

The  
**E. B. Ry. Labour Review.**

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

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**The Fiery Cross.**

“Rejoice and fear not for the waves that swell  
The storms that thunder, winds that sweep,  
Always our captains hold the rudder well,  
They do not sleep.”

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**Peep into Parlour.**

**Is it sympathy?**—A great deal of discontent is prevailing amongst the Ry staff at the Paksey District for the queer process of reduction in their pay even at the slightest pretext. The District officers concerned who fortunately draw fat salary aided by an equally covetous travelling allowance

can not even imagine as to the difficulties of the sufferers who become victims to such a 'fangled ukase' of their official masters. However disciplinarian an officer might be, he will certainly be looked down as an unsympathetic master if he overlooks the fact that but for one the whole members

of a family should suffer. We will always agree to extend our support to the officers as long as their action on principle is genuine but any traversy based on callousness will always be resented by us as unworthy of acceptance as such. We, therefore, draw the attention of the authorities concerned to have these irregularities mended according to the minimum necessities (though we deny that such a necessity does at all exist) that require to meet the exigencies. Let the employees understand that they are not unjustly treated nor their cases are dealt with under "Impression bases on ill information."

**Eye-Sight Retest** :—The Eye-Sight retest in the E. B. Ry has given rise to the greatest panic amongst the staff. The employees were thoroughly examined at the time of their appointment for fitness in the Railway services. Any physical defect that has been brought about is due to unnatural Railway duties and advanced age which have their deteriorating effect upon every human being. In some cases the services of the staff are dispensed with under the pretext that they are unfit for further service under medical examination. No certificate other than the Railway Doctors are accepted as genuine—even if the outside Doctors are renowned physicians. The staff is examined in a way which is not required in the Railway work at all. Agreeing for arguments sake that such test is a necessity may we be permitted to enquire as to whether the after-effect of such "chucking off" has been thought of by the authorities who are bent upon muzzling up the entire system through medical examination mechanism. What will these victims—who have already spent the

best part of their life in the service of the Ry.—do at a time when they are unable to start afresh in life? Unless the Administration aid them pecuniarily or find for them suitable berths—without loss in emoluments they used to draw at the time of their service were dispensed with. Let us hope that the Administration will give a sympathetic consideration to this delicate yet serious question on which depends the very existence of a large number of families.

**Supply of Uniforms** :—It has been brought to our notice that the District Traffic Superintendent "C" Calcutta supplied uniforms for "Cooks" & "Servants" for the Indian Guards' Running Room at Goalundo. Unfortunately the Station master who was given the authority to distribute them did not see his way to do so. Repeated requests were of no avail. He is silent. He is obdurate. And why! is the reason so very secret that we are not entitled to know them lest the Administration might collapse! whatever might be his 'motive' it is our duty to tell him straight that as a public servant it is his bounden duty to carry out the orders of his authorities and he has no right to withhold the same at his 'sweet will'! If he fail to do the duties assigned to him he is unfit to hold such a responsible post as the present one. We hereby draw the attention of the District Officer concerned to this irregularities. Since we want to have the wrong—duly righted he will have our full support in this respect. We hope he will at once start upon an enquiry to trace out the identity of the Uniforms for which enough money was spent by the Administration.

**Physician heal thyself!**—Babu Nalin Mohan Rudra, Assistant Stationmaster attached to the District Traffic Superintendent (Commercial) has become very nervous at the rapid growth of the strength of our Association! He, it is alleged, in course of a conversation opined that “the Association has grown very strong and in consequence—require to be put down—forthwith”! A fine mentality eloquently expressed! Possibly this spirit of vindictiveness in him was the result of our constant knocking at the gate of that office to set its house at right! The irregularities, done by this office in the Department of which Babu Nalin Mohan is a responsible adjunct, are legion and require to be mended thoroughly so that his ‘threatening cautions’ might be acted up to! By the way, we hope he does not pretend to forget the precept “Physician heal thyself”!

**‘The will’—the will—of—the wisp!’** :—  
We give below the report of the General secretary on the Purnea station which runs as under :—

(a) The staff quarters and the station buildings are surrounded by low land without any proper drainage system to clear the accumulations of rain water. The result is that the growth of the jungle on this low land is so rapid that it is impossible to eradicate them by individual efforts of the staff in spite of the fact that the staff under the rule require to keep clear 20’ of land around their own quarters—the neighbouring jungle outside this area being very rapid in growth. The jungle clearing gang, maintained by the Medical Department is reported to have not worked at this station.

(b) Unless and until some suitable

drainage arrangements are made the same difficulty can not be improved.

(c) The old type of quarters occupied by the Docking clerks, Ticket Collectors & Goods Clerks have become another source of diseases amongst the staff who after hard labour at day and night cannot sleep in the damp and ill ventilated rooms with small windows on one side having the air passage blocked on the other sides. They are, therefore, compelled to pass most of their time outside under all sorts of exposure leaving their female members to rot in the blocked apartments.

To the above the Agent replied as below :—

“I quite agree with you that the quarters are unsatisfactory and the Executive Engineer has been instructed to clear up the surroundings of these quarters and do what he can to improve the drainage. As to replacing the quarters the desirability of doing so has been duly noted but in view of the large demand to supply quarters for employees who have no quarters of any kind, this Administration considers that the quarterless staff have first claim on available funds and that a room of some sort is better than no roof at all.”

We congratulate the Agent for his this belated assurance. But we are of opinion that the Administration, if it is at all willing can improve these ‘slum dwellings’ one after another side by side with the construction of the new ones! The plea of funds is a mere white washing slogan to avoid responsibilities. When the funds come in torrent to remove the residential difficulties of other communities but Indians, we wonder why such a question as “no fund” should

at all creep in the case of Indians only? What is needed most is the sympathetic out-look based upon broadmindedness! And we presume, there lies the key to the way of eradicating the standing evils! But where is the will? Oh! Where!!

**Housing Accommodation :—**In the Legislative Assembly, Sir C. Hindly, High Commissioner of the Railways, said in reply to a question asking statement from the Government of India stating the amounts spent for building quarters for Europeans & Anglo-Indians and Indians separately to prove that monies are spent for building quarters of Europeans & Anglo-Indians out of proportions than that of Indians, (finding the position very awkward as it would have revealed the truth that racial discrimination still in existence in the Railway which the Railway Authorities have systematically denied while questioned in the Assembly by non-official member) that 'details are not available. Rupees eight lacs have been sanctioned for building quarters of the B. B. Railway.

It is very curious to note that Sir. C. Hindley being the High Commissioner of the Railway has deliberately denied any knowledge of the details in question. It is understood that standard type plans sanctioned for B. B. Railway for different classes of employees, Europeans & Anglo-Indians and Indians are based on racial question, which were as a matter of fact passed from the Office of the Railway Board and then worked into the different State Railways. The types sanctioned for the Indians staff such as special "Z" Type, "Z" Type, "W" Type, "S" Type etc are only meant for Indians.

Representations being made by the Railway Authorities from the staff concerned as well as B. B. Ry. Indian Employees' Association, suggesting partial additions and alterations to the existing staff quarters as well as improving the type-plan to suit the Indian condition.

The Authorities appear to have red-taped the whole question which were put forward to the authorities with the hope that they would receive sympathetic consideration at the hands of the Railway Lords who are enjoying all sorts of privileges such as palatial buildings fitted with electric fans and lights which is beyond the conception of an ordinary man who never comes in contact with the Railway.

The amount spent every year for the maintenance of the Officers' Quarters is not an insignificant amount, the carriages, that are being used by the officers while they go on line on tour, the maintenance for these carriages in most cases exceeds thousand rupees in a year. It is surprising to note that these officers are very often found to say that owing to financial difficulties they can not make the desired improvement in the housing of the staff. When the question of providing quarters for officers, their servants, kitchens etc comes, the Railway Board in no time overcome the difficulties and find out money to meet the demand.

Another speciality exists in the type plan which has drawn our attention, there is gain in saying the fact that every human being whether is an European, Anglo-Indian or Indian requires sufficient air and light for keeping their health; but the Railway has got a different hygiene to determine this important factor, which of course is not available in any science in any part of the

world. The doors and windows that are being provided in the quarters of Indians are in most cases measuring 1/4th of the sizes of that provided for Europeans & Anglo-Indians. This goes to say that Railway Lord has applied his own science and decided that an Indian could live healthily getting 1/4th part of the air and light, that require for an Anglo-Indian or European.

The compound allowed for the Europeans, & Anglo-Indians is also worth mentioning. They are in most cases twenty times greater than what is allotted for Indians. The only reason that can be attributed in this case is that Railway Lord has some ulterior motive to see the children of European and Anglo-Indian Staff and their ladies to grow healthier whereas the families and children of Indian Staff to be deprived of facilities which are essentially necessary for human beings to grow healthier.

The number of sicknesses prevailing amongst Indian Staff and the condition of their health will speak for itself. The inference drawn by some of our eminent officers that the causes of sickness amongst Indian Staff are due to the fact that they very often fall sick when they go to their native villages, the surrounding of which are generally unhealthy. In this connection I may be said without contradiction that when these Indian staff join the Ry Service after undergoing medical test for their health, they are never found unhealthy but quite fit and healthy, but as soon as they join the railway service and start to work the Ry at different climates under so-called railway sanitary surroundings full of ditches &

jungles, stagnant water around their quarters, subject to constant mosquito-bittings, without proper medical aid, having no facility for leave to send their children to better climates for change and living in peculiar type of quarters which are the work of eminent Ry. Engineers, this Indian staff begins to loose their health having attacks of Malaria, Kalazar, Phthisis etc; which become easily contagious for living in crowded house and colony.

If any one cares to scrutinise the whole problem of housing of Ry employees, I believe that there will be little doubt to come to the conclusion that the Ry authorities are solely responsible for the health of the staff, and thereby having huge sums of money lost by the Ry. revenue or losing the working days of staff due to sickness. Had the Ry authorities taken up seriously the question of housing problem as suggested from time to time by the employees and the Employees' Association there could have been a marked improvement in the health of the staff resulting in saving from unnecessary loss in the Ry. Revenue.

It is believed that unless and until the Ry Lord opens his eyes without seeing through the spectacles and handles the real situation in consultation with the staff who are concerned, no real and tangible result could at all be achieved.

If a census is taken on the sickness amongst European and Anglo-Indian Staff it will not be very difficult to trace out that the Europeans and Anglo-Indians having better accommodation in the housing and other privileges are free from the attacks of such diseases to which the Indians are paying heavy toll.





but for a man to keep in. The floor is constructed in such a way that all rain waters flow down into the sitting compartment without any interruption damaging all train papers and all. The planking of the floor has many inter-spaces admitting air from below most unhealthy in winter season.

To conclude we have already represented the matter through wires and letters and train journals too to our District Officers but favoured with no result. We hope as a safety to the Running Staff you will pay your personal attention to the matter by condemning this type of light Bvans."

We draw the pointed attention of the Traffic Manager to the memorial for the removal of the grievances as pointed out by the memorialists.

#### **A sample of Efficient Administration :—**

We present a sample of official administrations, that are being paraded at every opportune moment as most efficient, specially when called upon for redress, to those who are interested in the well being of the "teeming millions" to enable them to form any idea, they are pleased, to do against the Administration. The Circular as issued by the District Traffic Superintendent, Katihar under No E. G./319 of 12. 1. 29 to all Guards regarding "sick report by them at the last moment, runs under :—

"It has become a habit with some Guards to report sick at the last moment on the call book. This must cease. In future Station-

masters concerned will give you daily the names of Guards who give them less than four hours notice of their being sick and I shall punish them very severely. This is the last warning which will be issued."

It is indeed quite surprising to find such a meaningless circular issuing under the authority of a District officer who can well think of the fact that "it is beyond one's power to control the indisposition specially when he is required to work at the notorious climate of Dooars & Assam. We presume Mr. Kureshi expects that by his ill conceived threat the guards will refrain from reporting sick when they fall ill or does he really feel that the guards will attend upon their duties when they are unable to do so? But what strikes us is the forgetfulness on the part of Mr. Kureshi the fact of pecuniary loss they are liable to suffer for reporting sick. And is there any fool who will disagree to 'Catch the last straw though he is sure of his drowning at the sea!' Our masters are so many perfect beings and they it seems have conquered the pestilence. Otherwise one of their ilks must have thought twice before issuing such a thought-provoking circular! Mr. Kureshi will render us an incalculable benefit if he can drive away all sorts of diseases from the midst of those who have the good luck of serving under the auspices of his august administration!! While we are awaiting for a "blissful drug" from Mr. Kureshi that will act as an antidote we also draw the attention of the Authorities to this vexacious Circular for its immediate mending up!!

# Gleanings from the archives of the Railway Secretariat.

## Report on the Expenditures of the Railways on the education of the Employees in the year 1925-1926.

The object of the enquiry is firstly to obtain an uniform basis the complete facts regarding assistance given from Ry funds for the Education of children of Ry employees; secondly to enable the Ry Board to formulate, if possible, in a concise form the the future policy with regard to such assistance having regard to the present commitments of the Railways and the facilities given by provincial Governments for Education.

### Number of Employees on the Railway.

Railways.	Number of Servants.
1. Assam Bengal.	11,801.
2. Bengal Nagpur,	60655.
3. Bombay, Baroda & Central India,	72765.
4. Burma.	23182.
5. Eastern Bengal,	53571.
6. East Indian,	131521.
7. G. I. R.	108,237.
8. Bengal & North Western,	27220.
9. M. S. M.	51644.
10. N. W.,	115866.
11. R. K.	5798.
12. S. I.	32326.

### Origin of Ry. Educational facilities :—

The Educational facilities provided by the Ry. seem to have had their origin in the

necessity felt by the Railways (in the absence of other agencies) of providing some form of education for the children of imported European who in the earliest days, formed a considerable proportion of the Railway Company's employees and many of whom were stationed at places where no European schools were available. Almost every large Ry. Settlement had its European Schools from the earliest times. Two Companies the E. I. & N. W. Rys went further and established Boarding Schools in the hills with the objects to helping "those employees who can not afford to send children to England, by enabling them to give them a second modern school education under as nearly as possible, English conditions. Other companies were generally content to assist their employees to send their children to European Schools in the hills by undertaking to pay a portion of the fees and various methods of helping parents were adopted. In giving this form of assistance the companies seem to have been animated by a desire to enable parents to educate their children under climatic conditions as favourable as those in which they would have been educated, had they remained in Europe and in this matter they followed in the footsteps of other organisations which were concerned with the education of European children in India. It is a notable fact that out of 316 European schools in the eight major provinces of British India no less than 70 are situated in the hills where a



more or less temporary character. The educational facilities, thus provided in the first instance for the children of Imperial European employees' were naturally extended to their successors" the Anglo-Indian and domiciled European community.

Later on, with the entrance of educated Indians in large numbers into the service of the Railway, the Railways seem to have been impressed with the desirability of providing educational facilities for the children of Indian employees in place where the local authorities had not provided schools of any description, or in some cases, where such authorities had provided schools which contained only primary classes. And following still more closely the analogy of assistance to European Employees, some Railways establish systems of helping their Indian Employees to send their children to Boarding School situated in places distance from the place of residence.

**The Govt. of India Resolution on the Education of European and Anglo Indian Employees (1878):**—It may be noted here that the Govt. of India at an early date took an actual interest in the promotion and improvement of provisions by the Railways of educational facilities for the children of their European and Anglo-Indian Employees. After an enquiry into Railway schools initiated by the venerable Archdeacon of Calcutta in 1875, the Govt. of India (Home Department) in a Resolution No. 209 dated the 19th August, 1878 announced their views on the subject in the following terms, :-

"Now that the attention of the local Govts & Administration has been fairly directed to the subject of Railway schools,

The Government the Governor General in Council confidently hopes that all questions connected with this important matter will receive the fullest consideration at the hands of the local authorities..... What the Govt. of India wish is that everything should be done to promote the progress of Railway schools, that the State can reasonably do, with due regard to the requirements of the other and more numerous sections of the Indian Community and with proper attention to the extent and capabilities of the Provincial assignment in each Province. ....The Govt. of India in the Public Works Department are, with respect to the State Railway liable to the same responsibilities in the capacity of employers of labour as the proprietors of other Railways in the matter of providing the means of education for the children of European and Eurasian Employees of those Railways; apart from the responsibilities following on the state in respect to all Europeans and Eurasians children what the Funds at the disposal of the local Governments and Administrations for grants-in-aid are limited and cannot, as pointed out by the Govt. of Bengal be charged with any very largely increased grants to Railway schools in fairness to the general mass of the populations. The revenues of Guaranteed Railways have much improved of late and the Railway companies may be willing to make increased or fresh contributions when necessary. Not only in expenditure in this matter required in the interest of Railway employees themselves but the Railways will be indirectly reimbursed by the greatly improved recruits, they will be able to secure locally without indenting, as they now do, in England. It should be

an object at these schools to bring up as many lads as possible for employment as Guards, Fitters etc. and they should not be encouraged, as so many in Indian School boys seem to wish to do, to qualify merely for clerkships and such like employments."

"At all the Railway Schools where higher education is attempted, such education should, as far as possible be of a technical character, and too much money and effort should not be spent in raising the pupils to any particular University or other intellectual standards.

"The Government of India consider it of importance that some arrangements, whenever possible, should be made to enable the pupils of Railway schools to acquire some knowledge of a vernacular language. Such knowledge would be beneficial to them in after life. This point should not be lost sight of, especially at the more advanced boys' schools."

Government of India Resolution on European Education (1881):—Three years later, the Govt. of India in the Home Department (Education) Resolution No. 8 dated the 8th Oct, 1881, on the subject of European education, again referred to the part which the Railway Administration might be expected to play in the development of educational facilities for the children of their Employees.

The Railway Companies "runs the resolutions" have also done a good deal and are prepared to do more, in the way of providing schools in the hills for the children of European employees. It is only in the Central Provinces and the Panjab, that new

hills schools seem to be at present somewhat urgently required. Improved facilities by making use of these schools will be given.... by the introduction on both the State and the Government Railways of a system of free passes for children going to and returning from schools when the parent stands in need of this aid. The Public Works Department will be requested to arrange the details of such a system. The Governor-General in Council has no doubt that the Railway Administration will gladly consent to meet the wishes of the Govt. in this respect, as they have already shown themselves fully alive to the importance of placing the means of educating within the reach of poorer classes of Europeans in this country.....But this Governor-General in Council desires that European Schools may eventually be opened in every station where an average daily attendance of 12 children can be got together. In considering this matter, it should not be forgotten that, where bulk of European population consists of Railway Servants, the Railway Administration may very properly be moved to establish a school, the Govt. giving aid in proportion to the number of outsiders likely to benefit by it.....The Govt. of India will be glad to see a more practical direction given to the institution in the middle and higher schools and will specially favour attempts to give a sound commercial and mechanical education to the older boys determining the amount of Government grant, due advertence must be had to the fact that in respect of some children the Ry Companies are prepared to contribute. In such cases the payment may be divided between the Govt. & the Companies in such proportions as may be agreed upon.

Methods of Educational Assistance	E. B. R.	G. I. P.	M. & S. M.	N. W.	Total
Provided by the Railway :—The methods employed by the Railways to assist their employees to educate their children may be classified under the following heads :—	5. B. H.	8	9	1	9
	6. G. I.	7	...	...	7
	7. N. W.	5	...	...	5
	8. B. N. & N. W.	5	...	...	5
(a) The provision of Railway schools (i. e. schools maintained and controlled by the Ry. Administration) for the children of (employees with rates of fees adapted to the circumstances of the parents)	9. E. B.	4	...	...	4
	10. Burmah	1	1	...	2
		<hr/>	<hr/>	<hr/>	<hr/>
		84	9	2	95

Railway School for Indian Children.

Railways	Primary	Middle	High	Total
1. A. B.	3	3	1	7
2. B. & N. W.	...	...	...	...
3. B. B. & G. I.	9	1	1	11
4. Burmah	1	1	...	2
5. E. B.	...	...	...	...
6. E. I.	3	6	5	14
7. G. I. P.	...	...	...	...
8. M. & S. M.	4	1	...	5
9. N. W.	1	1	...	2
10. R. & K.	...	...	...	...
11. S. I.	1	...	...	1
12. B. N.	8	5	2	15
	<hr/>	<hr/>	<hr/>	<hr/>
	30	18	9	57

(To be continued)

Railway Schools of European & Anglo-Indian Children :—

Railways	Primary	Middle	High	Total
1. E. I.	21	...	1	22
2. M. & S. M.	13	5	...	18
3. G. I. P.	11	1	...	12

# Pulsation in Labour Life.

## Our Own Activities

**Paksey Branch:**—A mass meeting of the E. B. Ry. Indian Employees' Association was held at Serajganje Goods Yard on Sunday the 3rd March 1929 under the auspices of the Paksey Branch.

Comrade J. L. Roy took the Chair. Comrade J. C. Bhattacharjee, Secretary of the Branch and the Chairman delivered speeches, impressing on those present the extreme necessity of solidifying the Association both numerically and financially and of raising adequate funds for the Reserve Fund.

Statement showing the amount received up to 28-2-29 in aid of Bhriqumath Pathak, Relg. Line Jamader of Paksey, entangled in Ishurdi Motor Bus Accident Case.

Total Receipts up to 30 9-28	...	...
		Rs. 141-15-0
Munshi Golam Mohiuddin, Clerk of Works, Hardinge Bridge, Paksey	...	10-0
Collected by Jt. General Secretary, Calcutta.	...	3-8-0
Babu Sapuran Singh, P. W. I., Serajganj Bazar,	...	4-0-0
„ Benode Behary Dutt, Goods Clerk, Serajganje Bazar.	...	1-0-0
„ S. N. Bannerji, Hd. Goods Clerk, Serajganje Bazar.	...	1-0-0
One well wisher,	...	10-0-0
Branch Secretary, Santahar.	...	10-0-0

Babu S. K. Mukherji, Overseer, Sapatgram,	...	1-0-0
Bhriqumath Pathak (From his own pocket)	...	40-0-0
Joint Secretary, Calcutta Branch.	...	10-0-0
Total Receipts up to 28-2-29	...	223-7-0

**SAIDPUR BRANCH:**—A Meeting of the branch council of the Saidpur Branch was held on the 12th Feb, 29. Comrade R. N. Ghosal was voted to the Chair. The following resolutions were passed:—

- (a) The monthly accounts of December, 28 were read and passed.
- (b) The question of additional expenditure incurred (i. e. contribution raised Rs 40. 4. 0. & expenditure Rs. 50. 7. 0, in connection with the annual general meeting held on 13, 1.29,) viz Rs. 10 3 0 was raised and it was unanimously resolved to meet this from the general Fund towards the meeting expenses.
- (c) It was resolved that the General Secretary be requested to communicate the result of the deputation in connection with his letter No. 0-34 of 28 1, 29, and the suggestion made from this branch under letter No. G-4 of 31, 1, 29. It is further resolved that the General Secretary should move with the higher authority if it transpires that he can





while the employers possess the power of suspending an employee under mere suspicion in his conduct, the employees should also have the right of suspending or stopping their work, when employers do not concede reasonable demands for pay or wages and conditions of service.

It is a one-sided proposal to make the suspension of work by the employees illegal, while the power of employers who suspend work or employment of men remain in tact. The right of strike should on no account be withheld from the employees because that is the only weapon open to the men to secure justice from the unwilling and selfish superiors or employers. The Bill makes no provision for any Inquiry into the grievances of the employees but it jumps into the higher step of making the men liable to punishment when they seek redress by a strike. The Govt is looked upon as an impartial arbitrator and should legislate on just and equitable basis. It should not look upon the interest of one party only but should equally protect both the parties. The employees being weaker than the employers deserve greater protection and sympathy. They need this protection especially from the high-handedness of the heads of Departments or their deputies who have unduly large emoluments and privileges for themselves and deny a leaving wage and reasonable conditions to workers on the ground that the working expenses of the railways would show a high percentage on the Revenue Receipts but this argument is never raised in raising the excessive emoluments of the officials including the heads of departments. As an instance of this, I would cite the increases allowed to the officials from time to time as shown in the his-

tory of Indian Railways services, especially the increases allowed to those in 1910 and over and above them the increases allowed by the Lee Commission. The Salary of the Manager (now styled as the Agent) of State Ry was Rs. 1200/- P. M. up to the year 1889. It is now Rs 3500/- to 4500/- P. M. Sections 16-20 make sympathetic strikes of workmen illegal and provide for special protection to black legs. These restrictions would encourage disunion among the Unionist workers. The English Act of 1927 was passed by the Tory Govt and is bound to be repealed by the Labour Govt as soon as this Govt comes into power, and should not therefore be taken to serve as a guide in legislating in India.

I would draw attention of the Govt of India to the preamble to Part III of the Versailles Treaty of Peace, which recognised among other measures the urgent need of the following provisions for the benefit of Labour.

1. Provision of unemployment.
2. Provision of an adequate living wage.
3. The protection of the worker against sickness, disease and injury arising out of employment.
4. The provision for old age and injury.
5. Recognition of the principle of freedom of Association.
6. The organisation of vocational and technical education.

So far as these needs are concerned, India appears to have done nothing or very little indeed to meet these wants.

**Hours of Work :—**Attention of the Govt is also drawn to the General Secretary's report pointing out that the Govt

by a Union of the men, constituted in terms of the Indian Trade Union Act, where the members enjoy equal privileges and stand upon equal footing.

**Staff Council on the English Railways** :—Sir George Rainey has the example of the English Railways and we shall be glad if he arranges to amend the Indian Rys Act so as to provide for the constitution of the **Central Wages Board** and the **National wages Board** for settling disputes concerning wages and conditions of the service and for making it obligatory on the Ry Administrations in India to establish Councils on the lines of part IV of the English Ry Act 1921 (11 and 12 Gen. V) instead of forcing upon the men sham Staff Councils or Local Committees or Personal Officers as advocated by the Officials in India. The All-India Railwaymen have been asking for that since their Record Conference held at Bombay in 1922. If the Railway authorities meet the men in a reasonable spirit, the men will gratefully continue to obey their superiors and loyally work under them, as they have done in the past. Mr. Pearce need not take his hat off to the Indian workmen but he should see that the justice is done to the men who have been so loyal to their superiors for the last eighty years.

Here I stand with 52 years of actual service in the cause of our Indian Staff Rys but I can not help saying from my personal experience that the old "Ma Bap" of the last century or even of the pre-war period have disappeared, and the Ry officials of the present day, some of the Ry Companies in India, do not respect the obligations even from their written documents, much less from their words of honour.

**The Local Committees** :—The local officials of many of the Indian Rys do not allow their subordinates to enter a union. The so-called staff councils or local committees are mere official bodies where the men dare not utter a word of their real grievances, for the fear of being discharged from the services or being otherwise victimised. If these Committees or Councils were constituted on the lines of the English Rys, there would be no objection, but the local Committee in India are not allowed the essential element of independent representation. The men who sit on the local Committees are slaves produced by the authorities rules. They can not but be loyal to those from whom they get their daily bread. These men know only how to secure favours for themselves by flattery and misrepresentations to the detriment of those whom they profess to represent. No body except such loyalists, likes the Local Committees, whenever they have been brought into existence.

The Staff Councils of English Railways were composed of an equal number of Ry representatives and of elected Representatives of Ry men's Unions. Here in India, the authorities will not allow the men to form men's Union without victimisation of union workers. When the first essential, the Ry' mens Unions, are not allowed to be formed freely and properly, how could it be possible to have staff Councils of the English type in India ?

**Policy of Officials** :—The higher officials use all possible means to keep down the Indian staff to the lowest level. They are persistently carrying on a definite policy to establish poverty among the workers on a

permanent from an object of the British Parliament and Holworth of the Labour Party of England who visited India last winter, yet the three highest officials of the Govt of India just mentioned desire to maintain good relations between the supervisors and the labourers. This is impracticable. If they want the men to be truly loyal to the officials, they should do justice to the men and remove all the causes of their legitimate grievances.

**Grievances of Railwaymen :—**Their grievances were formulated at a meeting of the Executive Council of this Federation held at Simla in September last, and were submitted to the Govt of India but they have not yet complied with our request.

Those demands, with a few verbal changes, will be laid before this Convention for ratification and further action in order to secure what the Ry. men in India need for their well-being and for efficient discharge of the onerous duties they are called upon to perform. To settle these demands we need the wages Boards and Councils of the English type, the need for which I have already mentioned. While increases to the salaries and allowances of the officials have been liberally allowed, the relief due to the men has been withheld on the mere ground that the operative ratio of working expenses would go up.

**Different Rules :—**Many of the grievances of the men are due to the different rulings in force on the Railways under the direct agency of Govt., and on the State Railways worked through the agency of Companies formed in England. As both kinds of these Railways are the property of the Govt., there should be a uniform

system of rules existing in the same compass throughout the service. But such is not the case because each of the companies has been allowed to frame its own rules. These are more favourable in the case of higher officials and very unfavourable to the subordinate employees, laying down a clear discrimination between pure Indians and Europeans or Anglo-Indians.

**Advantages to Europeans :—**These objectionable features of the Company rules are being still maintained not only upon the Company-worked lines but also on the East Indian and the Great Peninsular Railways which have been taken over by the State ; they are still applicable to the old staff taken over from the late Companies, while the new men engaged under the Govt regime get the benefit of the State Ry Rules. This is very unfair to the old staff composed mostly of Indians, whilst the old European officials still continue to enjoy the liberal privileges of the Company rules, the old Indian subordinates suffer. This should be regulated and the whole staff brought under the State Ry. Rules, which have no racial discrimination.

**Indianisation :—**The need for indianisation of the highest posts on the Indian Railways still continues, such as those of the Chairman and members of the Executive Council of the Govt of India, of the Chairman and Members of the Railway Board, of the Agents, and Heads of important Departments of the Rys. These posts are at present held entirely by Non-Indians and therefore justice is denied to Indians even in the lowest posts, and racial discriminations are openly practised even in the face of the repeated assurances of its abolition given by Mr. Parsons on behalf of the Govt of India in the Legislative Assembly.

**Racial Discrimination** :—The racial discrimination puts down Indians an inferior to Europeans and Anglo-Indians, even though the former may be better qualified and may actually be doing better work on holding higher positions in the service than some of the Europeans and Anglo-Indians of superior and subordinate grades as well as workmen and artisans, and yet our officials feel that their staff is well satisfied and it is the outsiders who incite the men. I base this upon the complaints I am daily receiving from Indians and upon that I saw during my own service on the Rys from July 1907 to the end of 1924. India can not be satisfied so long as this stigma of their inferiority is continued either in theory or in practice. They feel it because it is practised openly in their own country and with their own (Indian) money while Indian money is lavishly spent on the high salaries and allowances on luxurious dwelling houses for foreigner, they are themselves kept down on straving wages and housed in insanitary dwellings or left without any house accomodation provided by the Ry. The Racial discrimination is shown in recruitment, in pay, in promotion, in leave and passes, in house accomodation, in educational grants for the children of Employees, in medical aid, etc.

**Justice to all** :—The Federation stands for the principle of equal pay for equal work and does not recognise that any race or community has any right to claim any special privileges or concession. The State Rys of India have been built and maintained entirely at the cost and risk of the people of India and the people of India alone have the right and privileges to employment on the Rys, provided they fulfil the requisite quali-

fications for the work required. They have always supplied the bulk of the workers required for the Railways. All persons employed on the Railways should be treated alike on a common basis, except those who may be specially engaged for special work and on special condition. We deprecate the idea of reserving any proportion of posts or allowing any special privileges for any Community, for any such reservation can not be made without injury to members of other Communities. We stand for justice to all employed on our Rys. If the members of the domiciled European and Anglo-Indian Communities place themselves on an equal footing with the Indians, we should welcome them and treat them like ourselves.

**Claim of Anglo-Indians** :—The Govt of India Railway Board have lately issued recruitment rules for the superior State Railway Services in the following Departments :— (1) Engineering. (2) Transportation, Traffic, and Commercial, and (3) Mechanical Engineering, Transportation (Power), Electrical, Engineering and Signal Engineering. Two thirds of the appointments to be made in India will be filled on the results of competitive examinations in the direct order of merit, the remaining one-third vacancies will be reserved by the Govt of India to redress, so far as may be necessary, marked communal inequalities or may be filled in the



direct order of merit in which the candidates passed the examination.

Allusion to this reservation is made in the recent letter addressed by the Govt of India to the Anglo-Indian and domiciled European Communities, whose deputations waited upon the Secretary of State of India in 1923 and 1925, I take the following extracts from that letter.

"The Govt of India have never been prepared to set aside any definite percentage of appointments for any particular Community. Their policy has been restricted to securing that no one Community should obtain an undue preponderance, and reservation of posts has been made for qualified members of minority communities generally. This reservation of one-third of the total number of appointments has been accepted as the general principle in the service administered by the Central Govt, and the Anglo-Indian Community will share with the other Communities the protection that it secures."

The recruitment scheme also "sets aside, add the Govt of India", a proportion of vacancies to be filled by promotion from the subordinate grade, in which the Anglo-Indians are numerous. These two features of the scheme will, it is thought, afford the Community all reasonable protection."

In the subordinate branches of the Ry Service, the Anglo-Indian Community is expected by the Govt to meet increased competition from Indians and the recruitment schemes of general education, but care will be taken not to impose conditions which would in effect seriously restrict the opportunities of employment on the Rys which Anglo Indians at present enjoy. It

is hoped that the Govt of India will see that no obstacles are laid by the its Administration in the way of qualified Indians securing their due shares of the appointments. They should not be so handicapped as they have been in the past. The two minority communities of Europeans and Anglo Indians have had a sort of monopoly in the Ry services, favoured by the high officials of the two Communities. That sort of favouritism must not be allowed in the future at the cost of Indians. The following are the percentage of the total appointments held by the two Communities on the first class Railway in India on 1st April 1927-Vide pages 67 and 72 of Vol. 1 of Railway Board's Administration Report for 1926-27.

	Appointments in Superior Service,	Appointments in Subordinate service,
European	70.83%	25.03%
Anglo-Indians	7.88%	45.39%
Total	78.81%	70.42%

These percentages are very largely of the result of the racial discrimination practised in the past against Indians, the continuance of such percentages in the future cannot be justified by any means for the two communities which number only 0.05 & 0.03 per cent, respectively, on the total population of India according to the census of 1921. Indians who numbers 99.92 per cent, on the total population, had only 21.29 and 29.58 per cent of the two categories of the Ry appointments. This wrong should be righted by an impartial treatment of all communities or races of India. But we have just learnt from our delegates that the Railway Board have received definite instructions from the Govt of India that in preparation



of schemes for the recruitment to the subordinate Ry Service, care must be taken not to impose conditions (of educations etc) which would in effect seriously restrict the opportunities of employment on the Indian Rys, which Anglo-Indians at present enjoy and the Agent of the E. B. Ry has directed his Heads of Deptts that these instructions must be duly observed, that the aptitude of Anglo-Indians for railway work is recognised and there is no intention of ousting them from the position they have won, provided that they show themselves capable of retaining their position.

The Agent of the Govt Railway is evidently wrong in issuing these instructions. If they are allowed to be carried out, they would perpetuate the racial discrimination. The instructions are wrong and self contradictory, wrong and unjust because they unduly favour the Anglo-Indians which can not but injuriously affect Indians and self contradictory because in one part the Agent requires the Anglo Indians to show their aptitude while in the other part it lays down that the aptitude of Anglo-Indians for Railway work is recognised, which can not be true in individuals offering themselves for recruitment. This Federation should strongly protest against these directions and have the terms of partiality and favouritism removed entirely. Under these instructions Heads will go on engaging Anglo-Indians on the favourable terms which have practically given them monopoly in the subordinate posts of State Railway in the past. It is totally wrong to say that the Anglo-Indian Community has established its aptitude for Railway work. Have not Indians likewise established their aptitude for the work? As a matter of fact, 98 per cent

of the total railway employees in India are Indians while Anglo-Indians are only 2 per cent of the total, but these two per cent hold the better and more lucrative positions than those allowed to the vast majority of qualified Indians, which is a wrong we have been complaining of.

**Trade Dispute Bill:**—The Trade Dispute Bill recently published by the Govt of India is a very reactionary measure. It goes far beyond the draft bill published in 1924 and gives greater protection to the stronger party of the Ry Officials than to the weak employees. It is a one-sided measure and is especially directed against the freedom of men employed on monthly system of pay. It would also go against the aspiration of the men at present employed on daily wages in the Railway workshops, who are asking for the extension of the monthly system of pay in lieu of daily wages.

This bill has already been objected to by representatives of workers and we should stongly record our protest on behalf of the Railwaymen. In section 2, the word 'employer' has been defined as the "Head of the Department". This definition should in the case of State Railway be changed and the Govt of India be substituted for the Head of department. Because the Head of the Deptt is also a servant of the same state that employs the lower workmen, he should not be put in place of the real employer, the state, as the interests of his class of officers are opposed to those of the work people. As regards the 2nd & 3rd parts of the Bill, relating to special provisions regarding the public utility services & for illegal strikes & lock out, Section 15 to 20 of the Bill will hamper only the men from obtaining justice.

has not consulted the Federation about the requirements of the Bombay and Washington Conventions on the subject of working hours of the Indian Ryas. The matter is of considerable importance to workers and I am surprised that the Govt of India have ignored the Federation so completely.

**Conclusion :—**In conclusion, I would repeat the concluding part of my Presidential address at the first conference of All-India Ry men, which was held in Bombay in 1921. The address I gave them hold good even today. I commend it to you again and trust you will continue your work peacefully on constitutional lines. Your patience will be fully rewarded in the near future. The following is the advice I refer to :—

"In drawing your attention to some of the defects and disadvantages from which subordinate employees of Indian Rys at present suffer, I will advise you to make your representations in a reasonable spirit and to do your best to maintain harmonious relations with those under whom you are placed. I see no wrong in representing your wrongs. The wrongs must be righted and I trust, the Ry authorities will also be responsible to give due consideration to the grievances of their subordinates and place the service on just and considerate grounds and have a sound organisation to have a staff of trained men for the various classes of duties required for Railwaymen. Such an arrangement, I cannot but think, will be satisfactory to all concerned, satisfactory to the men entrusted with the working of Railways and satisfactory to the Public and trade of the country, for whom the railways are established. I would also advise you to always be respectful to the authorities and settle your disputes amicably

as far as possible by negotiating and arbitration, without resorting to direct action. I would advise you, gentlemen, to fully appreciate all good points of the service, mind the Railways are yours, you have a sacred trust in your hands and you must discharge that trust in a sacred manner. The country pays for the railway service and expects the service to be rendered in a satisfactory manner, without undue burden upon the people and without your being unreasonable to those whom Providence has placed under or above you. To the higher officials I would say, be reasonable in fixing your own emoluments and privileges, show the magnanimity of your heart by self-sacrifice and contentment by glory of the high office which Heaven has given you. Curtail your personal wants and do justice to your subordinates.

Amen !

#### **Our comrades in lands, far off :—**

A conference of "working class organisation is to be held in Manchester to-morrow to form a branch of the Workers' Council for Education, a body which, according to its local secretary, seeks to "bring the teaching of the schools nearer to the needs of the working class" and redress the "capitalist bias" of the schools, as "such subjects as history and geography are obviously to-day vehicles for the dissemination of Imperialist propaganda, and, though less obviously, all the curriculum of the school partakes of the same bias." Besides the extension of school medical and welfare services the Council aims at the "replacement of Imperialist and military teaching, school books, pictures, and ceremonies (such as Empire Day) by matter of working-class value." It opposes

the Scout, Girl Guide, and Brigade movements "on account of their dominant anti-working-classes character," and seeks to

replace them by "Lithuania's anti-imperialist League for Labour and the operative principle." Manchester Guardian Feb 1, 1930.

## Railwaymen's Topics in Indian Legislatures.

### LEGISLATIVE ASSEMBLY.

#### Preferential treatment of Anglo-Indians on the Eastern Bengal Railway :—

251. Mr. Varshagiri Venkata Joggia—Has the attention of Govt. been drawn to the resolution passed at the recent Annual Convention of the All-India Railwaymen's Federation regarding the circular letter issued by the Agent of the Eastern Bengal Railway suggesting the appointment of Anglo-Indian on better scales of pay, in spite of inferior qualifications, than Indians, and will Government be pleased to state what action they propose to take in respect of this racial discrimination, sought to be perpetuated by the Agents of State Railways?

Mr. A. A. L. Parsons :—The Railway Board have not received a copy of the resolution mentioned by the Honourable Member but I lay on the table a copy of the memorandum by the Agent of the Eastern Bengal Railway to whom the resolution presumably referred. The Honourable Member will see that the memorandum does not bear the interpretation suggested.

#### Memorandum by the Agent, Eastern Bengal Railway.

##### Recruitment.

As is well-known to all Railway Officers the Anglo-Indian & Domiciled

European Community have recently been much perturbed in connection with their future employment on Railways.

This Community has submitted two memorials to the Secretary of State to which considered replies have been issued. The present position may be summed up as follows :—

- (1) Indianisation—The Anglo-Indian and Domiciled European has for this purpose the legal status of a Native of India and is eligible for appointments reserved for Natives of India (vide Home Department's Resolution No 16428 Ests. dated Simla, 12th September, 1923).
- (2) The Railways may and will therefore continue to recruit such Anglo-Indians and Domiciled Europeans of suitable education and other qualities as required; if necessary nominating such against the 33 per cent reserved for minority communities where recruitment is by means of competitive examinations.
- (3) The Railway Board have received definite instructions from the Government of India that in the preparation of schemes for recruitment to the subordinate Railway services

care must be taken not to impose conditions (of education, etc) which would in effect seriously restrict the opportunities of employment on the Indian Railways which Anglo-Indians at present enjoy. These instructions must be duly observed.

Copy to all Heads of Departments for information and guidance. This Railway's policy is that the aptitude of Anglo-Indians for Railway work is recognised and there is no intention of ousting them from the position that they have won provided that they show themselves capable of retaining that position.

Sd. N. Pearce, Agent.  
Calcutta.

The 7th November 1928.

Grant of Extra wages or credit Leave to the Compositors of the Eastern Bengal Railway Press when employed on Holidays  
Mr. Satyendra Chandra Mitra.

(b) Is it a fact that the compositors of the Eastern Bengal Railway Press get no extra wages or credit leave when they work during the holidays?

(c) Is it a fact that the clerks of the Eastern Bengal Railway Office and the Eastern Bengal Railway Press get travelling allowances when they are employed to work during holidays?

(d) If the reply to (b) and (c) be in the affirmative, will the Honourable Member be pleased to state the reasons therefor?

Mr. A. A. L. Parsons. I propose, with your permission, Sir, to reply to the questions Nos. 308 to 314 together. I am seeing if I can obtain for the Honourable Member the information for which he has

asked in questions Nos. 308, 309, 310, 311 and 312 except in regard to those presses which are under the control of Provincial Governments. Government regret that they are not prepared to make the enquiries suggested in Question No. 311 or to institute the laborious investigation which should be necessary in order to answer questions Nos 313 and 314.

Wages of the Employees of the Eastern Bengal Railway Press.

309. Mr. Satyendra Chandra Mitra. (a) Is it a fact that the employees of the Govt. of India Press and of other State Railway Presses get extra wages if they work after 2 P. M. on half-holidays when the offices close?

(b) Is it a fact that the compositors of the Eastern Bengal Railway Press get no extra wages for their work from 2 P. M. on Saturdays when their office closes at 2 P. M., to 5 P. M., and their extra wages are allowed for their work after 5 P. M.?

(c) If the reply to (a) and (b) be in the affirmative, will the Honourable Member be pleased to state the reasons thereof and does he propose to take proper steps for the payment of extra wages to the compositors for their work immediately after office hours?

(d) Is it a fact the clerks of the Eastern Bengal Railway Office get increments in their salary every year according to a graded scale?

(e) Is it a fact that the Press employees of the Eastern Bengal Railway Press get no yearly increments and have no graded scale of pay.

(f) Is it a fact that the Press employees of the East Indian Railway get yearly

increments and have also a graded scale of pay?

(g) If the reply to (d), (e) and (f) be in the affirmative, will the Honourable member be pleased to state the reasons therefor?

For answer to this question, see answer to Question No. 308.

Wages of the Employees of the Eastern Bengal Railway Press.

310. Mr. Satyendra Chandra Mitra (a) Is it a fact that the Press employees of the East Indian Railway Press get their salary and their overtime wages at the same time?

(b) Is it a fact that the Press employees of the Government of India Press and other provincial Government Presses get their salary and other overtime wages at the same time?

(c) Is it a fact that Press employees of the Eastern Bengal Railway Press do not get their salary with their overtime wages at the same time?

(d) If the reply to (a), (b) and (c) be in the affirmative, will this Honourable Member in charge be pleased to state the reasons therefor?

311. Mr. Satyendra Chandra Mitra : (a) Is it a fact that the Superintendent and the Deputy Superintendent in all the Government and State Railway Presses are recruited from home and they are all expert printers having passed the necessary examination?

(b) Is it a fact that the present Superintendent in the Eastern Bengal Railway Press does not possess the same qualifications as are possessed by the Superintendents in the Government and State Railway Presses, and that he was a clerk in a mercantile office?

(c) Will the Honourable Member in charge be pleased to enlighten the House as to the following matters:

(i) Where the present Overseer and Superintendent in the Eastern Bengal State Railway Press worked before they were appointed in their present posts?

(ii) What was the amount of salary in their former posts?

(iii) What are their qualifications?

(iv) How were they selected for their present appointments?

(v) What were their initial salaries and what are their salaries at present?

(d) If the reply to (a) and (b) be in the affirmative, will the Honourable Member be pleased to state the reasons therefor?

For answer to these questions, see answer to Question No. 308.

312. Mr. Satyendra Chandra Mitra : (a) Is it a fact there is no tiffin room and there is no arrangement for the supply of even drinking water, for the employees of the Eastern Bengal Railway Press, while there is such arrangement for such employees in Government Presses and for the clerks of the Eastern Bengal Railway Presses?

(b) If the reply to (a) be in the affirmative, will the Honourable Member be pleased to state the reasons therefor?

313. Mr. Satyendra Chandra Mitra : (a) will the Honourable Member in charge be pleased to enlighten the House as regards the following matters:

(i) What amount of money was spent over the salary and overtime wages for the workmen in the Eastern Bengal Railway Press during the last ten years, year by year, and what was the number of workers under each department, viz. compositors, machine, press, inmen and binders for the corresponding period year by year?

(ii) What amount of money was spent over the salary and overtime wages for the clerks, supervising staff and auxiliaries in the Eastern Bengal Railway Press during the last ten years, year by year; and the numerical strength of the clerical, supervising and auxiliary staff of the corresponding period to shown year by year?



(iii) What amount of money was spent for the purchase of printing machinery, metal, sheeting, brush, type, coal, molasses, hammer, chase, printing ink, paper in the Eastern Bengal Railway Press during the last ten years?

(iv) What amount was allowed as discount after purchasing the aforesaid articles for the Eastern Bengal Railway Press during the last ten years.

(v) What amount of money was realised by selling old machinery printing press, type, etc, of Eastern Bengal Railways Press during last ten years?

Amount of Money realised for sale of Waste Paper in the Eastern Bengal Railway Press.

314. Mr. Satyendra Chandra Mitra :

Will the Honorable Member in charge be pleased to enlighten the House as to the following matters :—

(a) What amount of money was realised by selling waste paper in the Eastern Bengal Railway Press during the last ten years?

(b) Was any tender invited for the sale of such waste papers?

(c) How many persons applied for the tender and what were their names?

(d) If the reply to (c) be in the negative, will the Honourable Member be pleased to state the reasons therefor?

For answer to these questions see answer to Question No. 308.

## Our Own Activities.

### Calcutta Branch.

#### MEETINGS :—

(1) A meeting of the Branch Council was held on the 6th February, 1929.

In the absence of the President & Vice President Mr. U. N. Pathak was voted to the chair.

The minutes of the Branch Council meeting held on 27-10-28 were read and confirmed. The Accounts for November & December 1928, were examined and passed. Three members were elected to fill up the vacancies in Branch Council caused by transfer & retirement of members.

(2) A Meeting of the Branch Council was held on the 9th March, 1929. As the President was absent and as Comrade, T. N. Das, Vice President, had requisitioned the meeting and intended to move resolutions he wanted some other member to preside, so comrade H. S. Mukherji was voted to the Chair.

Agenda 1. Resolved that the Central Council be requested to strengthen the present Board of Journal by inclusion of Comrade T. N. Das, Vice President of the Branch, who will assist the Board in all matters accelerating regular publication of the Journal with a view to popularise it amongst the employees.

**Agenda 2** Resolved that a Committee consisting of Comrade T. N. Das, Comrade H. P. Das, Station Master, Krishnagar City and U. N. Pathak with powers to co-opt be formed for collection of Reserve Fund.

(3) An Extraordinary General Meeting of the Branch was held at Mauson Institute, Sealdah, on the 15th March, 1929, under the Presidency of Comrade N. N. Chatterjee, President of the Branch.

**Agenda 1.** The formation of a Reception Committee to the Eighth Annual Conference.

The question arose as to what should be the qualification of members of the Reception Committee. It was decided that any member who would pay the fee to be fixed for the membership of the Reception Committee would become a member of the Committee.

Thereupon Comrade J. K. Chatterji moved a resolution that a minimum fee be fixed at rupees five. Comrade N. N. Ghosh seconded the resolution.

Comrade U. N. Pathak moved an amendment that the fee be fixed at Rs. 2/- Comrade B. C. Ghosh suggested it to be Rs. 3/-.

Comrade K. P. Banerji\* moved another amendment that for members of the superior establishment the fee be fixed at Rs. 5/- and for those of the inferior establishment at annas 18/-.

After a discussion on the resolution and its amendments the following resolution was passed unanimously :—

**RESOLUTION No. 1** :—Resolved that the minimum fee for membership of the Reception Committee be fixed at Rs. 2/- for

members of the superior establishment and annas eight for those of the inferior establishment.

Moved by Comrade, S. C. Mukherji.  
Seconded „ „ K. P. Banerji,  
Supported „ „ B. K. Banerji.

**RESOLUTION No. 2** :—Resolved that the Reception Committee be provisionally formed of the members of the Branch Council and the following members :—

1. Comrade Krishnapada Banerji, Supdt. Works Section, Agent's Office.
2. „ Jyot Kumar Chatterji, Head Passenger Supdt., Sealdah.
3. „ Haripada Das, Station Master, Krishnagar City.
4. „ Nalini Nath Ghosh, Agent's Office.
5. „ Bejoy Krishna Banerji, Chief Engineer's Office.
6. „ J. N. Gupta, Guard, Sealdah.
7. „ Bagada Prosad Ghosh, Station Master, Ichhapur.
8. „ Mani Lal Banerji, Train Controller, Sealdah.
9. „ Sital Chandra Mukherji, Guard, Sealdah.
10. „ Lalit Mohan Chatterji, Compositor, E. B. Ry. Press, Sealdah.
11. „ Jahar Lal Bag, Lino Operator, E. B. Ry. Press, Sealdah.
12. „ S. L. Biswas, Guard, Sealdah.
13. „ Tripura Charan Mukherji, Train Controller, Sealdah.
14. „ Mahendra Nath Pamlit, Train Controller, Sealdah.
15. „ Charu Chandra Bhattacharji, Train Examiner, Naihati.

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|-----|---|---|----|---|--|
| 16. | " | M. N. Banerji,<br>Train Examiner, Naihati.              | 4. | " | Mital Chandra Mukherji,<br>Suvarajit Ch. Mukherji,<br>Joint Secretaries. |
| 17. | " | Hiralal Chandra, Signaller<br>Naihati.                  | 5. | " | Manindra Lal Banerji Asstt.<br>Secretary                                 |
| 18. | " | Abinash Chandra Misra,<br>Chief Engineer's Office.      | 6. | " | Upendra Nath Pathak,<br>Treasurer.                                       |
| 19. | " | Bepin Behari Ghosh, E.B.Ry.<br>Press, Sealdah.          |    |   |  |
| 20. | " | Harideb Chatterji, Goods<br>Clerk, Tittaghur.           |    |   |  |
| 21. | " | Nagendra Nath Dey, Goods<br>Supervisor, Tittaghur.      |    |   |  |
| 22. | " | R. N. Routh, Station Mas-<br>ter Diamond Harbour.       |    |   |  |
| 23. | " | A. N. Chowdhury, Head Tra-<br>in Examiner, Budge Budge. |    |   |  |
| 24. | " | Kailsh Chandra Sinha<br>Station Master, Baraset.        |    |   |  |
| 25. | " | Satindra Nath Mukherji<br>Supervisor, Calcutta.         |    |   |  |
| 26. | " | Radhika Prasad Mukherji,<br>Clerk, STS Office, Sealdah. |    |   |  |
| 27. | " | Rama Oudh Relg. B. S. Man.<br>Calcutta.                 |    |   |  |
| 28. | " | Sew Charan Upadhyaya.                                   |    |   |  |
| 29. | " | Sewjeeban Dobey, Switchman<br>CA/South,                 |    |   |  |
| 30. | " | Rajpal Singh Relg. Gunner,<br>Calcutta.                 |    |   |  |

Moved by Comrade N. N. Ghosh  
Seconded " " K. P. Banerji  
Carried unanimously.

**RESOLUTION No. 3** :—Resolved that the following members of the Reception Committee be elected Office Bearers :—

1. Comrade Jyot Kumar Chatterji,  
Chairman.
2. " Satindra Nath Mukherji,  
Vice Chairman.

Moved by Comrade N. N. Ghosh  
Seconded " " J. N. Gupta  
Carried unanimously.

**AGENDA 2** :—PROTEST AGAINST REVISED RULES REGARDING MEDICAL EXAMINATION OF THE STAFF.

**RESOLUTION No. 4** :—Resolved that this meeting strongly but respectfully protests against the last para in the Railway Board's Circular No. 3137E dated 31-1-28 reproduced in B. B. Ry. Weekly Gazette No. 45 of 1928 laying down the policy that the employees suffering from any of the defects and diseases mentioned in Rule VI of the Circular will be disqualified for retention in the service. As most of the defects and diseases referred to are incurred due to conditions under which they have to serve against nature in most cases—it would be a hard policy if the staff are removed from employment after they have rendered efficient services under trying circumstances for a good length of time. This meeting prays that instead of total disqualification for retention in the service of such staff they should be relegated to some other services on this Railway without affecting their economic condition.

Moved by Comrade K. P. Banerji,  
Seconded " " S. C. Mukherji,  
Carried unanimously.

RESOLUTION No. 5:—Resolved that this meeting urge the Railway Board to revise the existing method of eye sight testing on the lines adopted by the Railways in England.

Moved by Comrade J. N. Gupta.

Seconded „ „ H. P. Das

Carried unanimously.

The following members then promised donations noted against their names for the Conference expenses :—

1. Comrade	U. N. Pathak	Rs. 10/-
2. „	N. N. Ghosh	„ 5/-
3. „	J. K. Chatterji	„ 5/-
4. „	Sital Ch Mukherji	„ 10/-
5. „	Girija Kanta Bose	„ 5/-
6. „	Bagala Prosad Ghosh	„ 2/-
7. „	Haripada Das	„ 10/-
8. „	Jahar Lal Bag	„ 2/-
9. „	Bepin Behari Ghosh	„ 2/-
10. „	N. N. Chatterji	„ 5/-

The meeting terminated late at night.

(4) A meeting of the Branch Council was held on the 22nd March, 1929.

Comrade N. N. Chatterjee, President of the Branch Presided.

The minutes of the Meeting of 6-2-29 and the Requisition Meeting of 9-3-29 were read and confirmed.

AGENDA 1—The Accounts for January and February 1929 were examined and passed. It was noted that the excess expenditure over 50 of the Collection of the General Fund was due mainly to the Free Card Passes being disallowed by the Agent and so the collection was less than anticipated.

AGENDA 2—Railway Budget Estimate for 1928-29. It was decided that Revised Budget Estimate for 1928-29 be framed by the Joint Secretary on the actuals of the last 11 months and of the approximate for March 1929 and it should be vetted by the President and submitted to the General Secretary.

AGENDA 3—The Audit Report. It was read and decided that the Joint Secretary should send in a reply on the lines discussed.

AGENDA 4—Representation of Branch Grievances to Officers (Personal & Class). Resolved that a panel consisting of the following gentlemen should form the representation board and any cases of the Calcutta Branch required to be represented to officers should be sent to any of them for necessary action :—

1. Comrade, T. N. Das,
2. „ U. N. Pathak,
3. „ S. C. Mukherji.

If any of the above gentlemen thinks that the case would be better represented by any member of the Central Council he will at once return the case and endorse it accordingly and the Branch Secretary will then send the case to the Central Council member.

AGENDA 5—Publication of Central Council Account. It was Resolved that as non-publication of the Central Council Account has been hampering the organisation of the Branch the Central Council is requested to take immediate step to publish the Account in next issue of the B. B. Railway Labour Review if possible.

**Paksey Branch:** A mass meeting of B. B. Railway Indian Employees' Association, Paksey Branch, was held at the Cameron Institute Hall, Paksey, on the 22nd March, 1929.

About 300 employees were present and Comrade Golam Mohiuddin took the Chair.

Comrades Golam Mohiuddin, the President, J.C. Bhattacharji, the Branch Secretary, and N. N. Roy spoke on the utility of the Association for deserving causes by strict adherence of the employees to its membership and other aspects. All present were greatly impressed and readily agreed to act accordingly.

**Santahar Branch:** A mass meeting of the B. B. Ry Indian Employees' Association, Santahar Branch, was held in the Institute premises on the 22nd March, 1929.

About 200 members were present. The Branch Secretary read out to all present the contents of the memorandum of Tally Clerks sent by the Central Committee of the Association. Speeches were also made on the utility of the Association and asking the employees to join the Association in large numbers to strengthen their cause. All present readily agreed to join and devote their spare time to improve the Association.

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# IN NESTOR'S NOOK.

## Indianisation apace :—

Thanks to the progressive Indianisation policy of Sir George Rainey the 'Gidneyisation of the Railway service is proceeding apace. The rapid and steady 'filling up' of all higher as well as Semi-higher berths by the Anglo-Indians whose educational qualification have hardly reached beyond the stage of even the rudimentary knowledge is but part of a well thought-out plan by which the cry for Indianisation of service can well be effectively met and a kindred fraternity' of our well wishers in the 'Olympia' patronised! This Curious process of Indianisation of services is being sought to be made on an extensive scales after the recommendation of the Civil Service Commission which on the plea of enhancing the salary of those who flock in under the banner of that service, accepted an adjunct to the effect that attempt should be made to 'Indianise the services from the top! The salary increased but 'Indianisation? The appointment of a non-Indian to the post of the fifth member is an unique example! We will always support the Anglo-Indians when they stand on perfect footing of equality with other Communities; but pampering of a particular Community will not be tolerated by us. It is now time to see through this game.

## Periodical Conferences of the Ry. Agents :—

We understand that periodical Conferences should henceforth be held to dis-

cuss policy in regards to the staff and Labour matters. They are to dilate upon and devise out means to strengthen their already 'tightened-up' hold over the Indian Labour to break up their united strength to fight against the whimsical caprices of their Employers. All these are but possible in India where power begets power without lets and hinderance. But there are limits of human patience which become unmanageable when break asunder! Let us hope that the results of these Conferences might not turn to be "perilous Voyages" to Cross over by either the Employers or Employees. We will therefore keenly watch the progressive stages of the Conferences of the respective local Ry. heads.

## A Typical friend of Indian Labour :—

It is very difficult to understand the Ex: Labour Premier and his sympathy for the Indian Labour. He suspects that to give 'Freedom' to Indians would be tantamount to allow the half-starved Indian Labourers to the grip of the Indian Capitalists! If we understand him aright this is the same excuse he has been found to advance in his propoganda against the claims of the Indian to be a Self Governing Unit. The question put by our Comrade 'Sak' to Mr. Macdonald is a very interesting study. "If India has selfish Indian Capitalists" enquired Comrade Saktatwada "is not Great Britain full of more selfish, more powerful Capitalists? And still this Labour Leader will not content with lessar benefit than "Complete National Freedom for Britain"! When he does not like to be either governed

by the Chinese or the Turks why should he at all grudge similar independence to the Indians and naturally the Indian Labouring millions! Ye the Indian Labouring millions what crime is not done in they name!

### Three Cheers for "Indiaisation" in the Ry. Administration:—

We are rather painfully surprised to note that the motion to omit the provision for the salary of the fifth member in the Railway Board has been defeated when the appointment is highly objectionable on various grounds; on the ground of economy alone the proposal is a scandalously superfluous luxury & is a sheer waste of public money in a department which is already top heavy and highly extravagant. Our cries for the increased salary are always met with a rebuff that there is no more money available for us. But it is available in the case of granting "license to luxury to those who are already over burdened with the weight of gold".

Now let us examine the proposal from the stand point of Indianisation scheme which the Government, is running at a lightening speed towards its finality—of course according to the pompous promise of our "Benefactors" whose hearts bleed for us in sympathy (minus practical adjustment only). The prospective nominee to the job is not an Indian nor is there any chance for to be so employed in the near future. All these

years the Government also insisted Indianisation of the Railway Board has been that the Board is an 'expert body' on which no qualified Indians were available to set upon. But now Sir, George Rainey with a view to serve their undue convenience contended that the Ry Board was not formed on any particular principle. A fine pretext for not appointing an Indian in the Railway Board! Surely the Railway cannot be a technical body when Indians are to be included and ceases to be one when new jobs are to be created. Hence to go further into the merit of the case is to expose the hollowness of the arguments adduced in the support of it in the debate. We are however of opinion that to try to cure labour unrest by a new 'attach' on the Ry Board is like "appointing a new official in the meteorological department to get rid of cold wave." The present incumbent is not at all conversant with the labour conditions and problems and as such it is not understood as to what 'blessings' are in store for us in the gift of this fifth wheel to the chariot we mean the Ry Board 'Executive Committee'. We are quite familiar with foolish as well as meanest kinds of topics perporating to the effect that Racial discrimination of a vile type shall be introduced by the Indians in their own land when they are in a position to practise so. But here we have in existance racial monopoly of

a favoured section who forms but the smallest part of the population in India! With the present appointment thanks to the timely started propaganda of Colonel Gidney for statutory guarantee for Anglo-Indians the parting kick to the Indianisation scheme has so judiciously been administered that it can never hope to rise again! Let us now live upon pious platitudes qualified by weighty sermons on their duties towards the aspiration of the Indian Labourers in the employ of various Railways in India. Three cheers for the Government of India in the Department of Railway Administration for their consummate advocacy for the cause of the

Indian Labourers as can be gathered from the present process of Indianisation!!

**A Complimentary puzzle?**—It is understood that the total Collection of the fund started by the Lord Mayor of London amounts to about £ 739000 to which again the Government has donated £ 600000/-. And in India the Government has donated "Public Safety Bill" Labour Benefit Associations with a Labour Commission to devise ways and means to regularise the course of events so that they might get their "Nirvana" as early as imagination could think of! Which is the best! Surely the Government at our home! eh? Indeed!

