

The
E. B. Ry. Labour Review.

An Organ of the E.B. Ry. Indian Employees' Association.

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NO. III.

Unite Workers, Unite.

“Workers of the World Unite
You have nothing to lose but your chains.
And you have a world to conquer !”

Peep into Parlour.

CO-OPERATIVE CREDIT SOCIETY :-
It is gratifying to note that the Managing Committee of the Co-operative credit Society has at long last accepted the recommendation of the Sub-Committee which was to the effect that “loan to the extent of Rs. 1500/- be granted to an employee who has served in the Ry. for over 16 years.” This extension of loan would greatly relieve the needy staff at critical time when their paltry income fails to meet the necessity of the time in

full. We congratulate upon the Administrator's wise step in giving sympathetic consideration to the exigency.

LONG DESIRED CIRCULARS :-
We convey our best thanks to the Secretary, Co-operative Credit Society Ltd. for these long desired Circulars. Let us hope he will look into the fact that the Circulars are acted up to :- Copy of Circulars No. 5 23837 and 23838 dated the 16-3-29 from the Secretary, E. B. Ry. Co-operative Credit

Society Limited, to all District Officers and Heads of Departments, E. B. Ry.

Circular letter No. 23337 : It has been brought to the notice of this Society that applications for loan from the employees are sometimes withheld by their District Officers. The Committee of Management considered this question in their meeting held on 24-1-29. I am desired to inform the Officers in charge of Districts and Departments that all employees of the E. B. Ry., who are eligible to be members of this Society under bye-law 6 (reproduced below for ready reference), have a right to apply for loan from this Society and to have communication with it. The Society while gratefully appreciating the cooperation and assistance it receives from the superior Officers of the Railway Administration, respectfully requests them to forward all such applications and correspondence to this office with any remarks they care to make for the guidance and consideration of the Committee of Management.

Bye-law 6 : (Membership and Constitution) The Society shall consist of persons in the permanent employ of the E. B. Ry., who are subscribers to the Railway Provident Fund or are pensionable employees of the Railway. No other persons shall be eligible as members.

Circular No. 23338 :—The Committee of Management consider four signatures of the District Officers on an application for loan (Form No. 4) three below the columns for statements and the fourth below the forwarding memo are not necessary. When the applicant and his two sureties are employed under one and the same District Officer, the signature may be written by

the office clerk over the other three, leaving the District Officer signing only once in the forwarding memo on the application but when the District Officers are different, all of them should sign their respective statements separately and the applicant's superior Officer signing the forwarding memo.

NON PAYMENT OF SALARY FOR THE SICK PERIOD :—We have received several complaints against the bill clerks attached to the office of the District Traffic Superintendent at Calcutta office for the non-inclusion of pay for sick period though due medical certificates were produced along with the applications for leave. Several petitions were also made for inclusion of this deferred pay in subsequent pay bill but no actions on them have hitherto been taken to remedy the mistake. Will the District Traffic Superintendent Calcutta hold an enquiry and set the matter at right ?

ECONOMY WITH A VENGEANCE :—It is a news to us that two Punkha Puller were engaged for Indian Guards Running Rooms at Isurdi before the Punkhas are fitted there ! We admit we are unable to appreciate the progressive economic principle hidden in the process and hence request the authorities concerned to enlighten us as to whether any punkha puller was appointed and if so how his services were utilised ! And under what economical doctrine pray !

IMPORTATION OF EFFICIENCY ARE NOT SYNONYMS :—Mr. B. Z. Khan a crew-in-charge and his crewman, it is alleged, were found practising unfair means while on duty in the '6 Down Chittagong mail of 12-2-29. The

fact of the case is that by the above train some passengers were coming in inter class holding 3rd class tickets. The Crew in charge & Crewmen collected difference of fares from them and followed the wise course of carting the same amongst themselves instead of keeping them for the Railway Exchequer under due receipt. This was resulted in a "panicky Golmal" in the passenger circle which attracted the attention of our good Comrades A. N. Mukherjee & Ahmed & Nundy, his watchful Colleagues-at-arms, who were returning to their respective "quiet cloister" by that train being off on duty. They silently took a note of the scene and suspected an alleged "foul play" by the Messrs. Khan & Co. Without, however, making any row over it then & there they travelled upto Sealdah keeping a shadowed watch over the activities of the parties. Just on the arrival at Sealdah Comrade A. N. Mukherjee enquired of the Guard in attendance as to whether he permitted any body to so travel. On his refusal Comrade Mukherjee brought the case to the notice of the Station Inspector Mr. Juffry who took written statements from some of the passengers, allowed some men to be exempted—peculiarity being noticed in the permission and opportunity given to Mr. B. Z. Khan for entering into the place of enquiry and returning fares to some of the passengers hastily. We understand that the alleged offenders in the present case are undergoing suspension and the final decision is yet to come. We recommend to the Agent that they should, if found guilty be given exemplary punishment and those who detected should amply be rewarded for this smart capture. These

crewmen were imported by Mr. Baylis, Deputy Traffic Manager from the B. I. Ry. to jump over the former Audit checking staff who was discredited and replaced by these types of new recruits. We therefore cannot understand as to how still yet they are regarded as efficient retainues. We however, reserve our further comment on the subject till it is finally disposed of. But we cannot but say that these types of 'Imported sundries' should not be entrusted with such responsible duties. We are personally of opinion that with Mr. P. L. Roy as the District Traffic Superintendent (Crews) and Mr. S. S. Halder as Assistant Crew officer in the Department, the system of checking would have been run on a most efficient manner. Those who are aware of the varied talents of Mr. Roy will unhesitatingly say that he is eminently fitted to occupy the berth in question. Will the authorities yet mend the matter up so that no further questionable irregularities as the present one come to light to the utter shame and disgrace of the Administration?

A SAMPLE OF SYMPATHY :—

The Asstt. Station Master of Basuldanga applied for 15 days' leave to celebrate the marriage ceremony of his daughter at home. The District Traffic Superintendent concerned was not prepared to grant him the leave applied for on reason best known to him. Subsequently however, he was merciful enough to grant him five days leave which was quite insufficient for him to proceed home and as such he had to perform the ceremony at Basuldanga at double the expenses and yet under manifold difficulties! In that case even many of

the rites relating to ceremony could not be performed there (and had to be postponed for a further date) both for want of ritual facilities due to unaccustomed surroundings! And that means yet another expenditure which could have been avoided if performed simultaneously! Are we now to think that but for the refusal of a further ten days leave to be added to five days already granted either the Administrative efficiency would have been impaired or the Administrator was a callous individual with no heart to feel for the uncared for subordinates? Or what else please?

AN OFFICIAL STUN? --- It is understood that the Railway Board has issued instructions to the Agents of the Railways to the effect that it adheres to the view that no special passes or leave should be given to Railway employees for the purpose of attending union meetings or transacting union business, but that within the limits of the ordinary rules or practice governing the grant of leave or passes there is no objection to these being utilised for union meetings or business. We do not understand the principle which enjoins the Railway Board to refuse special privileges to the employees when sought for in connection with their attendance in the meetings of the unions or transacting business thereof! What earthly reason has all on a sudden sprung up so as to deprive the employees to enjoy this bit of 'special privilege' for which the Administration has nothing to suffer from we can't tell! But do the Administration want us to be only satisfied with what they are pleased to grant us in lieu of our services! But still then might we be permitted to ask as to what value we

derive from the Railway Board for our engagements in extra hours, specially at impossible hours! We do not get any benefit to compensate our labour! When it gets our ungrudging services at all times it is unnatural that we should claim special privileges at the time of our needs! Co-operation, we presume, does not singly mean uncompromising submission to the official fiat!! Looking from the humane point of view it is akin possibly to 'Give & take' doctrine! Will the Railway Board yet withdraw their much resented circular and revert to former arrangements?

A SYMPATHETIC OFFICIAL HEAD INDEED! We are informed that one Travelling Ticket Collector, who was completely bed-ridden and confined to bed in the Hospital, was the victim of a 'threatening cautions' issued under the authority of Mr. Anwar Hussain, the Crew officer who was specially recruited from the B. I. Ry and promoted to the rank of an officer within a very short time. Thanks to the timely intervention of the medical officer, who informed the officer Anwar Hussain that the 'target of his missile' was still then unable to even walk. The Travelling Ticket checker concerned was saved from the catastrophe of being discharged for non attendance when ordered by his redoubtable chief! Do the Administration want us to put faith upon the action of the unsympathetic officer with these sorts of troublesome and thought-provoking whips before us! These officers either have no heart to feel for others, nay the men of his own staff or intentionally pretend to be the strick votary of Discipline. But to be a little bit humane in dealing with cases of this nature does not mean the departure from ethical value of the principle involved!

But who is to see to this! Let us, however, put this experiment in the hands for testing in the right direction so that the matter is mended to the entire benefit of the Employers and the Employees.

WATER-TAPS AT NARCOLDANGA :—
 'Owing to water taps at Narcoldanga flowing for half an hour in the morning and half an hour in the evening the railway families are subjected to serious inconveniences for lack of pure, clean water. They have to employ bhisties to fetch water from municipal water taps in the city which causes delay and trouble. Some of the bhistees get over the difficulty by surreptitiously bringing impure water from tanks and other places. There is no reason why the taps should not be allowed to flow for an hour or more morning and evening to enable the residents to get full supplies for drinking and domestic purposes' (1266," Indian Railway chronicle, January, 1929.

ADMINISTRATION MAKE RULES & RESPONSIBLE OFFICIALS BREAK THEM :—"In accordance with Traffic Deptt rules no Guard who has not passed the Goods and coaching examinations is eligible to act as Station Master or Traffic Inspector Those who have only qualified in Trains Passing may officiate as Assistant Station Masters. Guards without the former qualifications have been made to officiate as Station Master both at Lalmanirhat and Calcutta to the exclusion of qualified men. Administration make rules and responsible officials break them! How is it possible for untrained men to work efficiently in positions for which they are not qualified? Ignorance is sometimes considered an asset on the E. B. Ry (1268)." Indian Railway Chronicle, January, 1929.

Our Grievances and Nature of their Redressal : Grievances of the Employees in Matter of Medical Attendance etc :—

LADY DOCTORS & MIDWIVES :— At present there is no Lady Doctors or Midwives attached to the Railway Hospitals and in consequence the Lady Members of the staff are averse to attend any Hospital, being against the mandate of their social customs however serious the disease may be and as such specially in labour and operation cases, they are compelled to forgo any help from the Railway Doctors. Sometimes the staff drawing small salaries are forced by circumstances to send for a Lady Doctor from a distant town at a prohibitive cost. Even in many cases the only Lady Doctor or the Midwife of the town is not available.

The Railway has provided one European Nurse at Saidpur to attend European & Anglo Indian patients only and I would request you to kindly enquire the number of patients and the nature of the disease attended by her. This will convince you that the Railway is spending a large sum of money for the benefit of a few, totally ignoring the just claims of a vast number of Indian Employees.

My Association therefore suggests that in big railway centres an Indian Lady Doctor should be provided by the Administration for the benefit of the Indian Staff. If this proposal is considered too costly, a midwife, with Nurses' Training may be provided in the alternative.

WANT OF UP-TO-DATE MEDICINE ETC. IN RAILWAY HOSPITALS ETC :—
 Want of proper medicines in Railway Dispenseries and Hospitals, except stock medicines is very often keenly felt by the staff which in most cases leads to serious results. In graver cases, the staff are advised by the Railway

Doctors to purchase medicines from the market and the nearest town market in many cases being miles away from the Head Quarters of the staff concerned medicines cannot be procured and the patient is compelled to suffer.

MEDICAL CERTIFICATE—The literal interpretation of the Agent's circular No. 3 of 1925 regarding the submission of medical certificates has become an engine of oppression for the staff. You are aware that the majority of the staff have their homes far away from their head quarters and nearest town and if in cases of sickness while at home on leave or on holidays they are compelled to obtain medical certificates from qualified Doctors they have no other alternatives but to spend large sums of money (which are often beyond their means) to obtain a certificate from a qualified Doctor. Instances are not rare in which, such certificates, even have been refused counter-signature by Railway Doctors, causing loss of pay for the poor employees.

The Indian Medical Act provides acceptance of Medical Certificates granted by qualified Medical Practitioners without question but this provision is systematically ignored by the Railway Doctors. In view of the fact that certain documents certified by the Gazetted Officers, Title Holders, President of Union Panchayets are accepted by the Government my Association suggests that medical certificates granted by village Doctors, if certified as genuine by the persons stated above, may be accepted without question.

TRANSPORT FACILITY FOR RAILWAY MEDICAL MEN :—The Travelling Sub Assistant Surgeons are very much

handicapped for want of proper transport facilities to attend needy patients. Very often he gets 3 or 4 calls in the course of a day but in absence of proper train service he cannot attend these patients, however urgent the cases may be, in reasonable time.

My Association, therefore, suggests that the Sub Assistant Surgeons may be provided with Trolleys which will facilitate their work to great extent. Every executive Engineer of the District has got a Motor Trolley and in extreme urgent cases such as Cholera etc. they may be given the use of the Trolley under proper safeguard when required.

As regards permission to staff to leave head quarters for better treatment and nursing, my Association suggests that the Doctors be authorised to grant such permission (Copy of letter No. G. 1/12 dated 3.10.29 from the Jt. General Secretary, E. B. Ry. I. B. Association, Calcutta to C. M. O/ E. B. Ry.)

NATURE OF REDRESSES :—"I am to inform you that certain progress has already been made, you will be informed after the final stage." (Copy of C. M. O.'s letter under date 11.12.23)

What makes us to be wondered at, is the fact that the chief Medical officer took full two months to reply our above letter since then we have heard nothing though this is the sixth month dating from our representation! If this period is not sufficient enough for the arrangements to reach at the "final stage" we do not know when it will do so (on the doom's day by which times some of our honoured inmates might succumb to their sufferings e.g. the

death of the wife of our Comrade Haripada Mukherjee, Typist in the office of the District Controller of stores, Saidpur who could receive no medical nursing after the birth of her child? Verily! Dilatoriness thy name is Efficient Administration!

FINAL STAGE TOWARDS THE COMPLETE REALISATION OF ADMINISTRATIVE EFFICIENCY :--We reproduce below the Copy of the letter No. 2/36 of 3.4.29 of our branch Secretary at Santahar which will speak enough of itself :--

'SUBJECT : HIGH HANDEDNESS OF THE MC NAB. S. D. O. III/STU :--Complaint received from the enlisted employees stationed at Santahar that this morning at about 7 hrs, while the employees went out from their quarters to perform their respective duties, Mr. Mc Nab, S. D. O., came to the staff colony with a number of about 150 line khalasis and started dismantling bamboo and iron fencings of gardens belonging to the staff concerned, mercilessly cutting and throwing away fencings, flower plants, trees and other vegetable plants which were all eventually looted. When this news was circulated amongst the staff, some of them represented the matter to the A.T.S./STU, Mr. Bancraft, who too had no previous intimation of any sort, either verbal or written, about the sudden and whimsical action of S.D.O Mr. Bancraft wanted to know why this sort of action was being taken. The S. D. O. gave understanding that those gardens are producing mosquitoes so their destruction being considered necessary, he had done so. The poor staff at their own cost made these fencings and with great exertions brought and planted valuable & useful plants from remote

places. There was great devastation amongst the staff by those heavy damage made to them by S.D.O. I do not find any reason how mosquitoes can grow in dry bamboo and iron fencings and in the flower and vegetable plants.

Mosquitoes grow in blocked drainages ditches and railway cuttings in and around the staff quarters, for which on our repeated applications no action has been taken to this date. There are big ditches in the staff colony which are full of "Kachuri Panas" growing from years together, which are actually depots of the mosquitoes. The S.D.O. did not mind to clean those ditches but he took much care to dismantle and destroy the gardens of the poor staff. We are Railway servants and we believe that we have some right to make such gardens attached to our quarters, and this sort of action of the S.D.O. has been illegal in all respects. If the staff did any thing wrong or illegal, they should have been served with a previous notice and in their presence, the S.D.O. should have dismantled, cut and thrown away the fencing and plants. The staff concerned are also complaining to the Dist. Office : no fencing and plants of the gardens have been dismantled and removed from the European Colony, only the poor Indian staff have been tortured. Kindly take up the matter strongly."

"List of staff affected."

Name & Designation	Approximate Damage.
1. Mohan Kurni Gunner	Rs. 60/-
2. Jagadindra Nath Lahiri Rlg. N. Taker.	" 20/-
3. Tazimuddin Pramanick Gunner.	" 30/-

4.	Govind Prasad Talha Gunner.	30/-
5.	Subedar Khan Gunner.	35/-
6.	Purna Chandra Biswas.	50/-
7.	Krishna Das Chatterji Invoice Clerk	50/-
8.	Kanta Roy Tally Clerk	25/-
9.	Ram Dulal Ahir Shunting Porter'	20/-
10.	Lakhan Missir Gunner	25/-
11.	Ram Chandra Tewary	40/-
12.	Srikrishna Majumder Trains Clerk	20/-
13.	Mrinal Chandra Biswas Trains Clerk	50/-
14.	Panchanan Bannerji Trains Clerk	25/-
15.	Kali Pada Hazra Trains Clerk	15/-
16.	Kalipada Roy Relg. Clerk	30/-

While drawing the special attention of the authorities to this alleged mischievous game of the S. D. O. III at the expense of the Employees we with seeming wonder enquire if this is the final stage towards the complete realisation of Administrative Efficiency !! To our mind, the question of remedial measure ought to have been left to be dealt with by the medical Department and not taken by the person (who is quite ignorant of even the rudimentary principle of hygienic value) whose "quaikery" has brought disaster, instead of blessings, amongst the sufferers. We however, except that the authorities will compensate the sufferers for the loss they have undergone at the wantonly uncalled for and unnecessary wastage of this hard earned money. We are watching with keen interest the result of our Complaints as stated above.

Pulsation in Labour Life.

Our Own Activities :

First Annual General Meeting of Paksey Branch at Paksey 1929.

The First Annual General Meeting of the E. B. Railway Indian Employees' Association, Paksey Branch was held at the Cameron Institute Hall, Paksey on 7th April 1929.

The Hall and gates of the Institute were beautifully decorated. There was a large crowd of attendance of a representative character.

After an opening song composed of a very high order and sung melodiously by Comrade Girindra Nath Chakraburty, Kabyatirtha Shahityapadhaya, Vishakratna L. A. M. S, Head Pandit, Paksey High English School the meeting was commenced with a great enthusiasm.

Comrade S. C. Mukherjee, B.A., B.L., Joint Secretary, Calcutta Branch being proposed by Comrade N. C. Sircar and seconded by Comrade J. L. Dutta and carried unanimously was voted to the Chair, Comrade. J. K. Chatterjee, Vice President, Central Council being unavoidably absent.

The President announced the letters of sympathy sent in by Comrade K. N. Roy, Head Clerk, Executive Engineer's Office, Calcutta Distt, Comrade. K. D. Bose, Editor, Indian Railways, Calcutta and Comrade. K. C. Biswas, Mukteer, Pabna.

Comrade Mukherji in his Presidential address explained the utility and noble object

of the Association to the gathering with his resourceful deliberation.

The Secretary then being called upon by the President read out the report and the accounts from January 1928 to March 1929.

The President then placed the accounts for acceptance and the report for adoption. The accounts and the report were accepted and adopted unanimously.

The following gentlemen were elected as office bearers of the Executive Council for the year 1929-30 :--

1. Comrade Golam Mohiuddin, Paksey
President.
2. " K. P. Chatterji, Paksey
Vice President
3. " J. K. Chatterji Paksey ditto
4. " A. N. Roy, " ditto
5. " S. N. Choudhury " ditto
6. " J. C. Bhattacharji " Secretary
7. " P. B. Mozumder " Joint
Secretary
8. " N. C. Sircar " Member
9. " Ram Chandra Mitra Paksey
Member
10. " N. M. Chakraburty Paksey
Member
11. " Basir Fitter Paksey Member
12. " N. N. Roy " "
13. " J. L. Dutt " "
14. " S. C. Sen Gupta, " "

15.	..	S. K. Das	..	..
16.	..	H.P. Chatterji Ishardi	..	..
17.	..	S.C. Sen Gupta	..	..
18.	..	N. C. Dutt	..	..
19.	..	A. C. Mitter	..	..
20.	..	Sapuran Singh Scrajgang	..	..
21.	..	J. L. Roy	..	..
22.	..	S. N. Banerji	..	..

Quite a sensation prevailed when Comrad^e J. C. Bhattacharji proposed to the meeting of his intended retirement from Secretaryship due to his ill health, the members present desired to offer their resignation in a body if such thing really come to pass, so Comrad^e Bhattacharji to save the situation was ultimately obliged to agree to continue.

Comrade N. C. Sircar and other gentlem^{en} delivered conclusive speeches for the solidification of the Association both numerically and financially.

The following resolutions were passed :—

RESOLUTION No. 1 :— That in view^w of the extreme economic distress of all class^{es} of Railway Employees, a machinery consisting of Railway Officials and Associationⁿ Officers be set up immediately to determine minimum living wage for all classes of emp^{lo}yees.

From the Chair
(Carried unanimously)

RESOLUTION No. 2 :— That this Me^eting strongly protests against the Revised Rules for Periodical Medical Examination of staff published in Weekly Gazette No. 45 of 1928.

Proposed by Comrade, J. C. Bhattacharji.
Seconded P. B. Mozumdar.
(Carried unanimously)

The President in his concluding remarks discussed the Secretary's Report and ex-

plained to the gathering that an extraordinary progress was achieved during the period of a very short time by the enrolment of about 1673 members out of 2000 employees located within the Branch i. e. over 75% of employees were organised during the year under review which leaves no room for doubt that the success to reach the goal is within easy reach as soon as the other branches attained the equal footing and thanked the gathering for the trouble they took in attending the meeting.

After the concluding song was sung by S^r. Girindra Nath Chakrabartty a vote of thanks to the Chair was moved by Comrade N. C. Sircar and seconded by Comrade Golam Mohiuddin, the meeting was dissolved at late hours in the night.

S. C. MUKHERJEE.
CHAIRMAN.

Report of the Secretary, E. B. Ry, Indian Employees' Association, Paksey Branch, Paksey and accounts from January/28 to March/1929.

PRESIDENT, GENTLEMEN AND COMRADES,

At the very outset, on my own behalf and on behalf of my 54 thousand comrades of the E. B. Railway Administration, I must offer my humble tribute to the memory of our illustrious and noble hearted the then Agent Col. H. A. Cameron, C.I.E., R.E., who extended his unparallel sympathy towards the Indian Employees by the recognition of the E. B. Railway Indian Employees' Association with certain requisite facilities towards the advancement of the mission to a healthy organisation both numerically and financially which are still continuing based on cordial co-operation of

the different Agents in the Administrative Chair, Col. Cameron has done many things which are best known to you all for the betterment of our situation, and this Institution in which we are assembled to-day on this happy occasion is one of the potent signs of his activities which will commemorate his exalted memory in the vast arena of the E. B. Railway Administration. We also offer our sincere condolence to the bereaved members of his family and pray to God Almighty to shower peace to his great soul in Heaven.

GENTLEMEN, let me thank you now most humbly and sincerely for the trouble you have taken to come over here to-day on the occasion of the Annual General Meeting of the E. B. Railway Indian Employees Association of this Branch to bring the mission to a successful end. Though I did not deserve the position you so kindly vested me with, yet for the good of my poor self as well as for the good of masses I took it as a benediction and if any success is attained in this branch, it is largely due to your co-operation, sympathy and good wishes. I am overwhelmed with a sense of joy to see you all to-day in our midst for a noble cause, however unworthy I am for the privilege accorded to me.

By the grace of God Almighty and at the expenses of commendable personal sacrifices of our distinguished leaders and organisers towards the healthy growth of the organisation, our Association has passed its precarious stage of infancy and has established a permanent existence having entered upon the eighth year of its life. It is incentive and gratifying to enunciate here that we are advanced in this glorious situa-

tion just at the time when the Trade Union movement with concerted actions concentrated in a sound organisation by appropriately developed all over the labour world, so it is inevitably necessary to those who have not yet been organised to follow suit at once coupled with strong determination and moral courage for safeguarding the common interests of all wage-earning masses in the world. "Man is the best creation of God" and as such he has surely a virtual obligation to his society and it is a moral degradation if he unashamedly demoralises the strong activities in the labour legislation which tend towards the material progress and advancement of the country and determine the bright future of wage-earning employees on the earth.

GENTLEMEN, my language falls short of the expression which I have in my mind to offer my gratitude to Comrades B. K. Banerjee, Joint General Secretary; S. K. Mookerjee, Joint Secretary, Calcutta Branch and K. D. Bose, Editor, Indian Railways who exercised their undaunted energy and came over here on the 22nd January 28 with an auspicious determination to hold a mass meeting for the re-organisation of this Branch and to restore a new life to the callous situation of this locality and convened a mass meeting with an envious gathering. Comrades B. K. Banerjee, K. D. Bose, J. C. Das and G. C. Roy explained the noble object of our Association to the mass with their resourceful deliberations and reformed this Branch with 26 members in the Branch Council and my humble self was shouldered with the shrewed responsibilities of Secretary of this Branch on that momentous occasion which emboldens me to extend to

you a hearty welcome to day.

It may manifestly be said without any vestige of doubt that the cordial co-operation of our dear comrades was extensively heeded at the very start to strengthen the stability of our Association by the strong organisation of this Branch with an impressive idea that without concerted action no movement, however great and good, has ever been succeeded in the history of the world, as the strong organisation is the progressive strength of the nation which is the only source of success of labourers in the world. God is over us and our cause is righteous, so this Branch was daily gaining strength and secured a marked progress by the enrolment of hundreds of employees during the course of a very short period. A few cases of recorded enrolments are mentioned below which will give an interest to you all and bear the exalted activities of the members of the council and workers of this Branch in the history of our Association :-

34	Employees under S.O/ H.B. and D.L.O/P X.C. enrolled within a couple of days.
45	Executive Engineer, Paksey enrolled within a couple of days.
51	District Traffic Superintendent Paksey enrolled within a couple of days.
60	M.S.I/P X.C. and inferior Traffic staff at Ishurdi enrolled within a couple of days.
83	Permanent way Inspector, Paksey enrolled

		within a couple of days.
214	„ „	M B/Paksey enrolled within a couple of days.
45	„ „	F.O/Ishurdi enrolled in a day.
51	„ „	of Traffic Department of Serajganj Goods and Combined Ghat enrolled in a day.
66	„ „	F.O/Ishurdi enrolled in a day.
90	„ „	Executive Engineer and Inspector of works Paksey colony enrolled in a day.
268	„ „	Permanent way Inspector Paksey enrolled in a day.

The number of members in the roll of new recruits is about 1673 against about 2900 permanent employees located within the jurisdiction of this Branch, i.e. over 75% of the population has been organised during the period under review.

The area of this Branch was originally limited to Paksey Colony only, but since April/1928 last an additional length with the jurisdiction of the Ishurdi Branch from Ishurdi to Raninagar including the S. S. Ry. was added to this branch. The organising labour activities of this Branch sustained an unprecedented severe blow due to the prosecution of our comrade Bhrigunath Pathak, Relieving Line Jamadar in connection with the Ishurdi Motor Bus Accident occurred at Ishurdi on the 15th April/1928. Our Association having no legal defence fund, series of appeals were made for private donation and distinguished lawyers were approached

for legal help. Our Association is virtually indebted to Messrs. B. O. Roy, pleader, Nator, Banamali Kundu, Mukteer, Nator, D. N. Das Gupta, Vakil, Rajshahj, N. N. Banerjee, Public Prosecutor, Alipore, J. K. Mukherjee, Advocate, Calcutta, D. N. Bhattacharjee, Advocate and Deputy Legal Remembrancer to the Government of Bengal and S. N. Halder, Bar-at-law, Calcutta for the material help afforded by them to our infant Association. Our learned Agent was also approached to defend the case. He very kindly engaged Messrs. N. N. Banerjee, Public Prosecutor, Alipore and J. K. Mukherjee, Advocate to watch the prosecution side of the Motor Driver. Our comrade Brigunath Pathak's case which is hanging in the Nator Court will be started from the 9th April/1929.

There was only one sitting of the Working Committee and two subsequent meetings though convened were not held for want of quorum. For some reasons or other, the Hon'ble President and some Committee members of this Branch have resigned, and I must call it a misfortune on this branch to lose their esteemed sympathy in the time when it was most keenly felt.

Two mass meetings, one at Paksey and the other at Ishurdi declared to be convened could not be held owing to antipropaganda work made by a class of misguided educated men who are contaminated by evil infection as they imbibe shallow ideas from a superficial view of things and are responsible for some amount of mischief in this direction. 16 Mass meetings with a crowded attendance were held at Paksey, Ishurdi and Serajganj Bazar respectively within the jurisdiction of this Branch and untiring tours over the Branch were made very fre-

quently and an appreciable progress was derived from constant propaganda work.

Myself with 13 delegates attended the Seventh Annual Conference of the E. B. Ry Indian Employees' Association held at Dacca on the 18th & 19th August/28 to represent this Branch. I with Comrade J. N. Gupta, General Secretary attended the All India Railway Men's Federation held at Jharia on 17th & 18th December/1928 to represent the E. B. Railway Indian Employees' Association.

APPRECIABLE ACHIEVEMENT :—A few cases of concrete grievances put forward by some of our comrades were taken up, out of which the question against hindrance to medical aid at Paksey, movement against compulsory leave granted to 58 men and threat for the same to the rest of Marine Engineer's staff, Paksey, movement for supply of requisite equipment for Indian Guards' Running Room at Ishurdi and granting of two sets of passes in a month to Guards Ishurdi whose monthly emoluments exceed Rs. 150/- P. M. achieved success and the rest are under correspondence with the authorities.

From the experience which I have gathered during the tenure of my Secretaryship I can safely say that the following are the legitimate grievances of our comrades in general :—

- (1) Minimum living wage,
- (2) Low rates of salaries and wages of Indians generally compared with those of Europeans and Anglo-Indians.
- (3) Modification in leave rules.
- (4) Increase of free passes P. T. Os over both home and foreign Railways irrespective of restriction of passes over foreign Railways.
- (5) Educational facilities,
- (6) Residential quarters

Balance Sheet for the period from January 28 to March 1929

<u>RECEIPT.</u>			<u>EXPENDITURE.</u>		
Opening balance	0-0-0	0-0-0	Loan refunded	0-8-0	0-8-0
Loans ...	<u>0-8-0</u>	0-8-0	Staff salary & allowances	264-2-9	
General Subscription	1016-11-0		Station	9-2-0	
Contribution to Reserve			Postage	24-4-0	
Fund. ...	10-0-0		Telegrams	8-2-0	
Contribution for Magazine			Printing Charges	13-1-0	
Fund ...	6-3-0		Propaganda and meeting		
Security Deposit	<u>45-0-0</u>	<u>1077-14-0</u>	expenses	91-0-3	
			Money Order Commission	7-4-0	
Contribution for distressed			Contingencies	<u>17-8-0</u>	434-9-0
workers at Lillooah	88-0-0	88-0-0	Remittance to Central Office	539-4-0	539-4-0
Bhrigunath Pathak's Legal			Remittance to distressed		
Defence Fund	233-7-0	<u>233-7-0</u>	workers at Lillooah	88-0-0	88-0-0
			Legal expenses for Bhrigunath		
Total Receipt from	Rs. 1399-13-0		Pathak's case	236-12-9	<u>236-12-9</u>
January/28 to March/1929.					
			Total expenditure from	Rs. 1299-1-9	
			January/28 to March 29		
			Closing Balance	...	<u>100-11-3</u>
					1399-13-0

Saidpur Branch.

A meeting of the Branch Council Meeting of the Saidpur Branch was held on the 18th March, 1929 under the presidency of Comrade R. N. Gosal. The following resolutions were passed.

1): Resolved that the Secretary be Requested to start and maintain a detailed account book showing the monthly receipts from the various departments of the branch giving special stress on addition of income

(thereby showing new numbers) and the falling in arrears-month by month-in order to show at a glance the actual strength of the Branch.

- 2): Resolved that for the facility of work, the office of this Branch be shifted to Mistripara as suggested by the Secretary and that intimation re: this shift be circulated in the form of a notice amongst the members.
- 3): Re: the filling up of the post of Head Clerk for the office of the

Superintendent, Signal Workshops, Calcutta, on grade Its. 110 to 116, as advertised in the "Statesman": Resolved that the General Secretary Calcutta, be addressed in order to move the higher authorities so that preferences be given to the experienced hands of the Department to fill the post.

SAIDPUR BRANCH: A General Meeting of the Siliguri sub-branch under the Saidpur Branch Council of the Association was held on the 3/2/29 in the Guards' Running Room at Siliguri. Comrade J. K. Chatterji, Vice-president of the Association, took the Chair and the following resolutions were passed.

1. It was resolved that the following members be elected as Committee Members of the Sub Branch at Siliguri for the year 1929.

- | | | |
|----|-----------------------|------------------|
| 1. | Comrades D. N. Ghosal | (Vice president) |
| 2. | " A. K. Kundu | (Secretary) |
| 3. | " S. C. Dutta | (Member) |
| 4. | " S. C. Biswas | " |
| 5. | " D. P. Paul | " |
| 6. | " B. N. Bose | " |
| 7. | " U. N. Mitra | " |
| 8. | " K. B. Ganguli | " |
| 9. | " K. Biswas | " |

2. In view of the facts that the staff of the Siliguri Colony are to undergo immense difficulties for their treatment and medicine from the Govt. Doctor and Dispensary in which Ry contributes to the extent of Rs. 110/- monthly, it was resolved that a Ry: Dispensary be provided at Siliguri under the Sub-Assistant Surgeons posted there.

This Colony consists of 1000 head including the staff and their dependents and it would be necessary that a dispensary equipped with up to date medicines to be provided by the Ry: and the compounder of Khairani may be utilised for the purpose for the time being using the Gas House as a temporary dispensary.

3. Inconvenience of the staff in general at Siliguri is great for want of supply of pure drinking water. In view of this fact it was resolved that the authority be moved to provide deep seated Ashford tube wells at different places where the staff are living.

Santahar Branch.

A meeting of the E. B. Ry. Indian Employees' Association, Santahar Branch, was held on the 5-4-29 in the Indian Institute Hall.

Comrade S. N. Biswas was voted to the Chair and the following resolutions were passed.

1. This meeting resolves to give thanks to the Association for rendering help to get the 12 discharged Tally Clerks reinstated.

2. This meeting resolves that every employee of Santahar will join the Association and try their utmost to increase funds.

3. The Branch Secretary informs the members present that action has been taken by this Association against the whimsical action of the S.D.O.—STU for dismantling and destroying the gardens of several employees. Mr. Chatterji will come to Santahar on 14-4-29 to enquire into the matter. All are requested to represent their complaints to Mr. Chatterji on that date at 9th hours in a meeting in the Institute.

4. At Santahar a special type of quarters, consisting of five units (1 bed room, kitchen & latrine) is being made of concrete materials. This quarter in the course of construction was blow down by storm, so it will not be safe for living in, moreover insufficient space has been provided. In Summer the wall & the roof will be too hot, which is inconducive to health. This meeting therefore resolves that the type of quarter should be condemned and proper type of quarter as declared by the Administration should be provided. At the yard 54 quarters were burnt down in November 1927, they have not yet been rebuilt and the staff are suffering badly. At Station many of the Parcel Clerks, Signallers, Ticket Collectors and Trains Clerks have not been provided with quarters, at Santahar rented quarters are not available, therefore a strong representation must be sent at once to remove this grievance of quarters.

5. Baboos J. N. Lahiri, S. N. Roy, L. M. Chakraborty and J. Ghosh are appointed Collectors and Assistants.

6. At Santahar allotment of quarters is not made as per seniority.

With a vote of thanks to the Chair, the meeting terminated.

Lalmonirhat Branch.

A meeting of the Branch Council was held on the 16th April/29. Comrade Surendra Chandra Sen presided and the following resolutions were passed.

1. Resolved that the statement of accounts for the period from January 1928 to March 1929, as presented by the Secretary be passed subject to approval of the General Meeting.

2. Resolved that the Budget for the year 1928-30 as presented by the Secretary be passed subject to approval of the General Meeting.

3. Letter No. 201/B. C. dated 29/1/29 from the Joint Secretary, Calcutta Branch, regarding dates of the eighth session of the Annual Conference at Calcutta was read and discussed.

It was resolved that the Conference be held on the 1st & 2nd June 1929.

Our Comrades, In land.

B. N. Ry. EMPLOYEES.

(a) A meeting of B. N. R. workers, under the auspices of the Bengal Nagpur Railway Indian Labour Union Bilaspur Branch, was held at Bilaspur on the 4th April last with Mr. G. G. Pagey in the Chair.

In course of his speech Mr. Kalappa dealt on the recent raids and arrests of Labour Leaders and urged on the workers to strengthen Trade Union Organisations as an effective reply to the policy of repression pursued by the Government and also collect Funds for the defence of workers.

Several resolutions condemning raids and arrests of Labour Leaders and urging the administration to cancel the notice served on Mr. Moorthy, retrace retrenchment in the Catering Department, introduce eight hours working day, restoration of the right of representing individual cases to the Union, and provide water taps at the Indian quarters at Bilaspur were unanimously passed - (Bilaspur April 4,)

B. N. Ry. EMPLOYEES

(b) A meeting of the B. N. R Labour Union held last evening. Messrs Phatender Kalappa P.S. Rao and several others spoke abou-

gly condemning the action of the Government for the indiscriminate raids and arrests of persons connected with the Trade Union Movement and the following resolutions besides others were moved

This meeting emphatically protests against the indiscriminate raids and arrests of labour leaders and calls upon all trade unions to carry on vigorous organisations to demonstrate the determination of workers not to be cowed down by repression. (2) This meeting strongly condemns the attitude of the District Loco Superintendent of Adra in victimising the Branch Secretary Moorty at Bhojudih and urges on the administration to reconsider the orders immediately. (3) This meeting places on record its disappointment at the "Gazette" Notification of the Agent in Geneva and Washington conventions and in view of the absolute denial of 8 hours' work calls upon the men to organise themselves for enforcing their demand effectively :—Gondia April 4.

B. N. Ry WORKERS.

(4) At a large attended mass meeting held yesterday resolution condemning the action of the Government in arresting the labour leaders throughout the country, appealing for defence fund for the accused, thanking the Chief Mechanical Engineer, B. N. Railway for cancelling the dismissal notice on the Secretary, and urging the Agent, Bengal Nagpur Railway to ratify eight-hours working day and to grant travelling and night allowance for engineering staff were passed. :—BHOJUDIH, APRIL 16.

Our Comrades, In land far off,

TRADE UNIONS CONGRESS & NATIVE FORCED LABOUR :—The General Council of the Trade Unions Congress has appointed an Advisory Committee to consider the report which has been prepared by the International Labour Office in connection with the discussion on FORCED LABOUR which is to take place at the next International Labour Conference.

Railwaymen's Topics in Indian Legislatures.

LEGISLATIVE ASSEMBLY.

(1) :—PROMOTION OF PROVINCIAL SERVICE OFFICERS TO CERTAIN DEPARTMENT ON STATE RAILWAYS (501) :—(a, Mr. K. C., Neogy—Is it a fact that, before the existing rules relating to the recruitment to the (i) Indian Railway Service of Engineers, (ii) Transportation (Traffic) and Commercial Departments of State Railways and (iii) Transportation

(Power) and Mechanical Engineering Departments of State Railways were brought into force, the Govt. of India, in consultation with the Central Advisory Council for Railways, decided that of the 75% to be recruited in India, one fifth of 20 per cent, only should be filled by the promotion of local or provincial service Officers and specially qualified subordinates ?

(b):—Is it a fact that in the Government of India, Railway Department Resolution No. 370-15/21 dated the 31st August, 1921, announcing, with the approval of the Secretary of State, the formation of the Provincial Traffic & Engineering Services for each of the State Railways it was clearly and definitely laid down that 20% of the number of vacancies in the India-recruited branch would be reserved for promotion from the provincial services and also that such promotions should be given at an early period of the service?

(c):—Is it a fact that Mr. Parsons, in reply to starred question No. 155 in the February, 1928, Session of the Assembly, as also in reply to Pundit Hirday Nath Kunzru's motion for a reduction of the Demand under the head "Railway Board" by Rs. 1000/- in connection with the Local Traffic Service in the same session, stated unequivocally that in the new regulations for recruitments, provision had been made for 20% of recruits to the superior services to be taken from provincial or local service officers and qualified subordinates?

(d):—Is it a fact that the Railway Board have very recently notified the promotion of.

- (i) Six provincial service engineers to the Indian Railway Service of Engineers.
- (ii) Four officers of the local and subordinates traffic services to the Transportation (Traffic) and Commercial Departments of State Railways and of.
- (iii) Three subordinates of the Mechanical Engineering Departments of State Railways?

(e):—Is it a fact that in such case the total number available exceeds the promotion of 20% referred to in parts (a), (b) and (c), above?

Mr. A. A. L. Parsons (a) Yes.

(b) The Resolution to which the Honourable Member refers related to the constitution of the Local Traffic Services on the North Western, Eastern Bengal and Oudh Rohilkhand Railways, and stated that selected members of these services would be eligible for advancement to the superior traffic service, and that 20% of the number of superior posts open to the India-recruited branch of the superior traffic service would be allotted for this purpose. It also stated that, while no restrictions would be laid down regarding the age at which officers in the local services might be promoted to the superior traffic service, ordinarily such promotions would have effect at an early period of their service.

(c):—Yes.

(d):—Yes.

(e):—The proportion of 20 per cent has been exceeded this year, in order to make good shortages in 1926-27 and 1927-28.

(2): PROMOTION OF EUROPEAN AND ANGLO INDIANS TO SUPERIOR RAILWAY SERVICES IN PREFERENCE TO INDIANS Mr K. C. Neogy: What was the total number of vacancies to be filled in India this year in each of the three services mentioned in part (a) of my preceding question, and what proportion does the number of men promoted from the provincial or local and subordinate services bear the same in each case? (vide part (d) of my immediately preceding question)

(b) Will the Govt. be pleased to furnish similar information for each of the three preceding years in respect of each of those services ?

(c) Was the promotion of 20% increased ? If so when will the Govt. be passed to quote the Resolution under which this was done ?

(d) Was the Central Advisory Council consulted before the modification was made, and if not why not.

(e) With reference respectively to clause (i), (ii) and (iii) of part (d) of my immediately preceding question, is it a fact that.

i) four out of the six promote men,

ii) three out of the four promoted men and

iii) three out of three promoted men are Europeans or Anglo Indians.

(f) Is it a fact that of the promoted officers.....Messrs Titus, Chapman, Legat, Brookes, Brown and Condon are respectively 51, 46, 45, 49, & 48 years of age ? (g) What were reasons for departing from the principle that promotions from the lower services should be given at an early period of the service ?

(h) Is it a fact that between August & October, 1927 eight men were confirmed in the local traffic services and that they are all Europeans and Anglo Indians ?

(i) Why were permanent appointments made to the Local Traffic Services in spite of Governments repeated statements in the Assembly to the effect that the future of the local traffic service was under consideration and that no fresh recruitments were being made ?

(j) Is it a fact that the Railway Board, in asking the Agents of State Railways to send up names of Provincial or local service officers and subordinates for promotion to the superior services this year, gave confidential direction that as many Europeans & Anglo Indians as possible should be nominated ?

(k) Is it a fact that many young Indian officers in the provincial or local services, some with high University qualifications and others with requisite training in the United Kingdom have been passed over in favour of the Europeans and Anglo Indians referred to in part (d) of my immediately preceding question ? Mr. A. A. L. Parsons, I lay on the table a statement giving the information required by the Honourable Member.

Statement.

(a) Indian Railway Service of Engineers.....	16
Transportation (Traffic) and Commercial Departments.....	13
Transportation (Power) and Mechanical Engineering Departments.....	7

The proportions which the number of men promoted from the provincial or local and subordinate services bears to the total number are as follows.

Indian Railway service of Engineers	37½%
Transportation (Traffic) and Commercial Departments	38½%
Transportation (Power) and Mechanical Engineering Departments.....	57%

(b) In 1925-26 the total number of vacancies for Indian recruitment were 3 in each department. The promotion percentages were Nil, 33½ and Nil respectively.

In 1926-27 the total number of vacancies for Indian recruitment were,

Indian Railway Service of Engineers	10
Transportation (Traffic) & Commercial Departments.....	5
Transportation (Power) and Mechanical Engineering Departments.....	Nil.

No promotions were made from the local & subordinate services.

In 1927-28 the total number of vacancies for Indian recruitments were,

Indian Railway Service of Engineers	15
Transportation (Traffic) & Commercial Departments.....	11.
Transportation (Power) & Mechanical Departments.....	9

The promotion percentages were 13½ per cent, 18 per cent and 44½ per cent, respectively.

(e) & (d) The proportion of 20 per cent was increased in 1928-29 solely in order to remedy shortages in the two previous years. There is no intention of altering the rule as a permanent measure, and no necessity therefore arises for consulting the Central Advisory Council for Railways.

(e) Yes.

(f) Yes.

(g) The Resolution referred to the Local Traffic Service. Of the men referred to in part (f) of the Honourable Members question, Mr. Browne is the only man promoted from the Local Traffic Service to which he had been promoted from the subordinate ranks in January, 1922.

(h) Between August & October, 1927, seven persons were confirmed in the Local Traffic Service who were either Europeans

or Anglo-Indians.

(i) No appointments from outside have been made to the Local Traffic Service. The men referred to in my answer to (h) who were confirmed in this service had been officiating in it for many years.

(j) No.

(k) There has been no racial discrimination. Promotion has been based entirely on the recommendations of Agents and the confidential reports of the officers concerned. Before such appointments are made the approval of the Public Service Commission is obtained and they examine the reports not only of the men who are recommended, but also of men who are senior to them who are not recommended.

(3) ALLEGATIONS AGAINST Mr ANWAR HOSSAIN, ASSISTANT CREW OFFICER, EASTERN BENGAL RAILWAY (505) :—

Mr. V. V. JOGIAH :—(a) Are the Govt. aware of the allegations, reported in the November, 1928, issue of the Eastern Bengal Railway Labour Review, page 20 under the heading "A Conscientious Crew Officer" against Mr. Anwar Hossain, the Assistant Crew Officer, Eastern Bengal Railway?

(b) If so, will Govt. be pleased to state what action has been taken by the Agent, Eastern Bengal Railway in the matter?

(c) If no action has been taken by the Agent, do Govt. propose to request the Agent, Eastern Bengal Railway, to enquire into the matter and to report the result of his enquiry for such action as the Govt. deems fit to take in the matter?

Mr. A. A. Parsons : Government have seen the article mentioned. They will draw the attention of the Agent of the Eastern Bengal Railway to it ; he is competent to deal with the allegations made in it.

PAY OF ASSISTANT STATION MASTERS AT SEALDAH, NORTH, EASTERN BENGAL RAILWAY :—(506)

Mr. V. V. JOGIAH :—Will the Govt. be pleased to state.

(a) If it is a fact that the number of passengers trains and passengers now being dealt with at Sealdah, North Station, Eastern Bengal Railway, is more than what these were in the year 1920 and

(b) If it is also a fact that the pay of the Assistant station masters, who used previously to be posted there and who had to deal with a far less number of trains and passengers, was higher than the pay of the assistant station master who are now posted there, who have to do a large volume of work ?

(c) If the reply to part (a) and (b) are in the affirmative, will the Govt. be pleased to state the reason for granting smaller pay to the assistant station masters who are now posted there, though they have to do a large volume of work ?

Mr. A. A. Parsons :—With your permission, Sir, I propose to reply to questions Nos. 506 to 513 together. Enquiries are being made from the Agent of the Eastern Bengal Railway, and I will communicate with the Honourable Member when his reply is received.

PAY OF ASSISTANT STATION MASTERS AT SEALDAH, NORTH STATION, EASTERN BENGAL RAILWAY :—(507)

Mr. V. V. JOGIAH :—Will Government be pleased to state.

(a) Whether the number of trains and passengers, handled at Sealdah, South Station, Eastern Bengal Railway is the same as that of Sealdah, North Station and

(b) Whether the assistant station masters posted at the south station are getting higher pay than the asstt. station masters posted at the North Station ?

(2) If the replies to parts (a) and (b) are in the affirmative, Will Govt. be pleased to state the reasons for such an anomalous state of affairs ?

For answer to this question, see answer to question No. 506.

DISCRIMINATION IN PAY OF ANGLO-INDIAN & INDIAN ASSISTANT STATION MASTERS AT SEALDAH :—(508)

Will the Govt. be pleased to state whether the Indian Assistant Station Masters at Sealdah, North & South stations, Eastern Bengal Railway are getting much smaller pay than the Anglo-Indian assistant station masters at these stations, performing the same work ?

(b) If the reply be in the affirmative, will the Govt. be pleased to state what is the reason which led the Railway authorities to fix different rates of pay for the employees of different communities performing the same work, and whether the Anglo-Indian Assistant Station Masters are superior in technical qualification to the Indians or whether racial discrimination was the only reason therefor ?

For answer to this question, see answer to question No. 506.

DISCRIMINATION IN PAY OF ANGLO-INDIANS AND INDIANS SUBORDINATE SERVICES ON THE EASTERN BENGAL RAILWAY (509)

Mr. V. V. JOGIAH —(a) Will the Govt be pleased to state if it is a fact that the average pay of Anglo-Indians and European in the Subordinate service of the Eastern Bengal Railway is much higher than the Indians performing the same duties ?

(b) :—If so, will the Govt. be pleased to state the reason for such differential treatment and what is the standard of qualifications, either educational or technical, on which such higher pay has been fixed ? For answer to this question see answer No. 506.

APPOINTMENT OF ANGLO-INDIANS AS "CREW" OFFICERS ON THE EASTERN BENGAL RAILWAY. (510) :—

Mr. V. V. Jogiah. (a) :—will the Govt. be pleased to state if it is a fact that Traffic Manager, Eastern Bengal Railway has issued orders that 20 per cent Anglo-Indians should be recruited as crews irrespective of their educational qualifications, etc ?

(b) :—if so will the Govt. be pleased to state the reasons for such orders ?

For answer to this question, see answer to question No. 506

PAY OF MINISTERIAL OFFICERS OF THE EASTERN BENGAL RAILWAY. (511) :—

Mr. V. V. Jogiah. (a) :— will the Govt. be pleased to state whether it is a fact that ministerial officers of the Eastern Bengal Railway were brought under the grade system of pay in 1920 ?

(b) :—Is it a fact that the senior post-
~~mental~~ ^{mental} at the time under the grade system were so few that a large number of junior ministerial officers, having reached the top of their respective grades, have been detained there for several years for want of vacancies in the higher grade ?

(c) :—if the replies to parts (a) & (b) are in the affirmative, will the Govt. be pleased to state if they proposed to take any action in the matter to relieve the situation ? If not, why not ?

For answer to this question, see answer to question No. 506.

ECONOMIC DISTRESS OF EMPLOYEES OF THE EASTERN BENGAL RAILWAYS. (512).

Mr. V. V. Jogiah. (a) :—Will Government be pleased to state whether out of about 17,000 permanent employees (pensionable and non-pensionable,) of the Eastern Bengal Railway who are eligible to become members of the Eastern Bengal Railway Co-operative Credit Society in accordance with the bye-laws of that Society, about 10,000 are members of the Society ?

(b) If it is a fact that out of 10,000 members, over 9,000 members are borrowers from the society and over 50 per cent. of those borrowers are always renewing their loan applications as soon as half of the previous loan is repaid and thus are perpetually in debt ?

(c) :—If the replies to parts (a) & (b) above are in the affirmative, will Govt. be pleased to state whether Govt. propose to take steps to alleviate or minimise this acute economic distress ?

For answer to this question, see answer to question No 506.

MEMBERSHIP OF THE STAFF OF
THE EASTERN BENGAL RAILWAY,
(513)

Mr. V. V. Jogiah, (a) Referring to the Railway Board's reply in their letter No. 7001-E, dated the 6th October, 1928 to Mr. Amar Nath Dutta, to his question No. 249, dated the 4th September, 1928 will the Govt. be pleased to state how the indebtedness of only two percent of the staff on the Eastern Bengal Railway to the provident fund was arrived at? Does this percentage work out on the total number of staff employed or on the total number of staff eligible to subscribe to the provident fund? For answer to this question, see answer to question No. 506.

SUPPLY OF WATER FOR SWIMMING
BATHS FOR EUROPEANS AND ANGLO-
INDIANS AT PAKSEY & SAIDPUR ON
THE EASTERN BENGAL RAILWAY
(514):—

Mr. V. V. Jogiah (a):—Will the Govt. be pleased to state whether the two existing swimming baths, one at Paksey, and another at Saidpur which are used by European and Anglo-Indian employees only of the Eastern Bengal Railway get their supply of water free of cost from the Railway in preference to a large number of low paid Indian staff in whose case the supply of water for domestic purposes is very restricted and controlled by scoops?

(b) If the reply to the above be in the affirmative, will Govt. be pleased to state under what rule water is supplied free and why a few Europeans and Anglo-Indians are given such amenities in preference to the urgent need of a large number of low paid Indian Employees?

Mr. A. A. L. PARSONS:—I am making enquiries from the Agent of the Eastern Bengal Railway, and will let the honorable member know the result.

APPOINTMENT OF MR. WILLIARD
AS DRAWING OFFICE SUPERINTEN-
DENT, CHIEF ENGINEER'S OFFICE, EA-
STERN BENGAL RAILWAY. (515).

Mr. V. V. Jogiah :- (a) :—Will the Govt. be pleased to state whether one Mr. Williard has been appointed as Drawing Office Superintendent, Chief Engineer's Office, Eastern Bengal Railway about two years back, and is now drawing Rs. 700/- per mensem?

(b) Is it also a fact that the post of Drawing Office Superintendent in the Chief Engineer's Office, Eastern Bengal Railway is one which requires high technical qualifications?

(c) If the replies to part (a) & (b) are in the affirmative will the Govt. be pleased to state (i) what is the technical qualification and previous practical training of Mr. Williard before his appointment in the Eastern Bengal Railway and (ii) whether the post was advertised to secure the best candidate? If not, why not?

(d) Will the Govt. be pleased also to state whether the railway authorities, in appointing Mr. Williard, did or did not overlook claim of Mr. B. N. Gupta, Chief Draftsman? Is it a fact that the latter's high technical qualifications and thorough mastery of details of work were very highly spoken of by successive Chief Engineers?

Mr. A. A. L. PARSONS:—(a) Yes, His present pay is Rs. 630/-per mensem.

(b) The post requires sound engineering knowledge and experience in engineering designs and draughtsmanship.

(c) (i) Govt. have no detailed information regarding the technical qualifications and training of Mr. Willard who is a temporary engineer.

(ii) The post which is a temporary one was not advertised as it is ordinarily filled by an engineer officer already in railway employment.

(d) It is within the competence of the Agent to appoint the man he considers suitable.

APPOINTMENT OF MR. SAVEDRA AS A CHIEF PASSENGER SUPERINTENDENT ON THE EASTERN BENGAL RAILWAY :—(516)

Mr. V. V. JOGIAH :—(a) Will the Govt. be pleased to state whether the Traffic Manager, Eastern Bengal Railway, issued instructions to all District Traffic Supdts that candidates for Passenger Superintendentship should be selected from men who have direct dealings with passengers, such as station masters, assistant station masters, guards etc.,

(b) If it is also a fact that one Mr. Savedra, an Anglo-Indian, who was formerly an Inspector of the watch & Ward Department, was selected as one of the two Chief Passengers Superintendents ?

(c) If the replies to parts a) & (b) are in the affirmative, will the Govt. be pleased to state, in what capacities Mr. Savedra served the Eastern Bengal Railway prior to his appointment as Chief Passenger Superintendent and if he had any direct dealings with passengers ?

Mr. A. A. L. PARSONS :—Government have no information and regret that they cannot undertake to make enquiries. They

can find the Agent of the Eastern Bengal Railway with whom the selection for posts of Chief Passenger Superintendents rests, to appoint in the post suitable man available.

SERVICE WITH THE ROYAL CALCUTTA TURF CLUB ON RACE DAY OF CERTAIN EMPLOYEES OF STATE RAILWAYS :—(517)

Mr. V. V. JOGIAH :—(a) Are the Govt. of India in the Railway Department aware that there are certain members of the permanent staff employed in the State Railways who have taken up service with the Royal Calcutta Turf Club on racing days for a certain remuneration ?

(b) If so, will the Govt. be pleased to state whether this privilege is permissible under the Govt. Servants' Conduct Rules and whether the employees' absence from their legitimate railway duties at 1 P.M. on Saturdays and week days entails loss of work to Govt.

(c) If the answer to the above is in the affirmative will the Govt. be pleased to state what steps they propose to take to stop this practice ?

Mr. A. A. L. PARSONS :—(a) & (b) Enquiries made in 1927 show that two employees of the Eastern Bengal Railway then worked as totalizators for the Royal Calcutta Turf Club for remuneration. This permissible provided the conditions of Rule 15 of the Govt. Servants' Conduct Rules are fulfilled ; and the sanction required by that rule is not given if the private employment interferes with their railway work.

(c) Govt. do not propose to take any action.

rules regarding the medical certificates at present in force on the Eastern Bengal Railway. Honourable Member will see that, in certain circumstances, medical or fit certificates must be submitted to the Chief Medical Officer for countersignature.

(b) & (c) I am sending the Honourable Member an extract relating to medical certificates from the rules for medical attendance on State Railway Employees issued by the Govt. of India, Public works Department, in 1892. I should explain that classes I & II referred to in these rules relate to officers and to subordinates drawing Rs 325 and upwards, and classes III & IV to persons drawing less than Rs. 325/- The Honourable Member will see that under these rules it is the duty of the Chief Railway medical officer to make enquiries and to countersign or not, as the case may demand, medical certificates which may be submitted to him. I should add that these rules are shortly going to be revised.

PROVISION OF QUARTERS FOR INDIAN GUARDS AT OR NEAR SEALDAH :—(521)

Mr. V. V. Jogiah :—(a) With reference to the reply given by the Government to question No. 233 of the last September Session of the Assembly, will Govt. be pleased to state whether it is a fact that 52% of the Anglo-Indian Guards have been provided with quarters at Sealdah, against 9% of the Indian Guards?

(b) If the reply be in the affirmative, will Government be pleased to state why in the past such racial discrimination was made and whether Govt. propose to provide quarters at or near Sealdah for the Indian Guards in the near future?

Mr. A. A. Parama :—(a) Quarters have been provided for about the Eastern Bengal Railway's Indian Guards who are stationed in Calcutta. I am ascertaining from the Agent of the Railway what proportion of Anglo-Indian guards are provided with quarters, and will let the Honourable Member know.

(b) I am also enquiring from the Agent whether he considers the construction of further quarters for Indian Guards stationed at Calcutta necessary. He informed the Railway Board a short time ago that housing accommodation for this particular class of staff was more adequately provided by private enterprise in Calcutta than at many other points on the line.

PAY AND PROSPECTS OF MINISTERIAL OFFICERS OF THE EASTERN BENGAL RAILWAY :—(522);— Mr. V. V. Jogiah : With reference to the government's reply to question No. 244 of the last September Session, will Govt. be pleased to state :

(a) whether it is a fact that the Agent, Eastern Bengal Railway, has so far taken no action on the Report on the pay and prospect of the ministerial officers submitted to him on the 29th Nov, 1927 by the Eastern Bengal Railway Indian Employees Association?

(b) Whether it is also a fact that reminder after reminder on the above subject from the Employees Association has up till now elicited no reply from that officer?

(c) Whether the last letter from the Association, in November last, praying for a deputation, has shared the same fate as the previous ones?

(d) If the replies to parts (a) (b) and (c) are in the affirmative, will Govt. be pleased to state if they propose to take any action in the matter? And if not, why not? And whether there is any intention on the part of Govt. to revise the pay and prospects of ministerial officers of the Eastern Bengal Railway in the near future?

MR. A. N. D. PURBONA:—I am assuming the position from the Agent of the Eastern Bengal Railway and will communicate with the Honourable Member when the reply is received.

Contemporary Opinion

The Trade Dispute Bill.

While there might have been some urgency at a certain stage for Government to proceed with the Public Safety Bill we know of nothing to justify the feverish haste with which Sir Bhupendra Mitra seems determined to carry through his Trade Disputes Bill in the present session. In our opinion the Trade Disputes Bill strikes a more fatal blow at the Labour movement in India than the Public Safety Bill. Even in its amended form as it has emerged from the Select Committee it is a noxious mischievous and dangerous piece of legislation. Besides we see no reason why the Government should be in any hurry about passing such a controversial piece of legislation, specially when the labour commission is soon to be appointed, and will be the proper body to recommend whether such a legislation is desirable or not. By proceeding with the Trades Disputes Bill the Government are trying to anticipate the conclusion of a commission that has not even come

into existence, and are helping the suspicion further to grow, that the purpose of the Government in appointing the commission as in passing these Bills, is to devise means of killing rather than helping and encouraging the proletarian movement in the country :—*Hindusthan Times* (Delhi).

Will-o'-the-Wisp.

If the British Government in India and its masters in Whitehall recognise that public movements thrive as much under repression as they languish under indifference, they would not press forward on the campaign of arrests and house searches to detect and demolish the will-o'-the-wisp of Communism, as they have been doing. The forthcoming trial at Meerut of alleged Communists will, as Mr. Kelkar says, dispose popular curiosity to understand new doctrines of economic and political character." And if the Communist International whose tainting influence is sought to be scented in workers' organizations in India, has not

done anything in this direction, the inept policy of the British Government is bound to spread the doctrines of Moscow with greater speed than was calculated or contemplated by the latter. An Empire that shivers at the mere incantation of a word must be nearly in a tottering state.—*Swarajya* (Madras.)

Mayo Mentality :—No one has so far seriously accused the European and Anglo-Indian railway servants with any courtsey. Barring a few solitary exceptions, the humiliation and insults from these railway servants even to the highplaced Indians are painfully notorious by now. But the condi-

tion of an Indian subordinate can be imagined when the relations between them are of officers and subordinates. We strongly urge the Agent to weed out such instances and teach better manners to these arrogant officers by taking strong disciplinary departmental action. The sooner these 'Statutory Indians' knock down their rude manners, the better for all concerned. We trust the Staff Union takes up the matter in hand without giving the reported incidents any racial colouring and we are sure the Agent will help the Union in checking such objectionable conduct of the officers concerned.

G. I. P. Union Herald (Bombay)

IN NESTOR'S NOOK.

Our New Mayor.

We extend our hearty congratulation to our worthy comrade J. M. Sen Gupta—a true follower of our Immortal Deshbandu C. R. Das, one of the greatest followers of Trade Union (Congress) Organisation in India for his unanimous election to the Mayoral Chair for the fourth time. We know of no one who better deserves this civic honour in the gift of the rate-payers of this great City. We doubt not to the least that like his illustrious master of dynamic personality he would engage his attention towards the improvement of the lot of working classes. Unlike his predecessor let "Feeding the hungry, clothing the poor, bringing comforts to the afflicted and educating the masses" be his watch-words during the present term of his mayoralty. We need not here point out the facts that are still fresh in our memory i.e. the arrest of Miss Dr. Pravabati Das Gupta who was in the police lock-up for a whole night to suit the ill-advised executive purpose. We are quite sure that he will call for the records and deal with the alleged offenders, whoever they might be, drastically. We assure our sincere Co operation and loyal support in the performance of his great Civil responsibilities.

A True Friend of Labour.

We convey our feelings of gratitude to Mr Barada Prasanna Pain for his able and masterful defence in favour of Comrade

Mandol of Lillooah Strike fame. We are quite aware of his varied activities in the field of public utility services. But that he also takes keen interest in the labour cause has been clearly proved by the present case in which he was able to set our Comrade free from the wrath of our Ry officials. How do we wish our other lawyers to follow the footprint of this brightest luminary in the legal firmament of Howrah.

We would in this connection suggest the formation of a 'Panel of lawyers' for the Province of Bengal to render free legal Advice to workers, in case of necessity. What Madras lawyers can do is not a difficult task to perform by our Bengal brains! We feel our lawyers will kindly consider the matter seriously at a time when conflicts between the capitals & labour are to happen at every step of the latter's attempt to wrest their 'morals' from the former.

Just a lead from the Mother-hood.

In course of her stirring and thought-provoking address at the Ladies Conference at Rungpur, Madame Latika Bose said the following on the labour movement :—

"Self-conscious labour is claiming its own and refusing to be exploited. It will no longer do to quieten it with philanthropic works and sweet words. It comes no longer with the begging bowl asking for a few rights. But claiming its position as free human beings to equal rights and equal

opportunities. You have all seen those great bare buildings flung with their Ganges, with their tall chimneys blackening the blue sky above. You have seen the thousands and thousands of workers huddled together like so many cattle walking at dawn of day into those prison houses, sullen and half starved. And then all day long, nothing but the whirls of those great iron machines, the heat of those huge furnaces till at last in the light of the fading sun they stream out into the public houses to find oblivion in alcohol. All through the nineteenth century like dumb driven cattle these millions of labour hands worked in these . . . workshops, and some where at a distance great fortunes were made, & a few families rolled in luxury. Then a whisper went through the serried ranks of workmen, and as they looked at each other they suddenly realised that strength was in unity, dignity was in labour, and that it was on them that civilisation rested. Even in the fields as the breeze passed through the ripe corn, this secret was whispered in the reapers and they looked at each other and realised its truth. Then all of a sudden a miracle took place in a vast country where perhaps political and social tyranny was greatest.

Self conscious labour in Russia, one day said, "I am the State," and the whole world looked on amazed. It refused to acknowledge the existence of Red Russia. But Red Russia had come to stay and act as a leaven to change the political and social structure of the world.

It is indeed a happy augury for us the labouring millions who are smarting under manifold grievances to see that our mothers and sisters are gradually realising our helpless

position when our 'active men' are being splittled away by the burden of a system clothed as ours, under imperialistic pretence, it is incumbent upon the ladies to take up the unfinished task & stick to finish. And besides that what we want is just a lead from the motherhood to understand that our Salvation is near at hand. Is it impossible! Is it a delusion? Let our ladies reply.

Our Illustrious Guest.

The enforced exile of KING AMANULLAH, the GLORY OF ISLAM, from the bosom of his dear and beloved MOTHERLAND marks a new chapter in the history of Asia. The short sighted Afghans, who succumbed to the foreign intrigues and ill-conceived activities of Pir Shahab of Shore-bazar will, let us hope, in the long run realise their mischievous folly of deserting the noble and ambitious AMIR--the GRACIOUS KING AMANULLAH, who wanted to raise his COUNTRY & COUNTRYMEN in the estimation of the civilised world. With the departure of KING AMANULLAH to an unknown continental destination vanishes the hopes and aspirations of the YOUNG MUSLIMS who have been throbbing with new pulsations and dreaming noble dreams.

Farewell KING AMANULLAH, the GLOWING INSPIRATION of the EAST, farewell! WE, the LABOURING MILLIONS of THIS RAILWAY, will cherish your 'Hallowed Memory' at the every wake of our life. You have made yourself "Immortal" and will go down to the history as a GREAT SOCIAL REFORMER, SOLDIER & STATESMAN. You are the burning example of the highest sacrifice that a mortal can make for the

honour of his own principle & Country !
You are sacrifice personified !

Our parting respectful salutation to YE, the patriotic soul and your worthy and honourable consort QUEEN SOURIYA, the DARLING of the DOWN-TRODDEN and much PERSECUTED WOMEN-FOLK of the EAST ! May the ALMIGHTY GOD, who is the GIVER of all that is good and beneficial to mankind dispel the influence of the evil-doers and find for you the ways and means towards the early restoration of your PRINCIPALITY & THRONE lost to you due to the bigoted fanaticism of self-conceited Mullahs and faithlessness of your trusted soldiers whom you nourished and protected at their evil times. ! B. S. G.

Railwaymen's Deputations.

The Memorable Memorandum submitted by the Railwaymen's Federation before the member-in-charge of Commerce & Industries under the spokespersonship of Mr. V. V. Giri (the other members being Messrs. J. N. Gupta, General Secretary, E. B. Ry. Employees Association, S. C. Joshi M. L. C. representing the G. I. P. Staff, D. P. Chetti, of the G. I. P. Railwaymen's Union, Krisnamurti, Secretary of the M. & S. M. Railway Union, Fotaullah Khan, President of the Nizam's Guaranteed State Railway Union, M. N. Mukherjee, Jt. Secretary of the B. N. Railway Union, Nandkarni of the B. B. & C. I. Railway Union and S. Guruswami Asstt Secretary of the Federation) contained a detailed account of genuine grievances that were so long systematically ignored and shelved by those who are said to be in "sincere sympathy" with our calamities. The demand of the above deputation can be classified into four groups :—

- (a) wages should be fixed on the scale basis, as to the postal system
- (b) service should be made secure ; the system of *service bonds*, which each employee is made to sign, and under which he is liable to be dismissed after one month's notice should be cancelled and no man should be dismissed except on a charge being framed and proved against him.
- (c) hours of work should be regulated in the true spirit of the Geneva and Washington Conventions, providing for weekly rest.
- (d) recognition of Labour Federations and the various labour unions as definite channels of communication.

The grievances are too glaring and as such the reply they fetched from the member concerned is not at all satisfactory though we thank him for the patient hearing the member gave to the deputation. There was, we hear, heart to heart talk with some of the responsible officers in the Railway Secretariat who sympathised with the aims and aspirations of the Federation. The new Member Mr. Haymen, who was in the employ of our Railway expressed a desire to closely look into grievances of our brother employees serving the Railways. As it is too early to comment the action of the authorities taken to remedy the grievances as noted in the Memorandum we refrain from doing so for the present. We must however failing in our duties to our ourselves if we do not tell our Railway Trustees that we are agreeable to work in cooperation with them under the much-needed fair and square dealings without having

any fringe of "racial discrimination as between Europeans & Anglo-Indians on the one hand and the Indians on the other." But this must be reciprocal without official superiority. Let the other communities be benefitted but the same amenities should not be indulged in at the expenses of the Indian Employees. We conclude with the request to the Member that he will be pleased to pay his keen attention to the following points too which are no less vital for the healthy growth of the budding Indian Railway Community as a whole:—

- (a) the living accommodation, which is shockingly cramped
- (b) there is almost total lack of education among the children.

Let us hope the labour of the Deputation will not end in "pious platitudes without any material progress" to the LABOURING MILLIONS serving in the RAILWAYS all over India.

Chambers of Labour.

We read in the 28th February, 29 issue of the International Federation of Trade Unions the following:—

Yugoslavia has established CHAMBERS OF LABOUR i.e. public bodies, one of the chief duties of which is to submit opinions and proposals on social political questions to all legislative and administrative bodies. Yugoslavia now has Chambers of Labour in five towns, based on legislation passed in 1921 but at first they received only very meagre state aid, and it was not till 1924-25 that they were authorised to raise for their own support: they now raise contributions from the workers at the rate of 0.3% of the wages upon which state sickness insurance

is based. They have memberships ranging from 100,000 to 20,000 in the comparatively small town of Split. Each chamber consists 60 elected delegates, and Administrative Committee of 12 members, and already the 'Free' trade Unions are by degrees acquiring the majority in the Chamber of Labour for Slovenia, for instance, after the 1926 election the "free" trade Unions held 29 of the 60 seats. Often the Chamber of Labour and the trade unions are housed in the same building: the Chambers do a good deal of educational work, and often maintain libraries. The recent opening of a new building for the Laibach Chamber of Labour was the occasion for a festivity attended by hundreds of free trade unionists from the surrounding districts.

Cannot the Indian Trade Unions Congress undertake to organise similar Chambers of Labour at every Labour Centre under its wings which would ensure effective representation of the Labour interest in all public or semi-public bodies. It is now time that labour should organise local chamber to look into their local grievances and devise all possible avenues to remedy the evils thereof. To expect anything from the Government, except of course so called sympathetic outburst as found in abundance periodically in the Indian and provincial legislatures, to our mind is to hunt after 'Illusory Mirage' in the wild desert. They have hitherto done nothing which promised better prospects for us and will do nothing that would ensure good to the teeming millions towards their prosperous uplift! No body will take care of us unless we do it ourselves! Let us hope our Trade Union Executives will take up the matter in right earnest.

**Advice of the Trade Union Congress
flouted.**

Pandit Nil Kantha Das put the following question in the Assembly :—

Has the attention of the Government been drawn to an article in the "Forward" of the 19th January, and the Amrita Bazar Patrika of the 16th January about the proceedings of the Tharidah Trade Union Congress regarding the election of advisers to the International Labour Conference at Geneva, written by Mr. Ram Prasad, Member of the Executive Council of the All-India Trade Union Congress? If so, do the Govt. propose to make an enquiry into the regularity or otherwise of the recommendations, before considering the same?

The Honourable Sir Bhupendra Nath Mitra: The Govt. of India has seen a letter by Mr. Ram Prasad published in the papers referred to by the Honourable Member. The answer to the second part of the Honourable Member's question is in the negative.

Who can, after this most sympathetic reply from the member in charge, question the sincerity of the Government towards the teeming millions that are "bled white" under the paternal whips of their masters? The Trade Dispute Bill and Public Safety Bill, with their delightful sections will usher in a new era before the eyes of the over-fed and 'over cared-for' millions in India! They should not reason with the member, they should claim for no elective representation to safeguard their interest but depend upon the Government till eternity for their salvation!! It does not matter whether by the time they pay heavy toll to the capitalistic greed of their employers!! Splendid Sir, Mitra, splendid!!

Provident Fund Benefit

Mr. Ram Prasad, Secretary B & N.W. Railwaymen's Association, writes:

One interested in the Railway Labour will be surprised to read Mr. A. A. L. Parsons statement in the Legislative Assembly on the 23rd of February last, in reply to a question of Pandit Nil Kantha Das, M. L. A. regarding Provident Fund Benefit to the Railway employes who receive daily rated wages. Mr. Parsons statement is to the effect that, provided the rules contained in the state Railway Provident Fund Rules are fulfilled, men on daily rate of wages in the Railways are given the benefits of the Provident Fund. I am unable to understand as how to contradict Mr. Parsons statement. However I would confine myself only to say that his reply is not true to the fullest extent. In the Workshops of the B. & N. W. Railway there are hundreds of men, who inspite of their wishes and applications and fulfilment of necessary rules, are not allowed to enjoy this benefit. Recently we have received an application and recorded the statement of some five hundred men of the B. & N. W. Railway Workshops who have requested us to take necessary steps to have this privilege extended to them.

While the Hon'ble Railway Financial Commissioner has tried to avoid the statement of facts to certain extent, he has not missed a point which he, perhaps thought, was favourable to the Railway employers. He said that it was mere a practice that some Railways rate their workmen in one way and some the other and that in any case they are paid monthly. In so doing

he naturally omitted to mention all those points which are to the discredit of daily-rated workmen. I am not prepared to believe that Mr. Parsons is unaware that a daily-rated workman does not get pay for Sunday and many of the holidays and in

most cases, when he is sick on an injury and generally only 30 days' pay is calculated as a month's salary when a compensation under Workmen Compensation is to be paid.

The fact is its own Comment.
