do this, I will refer to another Persian saying which means: "You are only showing lip sympathy. Halwa does not come out of the jaw."

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

I am not in favour of only the Railway employees. I am as much in favour of the other employees under the Government of India and also under the Provincial Governments. Otherwise, what is the use of our calling ourselves human beings, if we do not have sympathy with these ill-paid servants of the Government. It is no use having an Assembly and being Members thereof. All these count for nothing. So I will request the Railway Administration either to act up to the recommendations of the Rau Committee, or if you are not satisfied with it or even if you are satisfied with it but are not in a position to give effect to those recommendations, you had better appoint some other committee, so that they may go deep into the matter and arrive at decisions.

Col. H. W. Wagstaff: (Government of India: Nominated Official): Sir, my Honourable friend Mr. Jamnadas Mehta speaking as a railway-man complained that large sums of money had been allocated for other purposes but that he had nothing. Now, Sir, I think that is not the case. He has got 20 crores and although he may feel and the Federation of Railwaymen may feel that that is not enough, I think it, is really a very large sum and I will describe the way in which this large annual expenditure has gradually been reached during the course of the war. And in so doing I shall deal with a number of other points raised by my Honourable friends, Mrs. Subbarayan and Mr. Joshi in regard to the zonal structure of cash relief and also the allegation that different classes of railway employees have been considered and treated in different ways. Other Members also have accused the Railway Board of lack of sympathy. Now this question of relief, both in cash and kind, has been under constant review as I will show in the very numerous revisions which there have been from time to time to meet changing conditions. I would also like to reciprocate the sentiments expressed by Mr. Jamnadas Mehta in regard to the contact between the Railway Board and organised labour in the shape of the All-India Railwaymen's Federation. Although it is quite natural perhaps that Government have not been able to meet the full claims of the Federation, yet the constant contact and consultation with the Federation is, we believe, has been in the best interests of the staff, and it should not be said that this close contact with organised labour is only because the Federation produce moderate propositions. Some may not think that their claims are moderate; but at any rate this constant consultation throughout the war with the Federation has, the Railway Board is sure, been fruitful of beneficial results.

As far back as 1940, when the first dearness allowance was given, the zonal structure was introduced—with three zones. I gather that some Members maintain that it is more expensive in the country than in the town. Well, if that is so, that in itself leads to a zonal structure: whether this is so is a matter

[Col. H. W. Wagstaff.]

in which undoubtedly there are differences of opinion; but Government believe that on the whole there has been a greater increase in the cost of living in the towns—it was always higher than in the country—a greater increase in the cost of living in large towns than in smaller towns and than in rural areas. But be that as it may, the demand in all probability of those who wish the zones to be abolished is not to telescope the cash relief which is given in all the zones, but to increase the cash relief to that which is given in the higher zones. In 1940 the first dearness allowance was given, and it was given to the low paid man. It was given to the low paid man and not to the high paid man, not even to the non-gazetted men in the middle reaches. Everything went to the low paid man. From that date relief in cash has been revised five times. Five times this question has been considered and relief in cash has been revised. Generally it was an addition in the rate and an extension to those who were getting larger and larger salaries; but still there were still many subordinates in the upper ranges who had had then no cash relief at all, although gradually they were able to benefit from the developing relief in kind which I will describe in a moment. It was only in the last revision which had effect from July last year that a percentage increase of pay was given to all subordinates right up to those on the highest pay, and at that time the man on Rs. 40 and below did not get any addition. Now, every time that one has to consider a revision of relief in cash you have to consider who really wants it at that time. Up to last year the low paid man had got something more every time and the man at the top had got nothing. In July of last year, the subordinate in the higher grades was given his first relief in cash. The man above 40 was given some additional relief but the man below 40 rupees remained where he had been at the fourth revision. So much for relief in cash.

During this time, for the last two years the Railway Department and railway administrations have built up what is a very very large organisation of grain shops, selling the necessities of life at concessional rates. There are at the moment over 700 of these shops, and they sell to something like 860,000 ration card holders: they sell the necessities of life for those men and their families, which may mean that on the whole something between 3½ and 4 million persons are being enabled to get the necessities of life at concessional rates—something in the nature of the prices ruling in the spring of 1942. The maundage sold per month is over a million and a third: one and one-third million maunds are sold to these 860,000 workers from these 700 shops, and the aggregate relief in the last month for which I have records is just on a crore of rupees. The aggregate relief per card holder amounts to something like Rs. 11-8-0. Now, the grain shops have been condemned and one Honourable Member did mention the indifferent grain that was sold at some of these shops. Naturally, in a large organisation like this, which has been built up in the space of two years, under present conditions and difficulties of procurement, it is only natural that there have been difficulties both in maintaining supplies and with regard to quality. But the quality of supplies which have been available in the ordinary bazar in the last two years has often been open to question, and in any case for the last six months a drive has been made to improve the quality of the commodities sold. The advantage of relief in kind is that the commodities are sold at fixed rates; whatever the price is at which we have to buy these necessities they are sold at fixed rates and the railway servant is free from anxiety as to rising prices. If he sees the prices rising in the bazar, he knows that he will get these commodities from the railway grain shop at a fixed price.

Secondly, the man with a large family gets more than the man with a small family. He is allowed to procure commodities in accordance with the size of his family including dependents. Another advantage is that very often from these grain shops commodities are sold which are not available in the bazar at any price. In one particular month, I remember as much as 50 thousand maunds came under that category. The amount of relief of course is also automatically adjusted to the need. If the price in the bazar goes up, the man

can go to the grain shop and he gets his needs at a fixed rate and his relief *vis-a-vis* the cost of living increases. If the bazar rate goes down, and if it ever goes down to the rate in the grain shop, then both the need for relief and the relief will automatically decrease and eventually disappear. Not only this. There is something to be said for any system which inculcates a cash habit among Railway workers; anything which can help the worker to acquire the cash habit and get out of the hands of money lenders has very much to commend itself. Those are the two ways in which Government is trying to meet and is meeting the rise in the cost of living. My Honourable friend Mr. Joshi wishes the whole scales of pay to be revised. This, Sir, is not the time to revise scales of pay. Under the present unstable economic conditions, all that can be done is to provide relief in cash or in kind as an addition to the pre-war wages to meet this temporary and fluctuating difficulty.

Mr. Jamnadas M. Mehta: It is not adequate.

Col. H. W. Wagstaff: The time will come, when as the Honourable Member said last year in his Budget speech, Government servants must have their scales of pay reviewed but at the present moment the necessary relief must be in cash and in kind. My Honourable friend the Mover has just now said that it is insufficient and other Honourable Members have made mention of the question of total compensation for the rise in the cost of living. Of course even if you give very little relief in cash there must be some man on a very low rate of pay who will be compensated to the extent of 100 per cent. but I think mention was made both today and the day before yesterday of a ten-rupee limit, the man on Rs. 10 being wholly compensated. The truth is that, in one particular month for which the figures were got out the man in zones X, A, B, and C, on Rs. 22, 20, 21 and 25 respectively was fully compensated—the man on lower rates of pay was more than fully compensated. I agree with my friend Mr. Joshi that we should not visualize men on Rs. 10 but the men below the figures that I have quoted were more than compensated fully for the rise in the cost of living. The others, of course, on higher rates of pay were not compensated fully, but that is what the actual position was in a particular month when the figures were taken out. The figures of relief in kind naturally vary month by month because bazar prices vary month by month.

Mr. Jamnadas M. Mehta: Did you say that you compensated the man on Rs. 22?

Col. H. W. Wagstaff: Yes, in zone X. Rs. 20 in zone A and so on. I will show the calculations to my Honourable friend afterwards if he wants to know the position exactly but for the moment these were the figures which were arrived at.

Now, Sir, I said that this question is constantly under review and constantly being discussed with the All-India Railwaymen's Federation. The Railway Board are in fact discussing this matter in two or three days' time. Apart from this, the Honourable Member in his speech intimated that the question was also under the consideration of Government and that the railway servant would not be forgotten. In these circumstances, it is reasonable, I think, to ask my Honourable friend, Mr. Jamnadas Mehta, the Mover of this motion, to withdraw it.

Mr. Jamnadas M. Mehta: There is nothing in the statement of the Honourable Member which can make me withdraw it.

Mr. Frank R. Anthony (Nominated Non-Official): Sir, I want to disabuse Col. Wagstaff of any idea that he may have that we are actuated by ill-will or want to adopt an acrimonious attitude towards the railway administration. I do not for one moment say that the Railway Administration is deliberately or even unwittingly unsympathetic. All that we do attempt to do is to place the real facts and the very real need of the railway worker, particularly those in the lower cadres, before the Railway Administration, in the hope that they will afford to these workers the maximum possible relief. Please do not approach this request of ours in the belief that the appetite of the railwaymen will grow with feeding—that the more you give us the more we will ask for. It is not a question of that at all. What my friends Mr. Jamnadas Mehta and

[Mr. Frank R. Anthony.]

Mr. Joshi have drawn attention to is that the men in the lower wage scale, drawing up to Rs. 125 and even those who are drawing a more are in very real need. I am not unmindful of the action taken by the Railway Administration. I have already expressed my gratitude to the Honourable the War Transport Member for having moved, as I feel he did move, initially, to get a grant of 10 per cent. of dearness allowance to the railwaymen, but in spite of this there is still very real and very urgent need among railwaymen throughout the country. Mr. Joshi has drawn attention to the fact that there are qualifications and differential conditions imposed on the grant of this dearness allowance. I endorse his view that these qualifications and zonal differences are unjustified. May I tell the House from personal experience that so far as zonal differentiations are concerned, they are no longer justified? Only the other day, I was at Igatpuri and Kalyan, and railwaymen told me that not only for the purchase of clothes and hardware, but for the purchase of food also they were going to Bombay to buy their requirements because all these articles were cheaper at Bombay than at Igatpuri or Kalyan.

Sir Cowasjee Jehangir: What about ration cards?

Mr. Frank R. Anthony: I do not know how they manage to get them.

Then, I also wish to draw the attention of the Honourable Member for War Transport to my speech on the Railway Budget where I drew his attention to the fact that while dearness allowance has been sanctioned, an unnecessary restriction has been imposed so far as overtime earnings are concerned. And I am glad to say that he very kindly gave me the assurance that he would look into this matter. I pointed out then that while for the purpose of income-tax and house rent, deductions are made on overtime, as if it was basic emolument, yet only 6½ per cent., by way of dearness allowance, is given on overtime and not 10 per cent. Then, again, Sir, an Honourable Member from the other side drew attention to the conditions with regard to the administration of grain shops. I realise the need for trying to give relief in kind to railwaymen, but allow me to assure the Honourable Member for War Transport that there are very wide complaints against maladministration with regard to grain shops. I concede the point made by my Honourable friend Col. Wagstaff, that, when you have a huge concern of this nature, maladministration and even corruption are to some extent unavoidable, but when maladministration and corruption are practised, I would ask him to exercise the closest scrutiny in regarding to running of these grain shops. Complaints are consistently made, they are very widely made and they are very real.

Then again, Sir, I do not think any of my Honourable friends have referred to it,—conditions on some of the railways for some peculiar reasons are much worse than on others. Not very long ago I was in South India. I know that conditions both on the S.I.R. and Oudh and Tirhut Railway are indescribable. The conditions there among the railway employees approximate to the worst form of sweated labour. I would ask the Honourable Member for War Transport to do his utmost to bring some kind of relief by granting the maximum dearness allowance that you find possible, particularly to the employees of these two railways. Do something to introduce uniform conditions of pay and emoluments throughout the country on all the railways.

There is just one more important point. I do not know to what extent, as my Honourable friend said, this need for granting relief is continually under review. I do not know whether the Government are considering the question of extending the range and amount of dearness allowance. If they are, then I would ask them to extend it beyond the limit of Rs. 125. I would also ask the Government to divert the grant of dearness allowance to these lower paid employees, as much as they can. It would appear the Government of India are contemplating the grant of dearness allowance or some kind of war allowance to employees drawing between Rs. 1,000 and Rs. 2,000. I am not going to comment on this proposed action. I do not know whether it will

materialise. But I would ask, the Honourable Member for War Transport to throw his weight, which is not inconsiderable, against the materialisation of such a project. I, for one, feel that no case, no acceptable case, acceptable to any reasonable person can be made for the grant of any allowance, war allowance or dearness allowance, to the employees getting from Rs. 1,000 to Rs. 2,000. They may have to go to some extent, without whisky, to some extent without cocktail parties—I am not discriminating between European and Indian—it applies to both—their wives may have to be a little less lavish in their expenditure, they may have to do without some luxuries, but the man who is drawing Rs. 100 or Rs. 125 or Rs. 200 or even Rs. 250 a month, he cannot meet the barest necessities of life today. Take the case of the average employee getting Rs. 250 a month. He has no adequate local educational facilities. If he has three children, instead of paying Rs. 40 to a boarding school establishment, he has got to pay Rs. 120 per child. How is he to educate three of his children at Rs. 120 per child when he is getting only Rs. 250 a month? He cannot meet the barest necessities of life. That is why I say every available amount of money you can find, do not assign to people who are getting between Rs. 1,000 and Rs. 2,000 a month, but divert it to people who are low wage earners who cannot really meet the barest necessities of life. I am prepared to admit that the Honourable Member is probably trying to do his best for his employees because they have earned it, but he should continue to do his best and to work for them. Many of the other departments which are not in the nature of business departments, which are not earning huge profits like the railways are treating their employees much more generously than the Railways. I am open to correction, but I believe that the British military personnel are now having the education of their children completely defrayed by the State. It is my information, that a British officer, if he sends his child to a school, has his expenses completely defrayed, not merely a percentage of it, but the whole of his educational expenses are defrayed by the army. I am speaking subject to correction. But I know this to be a fact: you have ordnance factories. I pointed out once before that in the Ordnance factories, the employees get 35 per cent. of their former basic emoluments by way of fixed over-time. They get what is euphemistically called a furniture allowance Rs. 50 per month. I do not deny them this. But a man who has probably been in service for over twenty years, and has probably got his house stacked right up to the ceiling with furniture and is getting Rs. 50 for furniture, he gets another Rs. 50 as educational subsidy for his children. This applies equally to Europeans and Indians. In the Ordnance and Gun Carriage factories the employees get these allowances. I do not deny them this. I do not grudge to them these allowances in view of the tremendous increase in the cost of living. But I give it as a precedent to the Honourable Member for War Transport so that he can base his case for increased dearness allowance to railway men. The railway employees have at least a greater claim to his consideration because they are earning for him huge profits which the employees of other departments are not earning for their departments.

Some Honourable Members: The question be now put.

The Honourable Sir Edward Benthall: Sir, I have only two or three points to make. I listened very carefully to all the speeches that have been made and on the whole, I think they were very moderate. I think that that in fact shows to a realisation that the Government are doing their best in the matter.

Mr. N. M. Joshi: Do not take advantage of our moderation.

Sir Cowasjee Jehangir: What do you want them to do? Abuse you?

The Honourable Sir Edward Benthall: Well, Sir, my Honourable friend opposite Shrimati Subbarayan made out a case for families and pointed out the difficulties of balancing household budgets, with all of which I largely agree. There is only one point to which I take some exception and that is the suggestion that Government are making luxurious allowances to the higher classes of Government servants. That is not the case and I do know that in all classes of Government servants, there are varying degrees of hardship and do not think that the higher classes should be grudged what they get. I myself

[Sir Edward Benthall.]

in the railways do honestly believe that we are compensating the lowest paid men to the full and that would particularly be the case, if and when there is yet another revision. I believe myself that the greatest hardship today occurs in the lower middle classes, and I believe Honourable Members of this House would agree that that is the case. There is very great deal of hardship among subordinates and people of that class.

Prof. N. G. Ranga (Guntur *cum* Nellore: Non-Muhammadian Rural): What about the lowest paid?

The Honourable Sir Edward Benthall: In the case of railway employees, the lowest paid classes are fully compensated. I just want to speak on one point made by Mr. Joshi. He said, "Why don't you appoint a tribunal and accept their decision?" The answer is clear. You may appoint a tribunal in the matter of railway servants. The tribunal gives an award for, may be, a considerable increase. Now you have got to give that increase or something akin to it to every other type of Government servant, because they are all servants of Government and all their claims must be considered in relation to each other. And you have got to give it not only to the Central Government servants but also to the Provincial Government servants because they are working alongside the Central Government servants. So what you are asking Government to do is to appoint a tribunal to settle the whole range of the pay of Government servants. If you do that you have obviously got to be logical and ask that same tribunal to say where the money has to come from and recommend what taxes are to be put on, what your income-tax should be and what your railway rates and fares are to be. So you see that such a tribunal must in fact usurp the functions of Government. On this question of Government servants' pay Government must be the final arbiter.

Now, Sir, as I mentioned in my Budget speech, Government have this whole question of dearness allowance under consideration at the present moment. They are not only considering the dearness allowance of their own servants but, as the Honourable the Finance Member pointed out, they have to get in touch also with the Provinces, and the whole question has to be coordinated. In the case of the railway servant we have, as Col. Wagstaff has pointed out, always paid particular attention to the principle of negotiation. We have not always been able to agree but we have paid particular attention to that principle and we still do, in spite of the fact that the Honourable Mover is no longer on the other side of the table. The negotiations are to take place on Saturday next, and I think I am justified in asking the Honourable Mover, particularly in view of his past record in these negotiations, to hold his hand in this matter until negotiation has had a chance. I have said that railwaymen will be included in any further concession to Government's civil employees and we want to find out what is the basis of their demand from the railwaymen's representatives. I think it is only fair that negotiation should be given a fair chance next Saturday.

I must admit that in the settlement of dearness allowance and food shop concessions we do find ourselves in some difficulty owing to the success that Mr. Jammadas Mehta has met with in the past in his negotiations with Government. It is perhaps a good thing that he is gone! Mrs. Renuka Ray said that the railways should show the way in paying dearness allowance and compensation to their servants. That is one of the difficulties. We are showing the way, and very substantially. The railwaymen are, it must be confessed, doing better than most other Government servants because of this enormous grain shop organisation which we have built up and which with all its faults, is a very great boon, particularly for the man with a large family. And it is embarrassing in negotiations with Government servants, that the railwaymen should be doing so well. If considerable advances are given it is going to be difficult to guarantee that the margin which they are getting at present will be always maintained. That does not mean, of course, that they will not be included in any benefits which Government may be able to give to their servants.

RAILWAY BUDGET—LIST OF DEMANDS

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I do not wish to detain the House any longer but I would appeal to the Honourable the Mover to remember his past and give negotiation a chance.

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

Jul Basith Choudhury, Dewan.
Jul Qaiyum, Mr.
Jullah, Mr. H. M.
Jhony, Mr. Frank R.
Jangar, Mr. M. Ananthasayanam.
Jhar Ali, Mr. Muhammad.
Jettiar, Mr. T. S. Avinashilingam.
Jetty, Mr. Sami Vencatachalam.
Joudhury, Mr. Muhammad Hussain.
Jaga, Seth Sheodas.
Jama, Mr. Ananga Mohan.
Jas, Pandit Nilakantha.
Jesai, Mr. Bhulabhai J.
Jssak Sait, Mr. H. A. Sathar H.
Jauri Shankar Singh, Mr.
Jupta, Mr. K. S.
Jabibar Rahman, Dr.
Jans Raj, Raizada.
Jegde, Sri K. B. Jinaraja.
Josmani, Mr. S. K.
Jsmall Khan, Hajee Chowdhury Muhammad.
Joshi, Mr. N. M.
Kailash Bihari Lall, Mr.
Krishnamachari, Mr. T. T.
Lahiri Chaudhury, Mr. D. K.

Lakhichand, Mr. Rajmal.
Lalljee, Mr. Hoosseinbhoy A.
Liaquat Ali Khan, Nawabzada Muhammad.
Maitra, Pandit Lakshmi Kanta.
Mangal Singh, Sardar.
Manu Subedar, Mr.
Mehta, Mr. Jammadas M.
Misra, Pandit Shambhudayal.
Murtuza Sahib Bahadur, Maulvi Syed.
Nauman, Mr. Muhammad.
Neogy, Mr. K. C.
Pande, Mr. Badri Dutt.
Raghubir Narain Singh, Choudhri.
Ram Narayan Singh, Mr.
Ranga, Prof. N. G.
Ray, Mrs. Renuka.
Raza Ali, Sir Syed.
Reddiar, Mr. K. Sitarama.
Satyanarayana Moorty, Mr. A.
Sham Lal, Lala.
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.

NOES—42

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

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

The motion was adopted.

THE INDIAN MERCHANDISE MARKS (AMENDMENT) SUPPLEMENTARY BILL

PRESENTATION OF THE REPORT OF THE SELECT COMMITTEE

The Honourable Sir M. Azizul Huque (Member for Commerce and Industries and Civil Supplies): Sir, I present the Report of the Select Committee on the Bill to amend the Indian Merchandise Marks (Amendment) Act, 1941.

The Assembly then adjourned till Eleven of the Clock on Friday, the 23rd February, 1945.

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

STARRED QUESTIONS AND ANSWERS

(a) ORAL ANSWERS

SCHEME FOR AMALGAMATION OF RAILWAYS

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

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

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

(b) The answer is in the negative.

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

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

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

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

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

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

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

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

IMPORTED ROLLING STOCK

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

(b) How many locomotives have already been received?

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

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

Statement

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

	Locomotive.	Wagons.	Coaching Stock.
Broad Gauge. —			
New Orders	277	...	...
Returned from overseas	...	2	...
Metre Gauge. —			
New Orders	343	8,881	...
Returned from overseas	38	788	...
(c) The approximate number of locomotives which are expected to be put into service in India in 1945 (from the 1st February).			
Broad Gauge. —			
New Orders	550	...	...
Returned from overseas	...	...	...
Metre Gauge. —			
New Orders	70	...	...
Returned from overseas	50	...	...

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

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

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

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

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

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

INADEQUATE DEARNESS ALLOWANCE TO POSTAL SUBORDINATE STAFF.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HILL ALLOWANCE TO WORKERS IN CORDITE FACTORY, ARAVANKADU

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

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

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

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

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

I am, however, making further enquiries.

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

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

(a) if it is a fact—

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

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

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

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

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

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

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

(b) I shall have the question examined.

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

SICK LEAVE TO WORKERS IN CORDITE FACTORY, ARAVANKADU

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

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

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

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

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

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

(b) No, but I am making enquiries.

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

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

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

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

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

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

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

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

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

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

(b) 100 per cent.

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

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

REFUSAL OF CASUAL LEAVE TO WORKERS IN CORDITE FACTORY, ARAVANKADU

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

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

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

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

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

(b) I am not aware of this.

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

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

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

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

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

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

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

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

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

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

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

(b) From 1st April 1939.

(c) No.

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

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

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

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

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

HANCOX MALHOTRA COMMISSION

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

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

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

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

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

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

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

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

Terms of reference for Messrs. Hancock and Malhotra.

The Board desire that Mr. Hancock and associated with him Dr. Malhotra will consider :
 (a) the steps which railways have already taken to introduce water softening plants and the results obtained therefrom;
 (b) the proposals submitted by railways for the introduction of additional water softening plant and the financial aspects of these proposals; and
 (c) the desirability of providing for other water softening schemes not so far envisaged by individual administrations;
 and report under the following heads :
 (i) The extent to which water softening schemes proposed by individual administrations are recommended for adoption either as proposed or suitably modified.
 (ii) Any other schemes which it is recommended should be taken up to give improved utilization of locomotives.
 (iii) The period over which the work covered by (i) and (ii) is recommended for distribution.

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

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

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

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

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

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

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

EXPANSION OF GOVERNMENT TELEGRAPH WORKSHOPS

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

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

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

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

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

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

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

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

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

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

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

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

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

(iii) Most types of high speed telegraph equipment.

(iv) Power Plant, Motor Generators, etc.

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

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

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

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

Sir Gurunath Bewoor: No, Sir.

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

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

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

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

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

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

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

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

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

(iii) dynamos and generators?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MISSING OFFICE FILES OF THE CONTROLLER GENERAL OF CIVIL SUPPLIES.

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

(a) whether there is any truth in the report published in the *Dawn*, dated Tuesday, the 8th February, that some office files were recently stolen from the room of the Controller General of Civil Supplies; and

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

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

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

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

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

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

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

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

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

506.

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

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

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

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

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

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

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

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

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

GOVERNMENT OF INDIA DEPARTMENT OF SUPPLY Branch Secretariat (Coal)

No. O.C.M./12.

Calcutta, the 14th December, 1944

Order

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

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

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

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

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

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

A. A. WAUGH,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(f) Does not arise.

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

FIXING PRICES OF COAL IN DIFFERENT MINING AREAS

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

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

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

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

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

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

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

C. P. Coal:	Ash 18.5 per cent.	Moisture 4 per cent.
Assam Coal	Ash 6 per cent.	Moisture 5 per cent.

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

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

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

FIXING PRICES OF COAL IN DIFFERENT MINING AREAS.

†510. *Mr. K. C. Neogy: (a) Will the Honourable the Supply Member be pleased to refer to the Department of Supply Notification No. 640, dated the 31st May, 1944, giving prices of coal under the sub-head "v. Collieries in Assam", and state whether in the original notification under the entry "Cherrapunji Chattack Ropeway Company's Cherrapunji Colliery" there was a further entry of "Ballygunje" (Bhologunj), and the price indicated against the entry was Rs. 33-8-0?

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

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

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

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

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

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

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

1941—Rs. 10-17.

1942—Rs. 11-35.

1943—Rs. 18-35.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PUBLICATION "INDIA, AGAINST THE STORM"

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

(b) Who is the author?

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

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

SALARIES OF SIR GIRJA SHANKAR BAJPAI AND MR. HENNESSY

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

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

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

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

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

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

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

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

PREPONDÉRANCE OF MUSLIMS IN MECHANICAL BRANCH OF LAHORE TELEPHONE EXCHANGE

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

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

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

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

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

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

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

The correct position is as follows:

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

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

(c) and (d). No.

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

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

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

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

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

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

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

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

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

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

RESTRICTIONS ON USE OF BUILDING MATERIALS BY CIVILIAN POPULATION

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

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

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

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

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

(f) To whom have these directions been given?

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

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

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

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

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

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

(f) Does not arise.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Honourable Sir Edward Benthall (a) No.

(b) This does not arise.

POSTPONED STARRED QUESTIONS AND ANSWERS

†280* and 281*

UNSTARRED QUESTION AND ANSWER

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

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

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

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

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

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

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

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

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

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

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

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

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

STATEMENTS LAID ON THE TABLE

Information promised in reply to part (c) of starred question No. 16 asked by Mr. K. C. Neogy on the 1st November 1944
HIGHER GRADE OFFICERS EMPLOYED IN THE COAL (COMMISSIONER'S ORGANIZATION)
Staff under Deputy Coal Commissioner (Production) as on 1st February, 1945

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

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STATEMENTS LAID ON THE TABLE					
Name of the Officers	Present duties	Present pay per month including special pay, if any	Previous qualifications and experience	Name of any private firm to which any of them may have belonged before their present appointment	Emoluments which each Officer enjoyed in his immediately previous employment
1	2	3	4	5	6
11. Mr. M. L. Shome	Asstt. Supdt. of Collieries, Kurasia.	Rs. 1,250	Ditto		Rs. 900.
12. Mr. A. B. Guba	Asstt. Coal Supdt., Bokaro	Rs. 950	14 years 10 months' service in the State Rlys. Coal Department.		Rs. 950.
13. Mr. D. R. Bagrey	Manager, Bhurkunda Colliery	Rs. 950	8 years' service in the State Rlys. Coal Department.		Rs. 950.
14. Mr. B. S. Marwah	Manager Serampur Colliery	Rs. 750	Ditto		Rs. 750.
15. Mr. S. N. Sahgol	Manager Kurasia Colliery	Rs. 800	Ditto		Rs. 800.
16. Mr. C. R. Sharma	Asstt. Coal Supdt., K. P. Docks	Rs. 750	4 years' service in the State Rlys. Coal Department.		Rs. 750.
17. Mr. M. G. Fell	Manager, Kargali Colliery	Rs. 750	2 years' service in the State Rlys. Coal Department.		Rs. 375.
18. Mr. C. L. Dhowan	Manager, Bokaro Colliery	Rs. 750	2 years' service in the State Rlys. Coal Department.		Rs. 375.
19. Mr. W. J. Bovan	Elec. and Mech. Engineer, Giridih.	Rs. 1,150 plus £30	17 years' service in the State Rlys. Coal Department.		Rs. 1,150 plus £30.
20. Mr. A. S. West.	Manager, Bye-Products, Giridih	Rs. 1,050 plus £30	24 years' service in state Rlys. Coal Deptt.		Rs. 1,050 plus £30.
21. Mr. A. Ballie	Asstts. Manager, Bye-Products, Giridih.	Rs. 800	20 years' service in State Rlys. Coal Deptt.		Rs. 800.
22. Mr. E. H. Daniels	Elec. & Mech. Engineer, Bokaro	Rs. 850	12 years' service in State Rlys. Coal Deptt.		Rs. 800.
23. Mr. S. N. Bannerji	P. A. to Chief Mining Engineer, Railway Board and Hony. Asstt. Coal Superintendent.	Rs. 600 plus Rs. 375 for Coal Grading Board and Soft Coke Cess Committee.	27 years' service in State Rlys. Coal Deptt.		Rs. 600 plus Rs. 375 for Coal Grading Board and Soft Coke Cess Committee.
24. Mr. P. Sen	Manager, Jarangdih	Rs. 750	1st Class Colliery Manager Certificate, 23 years' experience in Private Collys.	Associated Cement Co.	Rs. 1,000
25. Major W. F. Master- ton.	Asstt. Coal Commissioner Projects.	Rs. 1,255	12 years' experience in coal mining in Great Britain, U. S. A. and China. 4 years in Royal Engineering.	Kaillan Mining Administration North China.	Rs. 1,180
26. Mr. J. Hamilton White.	Stores Procurement Officer	Rs. 1,800	12 years' with Messrs. Bird & Co.	Naval Headquarters	Rs. 1,150 plus about Rs. 450 paid by the firm Messrs. Bird & Company.
27. Mr. S. K. Ghose	Dy. Asstt. Coal Commissioner (Stores).	Rs. 600	5 years' E. I. Railway 14 years Bengal Iron. 13 years Martin & Co.	Rohas Cement Co.	Rs. 500.

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1	2	3	4	5	6
28. Mr. K. Mitra	Indents Officer	Rs. 500	1 year Hindustan Stores and Industries.	Birla Brothers	Rs. 400.
29. Mr. N. Barracough	Regional Coal Controller (P), Bengal and Bihar.	Rs. 1,750 + £30 Spl. Pay—Rs. 400.	2 years D. G. M. P., 1½ years Birla Bros. Officer of the Mines Department.	Mines Deptt., Govt. of India.	Rs. 1,750 + £30 + Rs. 150 Calcutta Coal Committee allowance.
30. Mr. T. H. Williams	Dy. Regional Coal Controller, Baraboni.	Rs. 1,750	First Class Colliery Manager's Certificate with 16 years' experience.	Coal Mines Stowing Board.	Rs. 1,500
31. Mr. M. M. Mukherjee	Asstt. Regional Coal Controller, Bengal and Bihar.	Rs. 1,500	First Class Colliery Manager's Certificate with 25 years' experience.	Martin and Company.	Rs. 1,300
32. Mr. B. K. Bose	Asstt. Regional Coal Controller, Jharja.	Rs. 1,200	First Class Colliery Manager's Certificate with 20 years' experience.	Jaipuria Collieries, Limited.	Rs. 900.
33. Mr. V. S. Chopra	Asstt. Regional Coal Controller, Ballarpur.	Rs. 600	Officer of the Mines Department.	Mines Deptt., Govt. of India.	Rs. 525.
34. Mr. W. M. Peet	Dy. Regional Coal Controller, Bengal and Bihar (Production).	Rs. 1,500	Officer of State Railways' Coal Deptt.	State Railways Coal Department.	Rs. 1,100 + £30.
35. Mr. E. Dixon	Asstt. Coal Commissioner (Stores.)	Rs. 1,750	He is A. M. I., Mech. E. In continuous Govt. service from 26.11.27. Served as Inspector and Purchased Officer in the Late I. S. D. and Supply Department from 26.11.27 to 31.7.42 transferred to Labour Department on 1.8.42. Promoted from subordinate service in the State Rlys. Coal Deptt.	Special Officer, Stores and Purchase Section, Geological Survey Labour Department.	Rs. 1,600 pay. Rs. 150 Sp. pay. Rs. 1,750
36. Mr. W. J. Page	Asstt. Manager, Giridih Collieries.	Rs. 700	II Class Mine Manager's Certificate. 20 years' experience in Collieries.	State Railways Coal Deptt.	Rs. 650.
37. Mr. A. C. Roy	Dy. Asstt. Regional Coal Controller, Bengal/Bihar.	Rs. 500	Technical Training in Mining at Shibpur College. 20 years' experience in Collieries.	Asstt. Manager at Sendra Colliery.	Rs. 300.
38. Mr. G. C. Mukherjee	Dy. Asstt. Regional Coal Controller, Bengal/Bihar.	Rs. 500		Manager of Amar Singh Gowamal's Tisra Colliery.	Rs. 400.

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

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

Name of the Officers	Present duties	Present pay per month including special pay, if any	Previous qualifications and experience	Name of any private firm to which any of them may have belonged before their present appointment	Employment which each officer enjoyed in his immediate previous employment
1.	2	3	4	5	6
1. Mr. G. Faruque *	Deputy Coal Commissioner (Distribution).	2,500	About 24 years' experience in B. N. Railway.	Controller Coal Distribution under War Trans. Department and Transport Advisory Officer, Railway Board.	Rs. 2,500
2. Mr. C. A. Rayneau	Joint Deputy Coal Commissioner (Distribution).	2,050	2nd and 1st Class Colliery Manager 29 years under State-Railways' Coal Department.	State Railways' Coal Department.	1,800
3. Lt.-Col. K. W. Brand	Assistant Coal Commissioner	2,095	29 years experience in Army	Army Department	2,095
4. Mr. S. A. Yousoof	Ditto	1,750	24 years experience in the Transportation Department, B. N. R.	Deputy Controller Coal Distribution under War Trans. Department.	1,750
5. Major W. H. S. Michelmore	Ditto	1,530	12 years' in Bird and Co., Coal Department, 3½ years in Military Staff.	D. A. Q. M. G.	1,530
6. Mr. E. F. Ager	Ditto	1,300	24 years' experience in Transportation and Commercial Department under E. I. Railway.	Deputy Controller Coal Distribution under War Trans. Department.	1,300
7. Mr. N. F. George	Assistant Coal Commissioner (Distribution).	1,050	23 years' experience in Transportation Department, B. N. R.	Assistant Controller Coal Distribution under War Trans. Department.	1,000
8. Mr. S. Basu	Assistant Coal Commissioner	800	B. Sc. Min. (Durham Univ.) B.Sc. Cal., 7 years' experience as Geologist Bird and Co. (1919-25). 12 years as Mining Asstt. M. S. M. Rly. 2 years Supply Department, Government of India.	Industrial Planning Officer (Provision), D.G.M.P., Supply Department.	835

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

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

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

STATEMENTS LAID ON THE TABLE

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

SIKH REPRESENTATION IN HIGHER POSTS OF THE SUPPLY DEPARTMENT.

Information compiled upto 1st November 1944 (inclusive)

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

Community to which incumbents belong	Rs. 500 to Rs. 750	Rs. 750 to Rs. 1,000	Rs. 1,000 to Rs. 1,500	Rs. 1,500 to Rs. 2,000	Rs. 2,000 and above	Remarks
Europeans	416	170	238	119	68	
Anglo-Indians	45	9	8	1	1	
Christians	25	4	1	3	..	
Muslims	91	46	11	6	3	
Hindus	346	72	43	16	11	
Sikhs	17	5	3	..	..	
Total	940	276	304	144	83	

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

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

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

RADIO LICENCES AND RADIOS IMPORTED UNDER LEND-LEASE

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

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

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

LEND LEASE AGREEMENT WITH CANADA

7 GEORGE VI
CHAPTER 17

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

(Assented to 20th May, 1943)

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

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

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

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

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

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

(d) "War Supplies".—"War Supplies" means:—

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

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

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

(iv) any agricultural product; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Article I

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

Article II

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

Article III

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

Article IV

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

Article V

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

Article VI

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

Article VII

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

Article VIII

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

Article IX

The Government of Canada reserves the right to request:

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

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

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

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

Article X

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

Article XI

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

Dated at Ottawa, this _____ day of August, nineteen hundred and forty four.
Signed for and on behalf of the Government of India
Signed for and on behalf of the Government of Canada.

PRESS NOTE

Indo-Canadian Mutual Aid Agreement

New Delhi, November 27, 1944.

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

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

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

Information promised in reply to Unstarred Question No. 63, asked by Mr. G.

Rangiah Naidu, on the 14th November, 1944

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

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

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

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

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

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

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

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

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

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

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

SECURITY AND CIVIL DISOBEDIENCE PRISONERS

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

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

Demand No. 1—Railway Board—Concl'd.

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

Hours of work for Railway Staff.

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

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

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

[Mr. N. M. Joshi.]

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

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

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

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

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

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

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

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

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

[Prof. N. G. Ranga]

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

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

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

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

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

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

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

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

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

That was my point.

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

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

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

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

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

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

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

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

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

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

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

[Dr. Sir Zia Uddin Ahmad]

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

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

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

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

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

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

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

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

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

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

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

The Assembly divided:

Abdul Basith Choudhury, Dewan.	Mangal Singh, Sardar.
Abdul Ghani, Maulvi Muhammad.	Manu Subedar, Mr.
Abdul Qaiyum, Mr.	Misra, Pandit Shambhudayal.
Abdullah, Mr. H. M.	Murtuza Sahib Bahadur, Maulvi Syed.
Anthony, Mr. Frank R.	Nairang, Syed Ghulam Bhik.
Ayyangar, Mr. M. Ananthasayanam.	Nauman, Mr. Muhammad.
Azhar Ali, Mr. Muhammad.	Pande, Mr. Badri Dutt.
Chattopadhyaya, Mr. Amarendra Nath.	Parma Nand, Bhai.
Das, Pandit Nilakantha.	Ram Narayan Singh, Mr.
Desai, Mr. Bhulabhai J.	Ranga, Prof. N. G.
Essak Sait, Mr. H. A. Sathar H.	Reddiar, Mr. K. Sitarama.
Gauri Shankar Singh, Mr.	Sant Singh, Sardar.
Gupta, Mr. K. S.	Satyanarayana Moorty, Mr. A.
Hegde, Sri K. B. Jinaraja.	Sham Lal, Lala.
Hosmani, Mr. S. K.	Siddique Ali Khan, Nawab.
Joshi, Mr. N. M.	Sinha, Mr. Satya Narayan.
Kailash Bihari Lall, Mr.	Srivastava, Mr. Hari Sharan Prasad.
Krishnamachari, Mr. T. T.	Subbarayan, Shrimati K. Radha Bai.
Lahiri Chaudhury, Mr. D. K.	Yamin Khan, Sir Muhammad.
Lakhichand, Mr. Rajmal.	Yusuf Abdoola Haroon, Seth.
Lalljee, Mr. Hooseinbhoy A.	Zafar Ali Khan, Maulana.
Maitra, Pandit Lakshmi Kanta.	

NOES—38

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

The motion was adopted.

Non-employment of Oriyas on Bengal Nagpur Railway.

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

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

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

[Pandit Nilakantha Das.]

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

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

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

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

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

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

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

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

Pandit Nilakantha Das: Territorial and linguistic grounds.

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

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

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

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

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

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

Prof. N. G. Ranga: Linguistic basis.

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

[Sir Edward Benthall.]

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

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

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

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

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

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

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

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

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

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

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

Paucity of Sikhs in Railway Services

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

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

By this cut motion I wish to discuss the absence of Sikh officers in the Railway Board administration and paucity of Sikhs in the railway services. I will not take much time of the House but will claim its indulgence only for a very short time. My case is quite simple. The community which I have the honour to represent in this House did not raise the question of separate communal representation in this country first. It was after the two major communities had come to a settlement at Lucknow in 1916 when separate communal electorates were recognised and after His Majesty's Government had accepted the principle that my community raised this question of separate representation. Even at present though we are weak in numbers and are backward in education my community is still prepared to see the administration of the country conducted on the sole criterion of merit alone. But when the principal political parties including the Indian National Congress and the Muslim League agreed to set up a separate share of seats in the Legislature and in the services, it is only fair and reasonable that other communities should come forward and claim their due share. It is on this ground that I put before this House the point of view of the Sikh community. In the Home Department Resolution of the 4th July 1934 the Government of India divided the share of the services among different communities. In paragraph 7(1) they say that 25 per cent. of all vacancies to be filled by direct recruitment of Indians will be reserved for Muslims and 8 1/3rd per cent. for other minority communities. Among these other minority communities there are Sikhs, Indian Christians, Parsees, Anglo-Indians, and domiciled Europeans.

Before I go further I wish to point out that in accepting the principle of separate representation, the Government of India has also accepted another principle of giving weightage to important minority communities. They have given weightage in different provinces to Muslims, other minority communities and to my community in my province. So when the Government of India has accepted two points—first, separate communal representation in services, and second, due weightage to important minorities—it was from that point of view that 8 1/3 per cent. was given to the smaller minorities although their population in the country was much less than that, only 2.8 per cent. This weightage given to the smaller minorities should be shared by all smaller minorities on a fair basis. My whole case rests on this point that 8 1/3 per cent. share should be divided into different communities according to their population. If we see the figures, the Sikhs are the largest third community in British India.

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

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

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

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

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

Sardar Mangal Singh: We are 41 lakhs and all other smaller communities put together are less than 35 lakhs, so we are more than 1/3 in the smaller minority communities. My whole point is this: Out of this 8 1/3 per cent. we should be given a separate representation according to our number and according to our importance. That comes up to 4.5 per cent. My case has already been supported by the Hindus and Muslims. At a Unity Conference in Allahabad in 1932, the leaders of the different communities agreed to set apart 5 per cent. share for the Sikhs in different Government of India departments. So I have got a very strong support and it will be very difficult for the Government of India to say 'no' to me.

[Sardar Mangal Singh]

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

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

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

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

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

With these words I commend this motion to the House.

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

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

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

1 P.M.

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

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

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

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

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

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

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

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

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

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

[Sardar Sant Singh.]

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

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

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

The Honourable Sir Edward Benthall: Which railway?

Sardar Sant Singh: All the railways. Out of 1,909 direct appointments to the subordinate railway service, permanent staff, the Sikhs got 22, about one per cent. In the North Western Railway the Sikhs got 6.1 per cent. where their population is about 14 per cent. but the Muslims with their population of 53 per cent. obtain 66.7 per cent.

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

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

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

Sardar Sant Singh: I did not say that.

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

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

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

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

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

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

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

You say that the European representation is 7.2 per cent. That may be so but they swallow away 55 per cent of our revenue from the railways. So 7.2 per cent. does not represent anything. What I mean to say is that if the distribution is to be equitable between all the communities, let the share in rupees, annas and pies be fixed rather than in numbers.

With these words, Sir, I support this motion.

Col. H. W. Wagstaff: Sir, I think the real question is: is the Sikh community getting the proportion of employment on Railways which it might expect on a population basis and further is representation of the Sikhs in the railway services on the increase or decline. The figures must be viewed with these two questions in mind. As far as the population ratio is concerned I must treat the question as an All-India question, because railways are run on an All-India basis and not as Provincial lines. In the country as a whole the population ratio of the Sikhs is 1.56 per cent. Now the number of gazetted officers ten years ago was 21 and that percentage to the whole was 1.2. That is less than 1.56. In March 1944 there were 39 Sikh gazetted officers in service, a percentage of 2.2 in relation to all officers. That means that the percentage has increased almost by one hundred per cent. and is now in fact higher than the All-India population ratio for Sikhs. When we look at the figures for senior subordinates we find that even ten years ago the percentage was over 2 per cent. and since then it has gone up slightly. Here again it is above the population ratio. As far as members of the community in the Railway Board's Office are concerned, at the moment there are two permanent officers and one officiating and it must be remembered that on the North Western Railway Commission which handles recruitment to the subordinate services on that railway there is among the three members a Sikh member. So that as far as representation in the gazetted ranks is concerned, the Sikh community is increasing its representation and has by its merits a larger representation than is warranted for them on the population ratio.

Now it is true that as far as regulations for communal reservation in the services are concerned the Sikh community has not a separate reservation. But we do know, year by year, what percentage of recruits are Sikhs. Here again in the last four years the proportion has been 2.1, 2.2, 2.2 and 2.1 per cent. It is true that in the last year the figures has dropped and I think that that is due, to a great extent, to the difficulty that railways are having in procuring qualified members of all minority communities at this particular time and that again, as I explained the other day, will right itself, when the absorption of ex-servicemen is taken in hand.

One word more about the gazetted ranks and that is in regard to recruitment. Raising the percentage from 1.2 to 2.2 naturally means that a larger percentage than 2.2 must have been taken in in order to raise the composition, and since 1934 the figures for both state-managed and company-managed railways combined show that of the total direct recruits to the superior services 3.7 per cent. were Sikhs. There again, by their merit, they are achieving a greater representation in the gazetted services than their population ratio might lead one to expect. Therefore there is no question of the Sikh community being at a disadvantage.

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

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

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

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

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

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

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

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

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

Some Honourable Members: Order, order.

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

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

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

Some Honourable Members: Order, order.

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

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

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

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

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

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

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

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

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

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

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

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

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

[Mr. K. C. Neogy.]

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

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

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

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

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

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

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

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

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

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

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

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

The Honourable Sir Edward Benthall: Parliamentary inexperience!

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[Mr. G. W. Tyson.]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[Sir Edward Benthall]

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

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

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

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

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

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

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

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

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

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

[Sir Edward Benthall.]

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

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

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

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

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

The Assembly divided:

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

AYES—55

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

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

NOES—40

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

The motion was adopted.

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

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

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

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

[Pandit Lakshmi Kanta Maitra.]

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

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

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

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

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

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

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

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

Sir, I move.

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

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

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

[Sir Gurunath Bewoor].

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

The Government Railway Inspectorate is now under the Posts and Air Department which, as you know, is not in the charge of the Railway Member but is in the charge of a separate Member of Council. There is under this department a Chief Government Inspector of Railways and he has under him five Inspectors, two of them are in Calcutta, one looking after the E. I. R. and B. N. Railway, and the other looking after the B. & A. Railway. We have got an Inspector in Lahore, we have got one in Bombay and one in Bangalore. These Inspectors once they are appointed as Inspectors cease to have any further connection with the Railway Administration. Their further promotion is within this particular Inspectorate organisation. I am explaining this in order to show that the Inspectors are no longer in any sense subordinate to the Railway Board or Railway Administration, nor can they look forward to any favours from that Administration or fear it in any way.

What exactly are the duties of the Inspectors? Section 4 of the Railway Act states:

"The safety controlling authority may appoint persons by name or by virtue of their office to be Inspectors of Railways. The duties of an Inspector of Railways shall be (a) to inspect railways with a view to determine whether they are fit to be opened for public carriage of passengers; (b) to make periodical or other inspection of any railway; (c) to make enquiry under this Act into the cause of any accident on a railway."

In actual practice, the Inspector receives the very earliest intimation of an accident. He is required by the orders issued to him to enquire into every accident which involves either loss of human life or damage to Railway property exceeding I think, Rs. 10,000. But this does not mean that he cannot enquire into other accidents. He has full powers to enquire into any accident which may strike him as being one of some importance because even though in that particular case no damage had occurred and nobody had been killed, a similar accident may occur again. When the Inspector receives his report, he proceeds immediately to the place of the accident. He has the power under the Act to call upon any railway servant to appear before him. He inspects the site, he gives intimation of his enquiry to the local district magistrate, to the Police authorities and to the Provincial Government and these are all invited to be present while he is holding an enquiry.

Pandit Lakshmi Kanta Maitra: Not the public.

Sir Gurunath Bewoor: It is an open enquiry and open to the public.

Pandit Lakshmi Kanta Maitra: No notice is published of that enquiry; nobody gets to know about it.

Sir Gurunath Bewoor: Actually, it is fully published in the locality. It is not published in the *Hindustan Times* if an accident occurs on the Bengal Assam Railway, but the local people know and everybody is informed and in every enquiry report which I have seen there are statements by any number of private gentlemen who either travelled on the train, or who saw the accident, or who attended the place of accident after it had occurred.

Mr. Muhammad Nauman: May I ask one question, Sir. With regard to the last accident which occurred near Behea, may I ask the Honourable Member in which Papers notice regarding an enquiry was published, and who were invited to appear before the Railway Inspector?

Sir Gurunath Bewoor: I have not got the record of the Behea accident before me, but I know that something like 30 witnesses from the public were examined and the local people all round knew that the enquiry was being held.

Mr. Muhammad Nauman: I assure the Honourable Member that it was not published in the press at all.

Sir Gurunath Bewoor: I accept that. It may not have been published in the press, but a notice was given to all those who were concerned with the accident.

When the report is submitted to the Posts and Air Department, it is examined and the Railway Administration is called upon to explain the various accusations that may have been made or defects that may have been found by the Government Inspector of Railways. The duty of the Inspector is, firstly, to find out the cause of the accident; secondly, to examine and report what exactly were the measures taken for the relief of those who were injured in the accident; and, thirdly, to report the exact damage to men and property. He always makes a recommendation at the end of his report stating whether there are any defects in the rules. He also reports whether the accident was due to human failure or failure of the machine or a defect in the system. And every time an accident is enquired into and the final report received, the Railway Administration takes steps to remedy the defects pointed out by the Inspector. It was the practice in the past to publish these reports. Every year a book was issued containing the reports of the Government Inspectors. Unfortunately, due to the war we have had to discontinue the publishing of these reports. I would like to point out that these reports are sometimes very voluminous. Every railway accident involves a number of technical questions. It is not easy for a layman to be able to find out why an accident occurred. That is why we have these experts who do nothing but inspection, who have before them the reports of previous accidents in this country and of previous accidents on other Railway Administrations in the world.

Pandit Lakshmi Kanta Maitra: All experts in hiding the deathroll.

Sir Gurunath Bewoor: That, Sir, I consider is an unjust accusation. It is very easy to make such an accusation. I do not see any reason why the Inspector should hide the number of people who have been killed; and in view of the fact that the Railway Administrations have undertaken to pay compensation whatever may be the cause of accident, there is no reason why the Railway Inspector or even the Railways themselves should try to hide the number of deaths or attribute the accident to sabotage in every case. . . . (Interruption.) I should like to point out that the statement made by my Honourable friend, Pandit Maitra, that every accident is attributed to sabotage is far from the truth. I myself have been in charge of the Department for three years and I have seen quite a number of accident reports and I only remember two cases in which it was attributed to sabotage and I do not think there was any doubt about those two cases.

Pandit Lakshmi Kanta Maitra: The country knows about it!

Sir Gurunath Bewoor: I have taken part in this debate to explain the present organisation of the Government Inspectorate of Railways—and I say an accident must be enquired into by people who know something about it.

Pandit Lakshmi Kanta Maitra: I want a judicial enquiry over and above this!

Sir Gurunath Bewoor: The Inspectors are experts. They are not under the railway administration and they have no reason to whitewash any railway administration and they give a report which is ordinarily published for public information.

Pandit Lakshmi Kanta Maitra: Have a judicial enquiry also.

Sir Gurunath Bewoor: That I consider is unnecessary unless the Inspector produced a report in which there was something, a defect or some point which would justify a judicial enquiry. The Honourable Mr. Maitra's whole argument was one of suspicion of the Government Inspector. I have tried to show that there is no justification whatsoever for such mistrust and that the existing system provides for an inquiry by a qualified and experienced technical officer who gives you an impartial and complete report on every accident and as such no judicial inquiry is called for.

The Honourable Sir Edward Benthall: I do not think it is necessary to add very much to what the Secretary, Posts and Air, whose Department is in charge of the investigation into railway accidents, has said. I cannot however refrain from making once again the point that it is most unfair to vilify the officers of Government without any foundation whatsoever.

Pandit Lakshmi Kanta Maitra: Who is doing that?

The Honourable Sir Edward Benthall: The Honourable Member has cast aspersions.

Pandit Lakshmi Kanta Maitra: Nobody has. I was referring to suspicion in the minds of the public. I do not know who is your Inspector.

The Honourable Sir Edward Benthall: . . . on the impartiality of the independent Government Inspector, and, Sir, as I have said already in the . . .

Pandit Lakshmi Kanta Maitra: Everyone in your department is, like Caesar's wife, above suspicion!

Mr. President (The Honourable Sir Abdur Rahim): Let the Honourable Member go on.

The Honourable Sir Edward Benthall: The House will never get reasonable service from its officers unless it learns to back them up when they are doing their duty.

Mr. Sri Prakasa: You will never get your taxes unless you pat us on the back!

The Honourable Sir Edward Benthall: I do not think I need add much to the discussion except to reiterate that the position has changed very considerably in recent years largely as a result of debates in the Legislature. It was after the Bihta accident when the Pacific Locomotive Committee came out that they recommended that the Railway Inspectorate should be taken away from the Railway Department where it was then and placed under an independent Department, then the Communications Department, and now the Posts and Air Department. The change took place from May 12, 1941, and as the Secretary of the Department has pointed out, this is an independent enquiry and the officers concerned with it have no further connection with the railways. They are not eligible for any appointment under the Railway Board thereafter, and there is no reason whatsoever for suspecting the *bona fides* of their reports.

Subsequent to that Committee reporting, there were debates both in the Council of State, a short one, and in this House. A motion was moved by Mr. C. C. Miller of the European Group and supported by Sir Abdul Halim Ghuznavi for the appointment—if I remember the debate correctly—of an independent inspectorate. A debate took place and various Members still in the House took part in it. One Member pointed out that a judicial enquiry was both expensive and lengthy and quite unnecessary, and another, Mr. Joshi, agreed with the general principle but suggested that the inspectorate should be under the Home Department. It was not put under the Home Department but under the Communications Department. That was followed by Dr. Sir Zia Uddin who, presumably on behalf of his Party, agreed with the same principle. But he suggested that we should get a report from the inspectorate and decide after receipt of the report whether any further enquiry is necessary: and that is the policy of the Government.

There was a question in those days which used to exercise the minds of the House very much and that was the question of compensation. In those days if the Railway Department was held responsible for an accident the Railway Department paid damages but the Railway Department in those days was not responsible for damages in the event of an accident caused by sabotage or forces outside their control. As the House will remember, there was very active interest on behalf of the public and particularly friends and relations of the victims as to whether Government were to blame or not. Naturally if there were any suggestion that the fault was being concealed in any way, feeling ran very high. We recognised that and in 1942 we brought in a Bill for compensation to be paid in all cases subject to a limitation of

Rs. 10,000. Actually I made my maiden speech in this House on that Bill and the House discussed it and passed it without opposition and I think that the feeling that the Railway Department had an interest in concealing facts in order that they might escape paying damages has to a large extent been done away with, because the Railway Department now pays compensation in exactly the same way, whether the accident is caused by sabotage or whether it is an accident due to the fault of railway servants.

Now the Honourable Mover quoted a number of figures in which he gave the number of accidents which had occurred in 1943-44. If I have the figure correct, he said that that year there were 59 accidents. Some of them . . .

(It being Five of the Clock.)

Pandit Lakshmi Kanta Maitra: I would request, Sir that you would allow just five minutes so that we might have a division on this motion.

Mr. President (The Honourable Sir Abdur Rahim): It is 5 O'clock and the Demands for Grants must be put to vote.

The question is:

"That a reduced sum not exceeding Rs. 22,64,599 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Railway Board'."

The Assembly divided:

AYES—45

Ahmad Nawaz Khan, Major Nawab Sir. Ambedkar, The Honourable Dr. B. R. Benthall, The Honourable Sir Edward. Bewoor, Sir Gurunath. Bhagchand Soni, Rai Bahadur Sir Seth. Caroe, Sir Olaf. Chapman-Mortimer, Mr. T. Chatterjee, Lt.-Col. Dr. J. C. Daga, Seth Sunder Lall. Dalal, Dr. Sir Ratanji Dinshaw. Dalal, The Honourable Sir Ardesbir. Dalpat Singh, Sardar Bahadur Captain. Dam, Mr. Ananga Mohan. Das, Pandit Nilakantha. Habibur Rahman, Khan Bahadur Sheikh. Haider, Khan Bahadur Shamsuddin. Imam, Mr. Saiyid Haider. Inskip, Mr. A. C. Ismael Alikhan, Kunwer Hajee. Jawahar Singh, Sardar Bahadur Sardar Sir. Kamaluddin Ahmad, Shamsul-Ulema. Khare, The Honourable Dr. N. B. Krishnamoorthy, Mr. E. S. A. Kushal Pal Singh, Raja Bahadur.

Lalljee, Mr. Hooseinbhooy A. Mehta, Mr. Jaminadas M. Muazzam Sahib Bahadur, Mr. Muhammad. Mudaliar, The Honourable Dewan Bahadur Sir A. Ramaswami. Mudie, The Honourable Sir Francis. Piare Lall, Kureel, Mr. Raisman, The Honourable Sir Jeremy. Richardson, Sir Henry. Roy, The Honourable Sir Asoka. Sant Singh, Sardar. Shahban, Khan Bahadur Mian Ghulam Kadir. Muhammad. Spence, Sir George. Srivastava, The Honourable Sir Jwala, Prasad. Stokes, Mr. H. G. Sultan Ahmed, The Honourable Sir. Thakur Singh, Capt. Trivedi, Mr. C. M. Tyson, Mr. G. W. Tyson, Mr. J. D. Wagstaff, Col. H. W. Zahid Husain, Mr.

NOES—45

Abdul Basith Choudhury, Dewan. Abdul Ghani, Maulvi Muhammad. Abdul Qaiyum, Mr. Ayyangar, Mr. M. Ananthasayanam. Azhar Ali, Mr. Muhammad. Banerjee, Dr. P. N. Chattopadhyaya, Mr. Amarendra Nath. Chettiar, Mr. T. S. Avinashilingam. Chetty, Mr. Sami Vencatachelam. Choudhury, Mr. Muhammad Hussain. Daga, Seth Sheodas. Das, Mr. B. Datta, Mr. Akhil Chandra. Desai, Mr. Bhulabhai J. Gauri Shankar Singh, Mr. Gupta, Mr. K. S. Habibur Rahman, Dr. Hans Raj, Raizada. Hegde, Sri K. B. Jinaraja. Hosmani, Mr. S. K. Ismail Khan, Hajee Chowdhury Muhammad. Kailash Bihari Lall, Mr. Krishnamachari, Mr. T. T.

Lahiri Chaudhury, Mr. D. K. Lakhichand, Mr. Rajmal. Maitra, Pandit Lakshmi Kanta. Mangal Singh, Sardar. Manu Subedar, Mr. Misra, Pandit Shambhudayal. Murtaza Sahib Bahadur, Maulvi Syed. Neogy, Mr. K. C. Pande, Mr. Badri Dutt. Raghuraj Narain Singh, Choudhri. Ram Narayan Singh, Mr. Ranga, Prof. N. G. Raza Ali, Sir Syed. Satyanarayana Moorty, Mr. A. Sham Lal, Lala. Siddique Ali Khan, Nawab. Siddique, Shaikh Rafiuddin Ahmad. Sinha, Mr. Satya Narayan. Sri Prakasa, Mr. Srivastava, Mr. Hari Sharan Prasad. Subbarayan, Shrimati K. Radha Bai. Zafar Ali Khan, Maulana.

Mr. President (The Honourable Sir Abdur Rahim): The result of the voting is; Ayes: 45 and Noes: 45.

Following the principle that the Chair will, in such cases, try to maintain the *status quo*, I must give my casting vote with the Ayes. I declare that the Ayes have it.

The motion was adopted.

DEMAND No. 2—AUDIT.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 17,11,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Audit'."

The motion was adopted.

DEMAND No. 3—MISCELLANEOUS EXPENDITURE.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 18,82,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Miscellaneous Expenditure'."

The motion was adopted.

DEMAND No. 5—PAYMENTS TO INDIAN STATES AND COMPANIES.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 2,14,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Payments to Indian States and Companies'."

The motion was adopted.

DEMAND No. 6-A—WORKING EXPENSES—MAINTENANCE OF STRUCTURAL WORKS.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 15,65,48,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Working Expenses—Maintenance of Structural Works'."

The motion was adopted.

DEMAND No. 6-B—WORKING EXPENSES—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 45,40,14,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Working Expenses—Maintenance and Supply of Locomotive Power'."

The motion was adopted.

DEMAND No. 6-C—WORKING EXPENSES—MAINTENANCE OF CARRIAGE AND WAGON STOCK.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 29,17,87,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Working Expenses—Maintenance of Carriage and Wagon Stock'."

The motion was adopted.

DEMAND No. 6-D—WORKING EXPENSES—MAINTENANCE AND WORKING OF FERRY STEAMERS AND HARBOURS.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 48,55,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Working Expenses—Maintenance and Working of Ferry Steamers and Harbours'."

The motion was adopted.

DEMAND No. 6-E—WORKING EXPENSES—EXPENSES OF TRAFFIC DEPARTMENT.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 16,70,40,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Working Expenses—Expenses of Traffic Department'."

The motion was adopted.

DEMAND No. 6-F—WORKING EXPENSES—EXPENSES OF GENERAL DEPARTMENTS.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 6,22,33,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Working Expenses—Expenses of General Departments'."

The motion was adopted.

DEMAND No. 6-G—WORKING EXPENSES—MISCELLANEOUS EXPENSES.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a reduced sum not exceeding Rs. 20,51,70,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Working Expenses—Miscellaneous Expenses'."

The motion was adopted.

DEMAND No. 6-H—WORKING EXPENSES—EXPENSES OF ELECTRICAL DEPARTMENT.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 5,04,31,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Working Expenses—Expenses of Electrical Department'."

The motion was adopted.

DEMAND No. 7—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION FUND.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 17,12,20,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Working Expenses—Appropriation to Depreciation Fund'."

The motion was adopted.

DEMAND No. 8—INTEREST CHARGES.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 94,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Interest Charges'."

The motion was adopted.

DEMAND No. 10—APPROPRIATION TO RESERVE.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 4,50,86,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Appropriation to Reserve'."

The motion was adopted.

DEMAND No. 10-A—WITHDRAWAL FROM RESERVE.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 5,80,00,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Withdrawal from Reserve'."

The motion was adopted.

DEMAND No. 11—NEW CONSTRUCTION.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 3,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'New Construction'."

The motion was adopted.

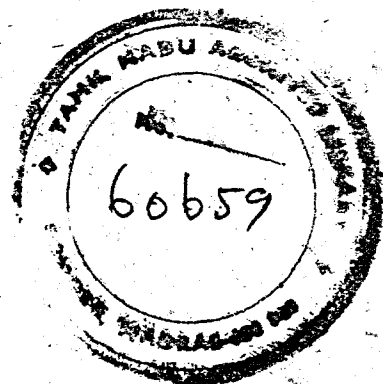
DEMAND No. 12—OPEN LINE WORKS.

Mr. President (The Honourable Sir Abdur Rahim): The question is:

"That a sum not exceeding Rs. 31 99.00 000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1946, in respect of 'Open Line Works'."

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Wednesday, the 28th February, 1945.



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