

The
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Hark ! the Mother's Bugle.

" Unite you, workers of India, gird up your loins and prepare yourselves for the great struggle awaiting your participation. Remember no one can free you. Your emancipation lies in your own hands and you are masters of your own destinies".

Mrs. Sarojini Naidu.

Dream Healthy Dreams.

Housing Problem in Vienna.

3 Room House at 3s. 9d. a week.

Socialists all over the world owe a great debt to those pioneers in Vienna for the way they carried on during the blackest of post-war years. They have demonstrated to the world that a Socialist policy need not bring, as was predicted, Decay, Ruin and Misery. To appreciate fully the progress of the Vienna Council, writes Councillor John

Wining, in 'Forward' of Mail Week, one should know something of the appalling poverty, and sickness, and destitution, which followed the termination of the war. Before then, Vienna was the centre of an Empire of some 54 millions, and the seat of Government. Her income was derived principally from the trade and business passing through from outside industrial areas.

With the breaking up of the Empire Austria became a small Republic of about 6½ million people and, deprived of her rich industrial centres and small sea coast. Vienna, as the administrative centre, suffered most. Nearly all her people had to seek new methods of earning a living. This poverty not only applied to the individuals, but also to the town itself. The finances of the City were so low that the Chamberlain had scarcely sufficient money to pay current salaries and wages of the Municipal Workers. Indeed, things were so bad that a scheme was afoot for selling part of the Municipal Gas Works to the Banks. Fortunately, before this happened, a Socialist majority took control of the city, and devised other ways of raising money. They believed in taxation being based on "Ability to Pay," and immediately imposed a series of Luxury taxes. They were able to do this without sanction of Parliament because Vienna is not only a City but a free and independent Province or State.

DIRECT LABOUR

Apart from unemployment probably one of the most pressing problems Austria had to face was Housing and like most countries without money, it considered first what available surplus accommodation it could requisition, and passed a Bill giving power to local authorities to take over all surplus rooms of property owners. Vienna led the way here, and in very short time found dwellings for 44,838 families. It also encouraged Garden City Associations to build, granted sums for repairs to old properties, and exempted new buildings of rates.

While such methods helped, they only

touchd the fringe of the problem and not met by the country had to start to build direct. It got in touch with several architects and commissioned them to design new types of houses that would meet all modern requirements. They were not told, as our architects are told here, to design a house of such a low standard that the rent will not exceed a certain figure. The Vienna Town Council said: "We want houses for our people that will be rhythmic, inspiring, and suggestive. Provide pleasant gardens with sculpture to adorn them. Allow for wading pools for the children in summer, which will serve as skating ponds in winter. We want kindergartens and playrooms for the little ones and roof gardens wherever asked to consider cost of rents. The result is one finds all over Vienna beautiful suburbs all answering to the requirements laid down by the Council. The houses are built of ferro-concrete, four and five storeys in height. Each flat has its separate staircase and each house has its open verandah or loggia.

Although the buildings are four and five storeys in height they can not in any way be compared with our Scottish tenements. They are more like West-end mansions.

A BIG PROGRAMME

Up till 1923 the Council had built 7,259 houses, but with monies coming in from the house duty tax it began the construction of a 25,000 scheme to be finished in 1928. This work was so expeditiously carried out that the whole scheme was actually completed one year earlier and, in April, 1927, a second large programme was laid down, embracing the construction of 30,000 houses by 1932.

To appreciate this building programme properly, I need only say that in Glasgow since 1919 we have just completed up to May 1929, something like 17,809 houses.

Attached to all the Vienna houses are steam laundries with up-to-date washing machines, extractors, drying rooms, mangling and ironing machines. The tenants get the use of the laundry free once a fortnight. The cost is included in the rent.

HOW IT WORKS OUT

In Vienna the policy is different. In this country the builder is subsidised. In Vienna the tenant receives the subsidy by way of a low rent. Roughly speaking, the rent of the new houses amounts to 1-8th of inferior houses, and about 1-15th of the economic rent. A three apartment house, containing three rooms, kitchenette, and w.c., lets at 3s. 9d. per week inclusive of rates and use of laundry. Larger houses,

and houses set with trees and better conveniences let at a little more. This is made possible by the levying of a House Duty Tax on all householders, which is earmarked for housing purposes. The tax is based on the pre-war rental of the house and amounts to about 6s. 8d. per annum on the average working class house, while more luxurious houses are taxed up to and over £1,000 per year. The incidence of this tax is seen in the following figures:—

519,413 houses and business premises pay 22 per cent. of the tax; 3426 houses and properties pay 45 per cent. of the tax.

There are 89 properties alone in Vienna, which contribute between them £122,760. per annum in house tax. The yield of the tax last year was £1,053,000, all of which was devoted to the redemption of the housing loans and the provision of the subsidy by way of low rents to the tenants.

—(Reproduced from Liberty sept. 8' 29)

Peep Into Parlour.

Co-operation with due vengeance:—
The Corporate Wisdom of the Supreme Direction has decided that the process of direct and sympathetic co-operation facilities (i.e. granting of a few sets of FREE PASSES to the Association for the unification of our overline organisations) should no longer be afforded to us. We are quite sure that sympathetic permits, if allowed to enjoy, would have cost neither the Administrative Exchequer a huge amount nor hit at the root of the efficiency which warrants

such concessions being withheld. The Administration is pleased to brand us, on all possible opportunities, as non-co-operators for not working in co-operation with them in all respects. But the more we extend our co-operation, the more they are found to gradually tightening up the "Screw" with probable under-lying motives of putting obstacles in the way to the rapid growth (if not to crush the movement) of the corporate body of Railwaymen. Or what else please? But it is well to remind the

Administration that the **TRADE UNION MOVEMENT OF THIS COUNTRY HAS DEFINITELY COME TO STAY** and as such occasional reverses in the way towards our advancement are but sure symptoms of gathering our strength to win the objectives.

But out of evil cometh good. And naturally enough while we are fully free from all the future blemishes of non-co-operation (as opposed to previous co-operation) to-day we stand more closely united than before—a proved indication of complete consolidation of our scattered strength all over the line. This is a distinct acquisition to us, the value of which we count more precious than anything else. Ours is a honest cause and there is no doubt that we shall win our cherished goal by trampling down the “impersonated obstacles” that will stand in our way to the practical realisation of our Legitimate **SALVATION**.

The General Nature of our Standing Grievances :—We present the following facts to the Administration for their information. We are sure these irregularities require no money nor any sacrifice of administrative efficiency but a mere change of heart with a sensible sympathetic outlook. We feel sure the administration will look into these seriously and remedy them according to their respective merits :—

a. **Medical** : “To day at 9-45 A.M., I had been to the Sealdah Railway Hospital where I found about half a dozen men standing near the table of M.O. and a few sitting on the bench on the verandah waiting to be attended by M.O. But M.O. told the men that it was 10 A.M.

and he can not attend them. They must come again at 3 P.M. So these men had no other alternative but to go home disappointed. It is really surprising that the M.O. having so many patients waiting for treatment could take the advantage of his hour of attendance and returned the patients unattended or without medicine. Is the Dispensary maintained for M.O.'s comfort or to **RENDER MEDICAL AID TO THE STAFF**? If the latter, then the action of the M.O. is worth taking up. If the M.O. is overworked, the administration should then at once make necessary arrangement for rendering medical aid to the staff.”—Inspection report of the General Secretary.

b. **Welfare** :—The Administration have made necessary provision for the upkeep of six-punkha pullers at the European Guards and Drivers' Running Room at Krishtopur. But there are no provisions for punkha-pullers in the Indian Guards Room. The Indian Guards represented this to the authorities but to no effect. The attention of the authorities is drawn to this irregularity.

c. **Manners** :—We find in one of the issue of the B. B. Ry. Weekly Gazettee the motto “**BE CONSIDERED TO THE SUBORDINATE, IT PAYS.**” But what is the use of such a theory unless its virtue is followed in practice? We hear a good deal about the ill-treatment

of the officers. It is reported to us that Mr. Mc Gown, District Traffic Superintendent, "C" Paksey is often found to threaten his staff saying 'Do you know who I am? I can reduce you to a Tallyman etc etc'" Will Mr. Mc Gown be pleased to look into the motto and re-shuffle his attitude?

d. **Accommodation for relieving staff:**

—Due to the non existence of accommodation facilities at the convenient centres immense hardship is being experienced by the relieving men while working at outside stations. This matter was taken up by the Association and correspondences are being exchanged with the administration. Let us hope that something fruitful will come out of the negotiation. Better late than never.

e. **Official Inspection:**—Recently Mr. Mallin the Agent went out on a tour to inspect the stations reported to be unhealthy. He was accompanied by the Chief Medical Officer. We have, however, come to learn that he was not shown round the worst site of Iswardi station nor the Station Master's bungalow which is the abode of the pestilence. Every year, specially in the rainy season the inmates residing in this part of the colony suffer heavily. If the fact is true, we feel it our duty to say that the Agent was misled by the those local officials who were present at the time of inspection. With a view to overcome these lapses we would like that the Agent

might be pleased to send for the head of the local branch of our Association which always ready to co-operate with the Administration, to accompany him in his inspection to places which are reported by the Association as unhealthy. The staff, again, should be given unfettered opportunity to speak to him so that he might know the real state of affairs. We have no reason to believe that unless he takes recourse to such a step enough rooms through which improvements might be effected, will remain to be mended up.

f. **Leave on Ceremonial Occasions:**—

The District Officers are in the habit of refusing leave on the ceremonial occasions (such as marriage ceremony) on the plea that the persons, who applied for leave cannot be spared. Sometimes queer questions are put to them, which cannot be satisfactorily answered unless the whole thing concerning the situation is recapitulated. We have seen a letter where the applicant was questioned for not consulting the officers concerned before the date of the marriage ceremony was settled upon as if the opportune time and social sanctity connecting the marriage will stand still for fear of official ukase!

g. **Official Torture?**—The pay office of Calcutta informed an enquiring Guard that 'No Pay Bill of the Guards was received in that office till then 3.10.29. Thereupon the

Guard entreated the Asst. Auditor on 'phone for the information rate when their salary bill might be released for payment. The redoubtable officer it is alleged, at once demanded the name of the person desiring the information! When it was intimated to him that a Calcutta Guard was soliciting the favour an immediate order was whipped out for disconnecting the line without reply! An exemplar^y courteous instance for future guidance of those who are lovers of power. This is one of the ingenious devices to torture the unfortunate subordinates. Is it another stage of efficiency, we wonder!

h. Official discrimination :—Mr. Malet, Executive Engineer issued order for the "destruction" of gardens laid around the quarters of the Transhipment staff at Santahar on the ground that these gardens, not being properly handled and managed were standing menaces to the health of the surrounding inhabitants! Super-Divisional Officer of Santahar accordingly carried out the order of his superior without even observing the courtesy of giving previous information to the owners! But may we enquire as to what Mr. Malet thought of the surroundings of the station master quarters at Iswardi which are practically the cultivating lands! But we hear no objection, having ever raised for this on the grounds under which the Transhipment staff

suffered. It is our firm conviction that the position at Santahar and Iswardi is identical! But who is to look into this. This is justice. Oh! Justice!

i. Dangerous Delay :—Mr. A. K. Chatterjee, Travelling Ticket Collector was selected by the Traffic Selection Board as an eligible candidate for an appointment as a Guard. He was even informed by the Traffic Manager to the effect that his name had been circulated at every district officers and his case would be considered when vacancy occurs. But Mr. Chatterjee had to wait for long two years for the appointment. At intervals he also reminded the authorities about the same; but to no purpose. The Association then took up his case and fought successfully for him. He was, as a result of our negotiation, appointed as a Guard on a monthly salary of Rs 80 per month.

j. Official's Mischief :—On the 3rd. October, 1929 the Guards of Calcutta appeared before the pay office with the hope of receiving their respective allowances before the Pujah. But they were bluntly told by the pay clerk to the effect that no pay bill was received till on that date. Thereupon one of the Guards went straight to the Koilaghat office to know the actual fact concerning their payment. He was informed there that the pay-sheet was sent to the pay office on the 30.9.29. The Guards in a body then called on the

Asst. Pay Master, who had denied the receipt. To avoid further delay, the General Secretary of our Association sent in a telegram to the Agent with prayer to keep open the pay office till all the payments are made the negative of which would mean the positive inconveniences to the staff during the important period of the year. Now as soon as the news of the telegram reached the pay office the "door for payment" to the Guards was found open! On an examination of the last sheet of the pay-bill it was ascertained that the bill was passed for payment by the audit on the 28.9.29 with instruction 'not to pay' before 1.10.29 MARK THE ACTUAL DATE OF DESPATCH TO PAY OFFICE WHICH WAS ON 30.9.29 Naturally the statement, as alleged, made by a responsible officer like the Assistant Pay Master is akin to "Falsehood" and a deliberate perversion of truth. (But we feel sure the statement of the Assistant Pay Master was a mere joke indulged in at the expenses of the Guards). We wonder as to how could the administration expect to impart sound and honest instruction to the faithful band of workers by the officers like the Asst. Pay Master even on joke.

He was there found to be in connection with Mr. S. C. Gupta (late Asst. Traffic Supdt.), presently Assistant Publicity Officer, Railway Board, Delhi. We can not therefore believe that anybody who had the honoured privilege of enjoying the blissful company of Mr. Gupta can be devoid of all Socio humane imagination! The reports allege that his behaviour with his colleagues clerical and subordinates, (who by the freak fortune could not make successful bid for the position of Mr. Banerjee) are far from satisfactory. He always speaks admonishingly and behaves insolently with those who happen to approach him on point of advice instruction or command! If the alleged allegations are true, we presume he will do well to yet take a leaf out of the model set down by Mr. A.K. Gupta during his stay at Saidpur which will stand him in good stead! If, however, they are untrue (and we believe them to be so) we would still suggest that he should be imaginative enough in dealing with his waiters on. Let him profit by examples and set the panicky upheaval at rest, and we assure him that he will be profitted by same.

Fretful omission and wilful commission?—We give below a few instances of "ZABORDASTISM" of the District Traffic Superintendent of Katihar Mr. Kureshi which will speak for themselves and naturally do not require to be commented upon.

Mr. U.N. Banerjee, District Loco. Supdt.:—We are surprised to receive a large number of unwelcome reports against Mr. U. N. Banerjee. We knew him when he was the Asst. Loco. Supdt. at Saidpur.

a. "My minor and dependant brother S. C. Deb Gupta passed Matric in the 1st Division and Telegraph Training from the City College, Calcutta. He applied several times

Commercial Trainor fully qualified him to hold appointment of the nature of Trainor Inspector or Commercial Inspector with an unfettered prospect for higher Executive functions. Mr. Chatterjee is an intelligent youngman with energetic parts which we doubt not will shine in their splendour if the sky is found quite clear of an artificial clouds that are found in abundance to screen them down from the gaze of these real sympathisers who are actuated by a sense of doing justice to all—irrespective of creed or colour.

Promising Interviews :—

- (a) There was an interview between the Chief Medical Officer and our General Secretary on the question of bad climate allowances and periodical transfers of the employees in this Railway. It is understood that the Chief Medical Officer is preparing a comprehensive scheme, to meet the exigencies, on the basis of the recommendations of the District Officers.
- (b) Mr. Nagle, welfare officer, E. B. Ry. Traffic Department discussed with Mr. J. N. Gupta, the General Secretary on the question of providing MIDWIVES or DAIS in the Railway Hospitals. Mr. Nagle agreed with Mr. Gupta on the principles and requested him to submit a detailed scheme the draft of which is being prepared by the Association.

Exemplary Precedence—We are glad to hear that Mr. Mallin, Agent of this Railway has been making surprised inspections at the Sealdah station to detect 'mal-practices' for which the passenger-public

are pained by. Recently a lady was one of the latest respecters to witness a case where a booking clerk took an excess of annas two from a passenger. He at once caught the offender and placed him under order of suspension. We congratulate the Agent for this smart capture. He will always have our cordial support in dealing with offenders of this nature. We hope the District Officers will follow the footsteps of their superior to eradicate like evils and thereby improve the "morale" of the *Administrative machinery where necessary*. And there lies the key to restore public confidence which is undoubtedly an asset to ensure success in all business Administration. But will they?

Well done :—Mr. Guha the station Master of Jadavpur attempted to bribe the District Traffic Superintendent, Calcutta (Mr. A. Bholanath) with an amount of Rs. 500/-. This was accordingly reported to the authorities concerned on which an enquiry was held resulting in the discharge of Mr. Guha. No better punishment could have been suitable for him. Let this serve as an eye-opener to all alike.

An executive action :—Mr. B.R. Singh, Chief Engineer, has been pleased to appoint one Mr. Burman, a Punjabi as a CONDUCTOR GUARD to work at the Ballast Train, which is a complete reversal of the established policy, in as much as the system of CONDUCTOR GUARD has long been abolished in the E.B.Ry. The Divisional Superintendent has, without even a formal protest, approved of the appointment and passed Mr. Burman as a Guard to work at the Ballast Train. Now the question is whether an EXECUTIVE HEAD can

act according to his own "will" and "will" in direct violation of the established principle when he demands the observance of the principle from his subordinates? If he is entitled to do so, what is then the use of "Acts" to regularise the Administrative machinery? But who cares to reply?

Head Ticket Collectorship of Sealdah :—The post of the Head Ticket Collector at Sealdah is vacant. The maximum pay of the post is Rs. 250/- per mensem. A few Ticket Collectors we understand, were interviewed by the last Traffic Selection Board; but unfortunately they could not come to any decisive conclusion.

In the meantime, however, the District Selection Board has recommended one Mr. Roy, a very junior man, who is the younger brother of the Claims Inspector Mr. B.K. Roy, a prominent organiser of the farewell ceremony of the then Traffic Manager, Mr. Calder.

This is a clear instance of glaring injustice proposed to be done at the expenses of other seniors, who have already served this Administration well and for a pretty long period too. Take for example the case of Mr. S.C. Bose the Passenger Superintendent of Khulna, who had the privilege of securing the recommendation of the District Traffic Superintendent, Calcutta for the post of the Head Passenger Superintendent. This gentleman might have been the fittest choice for the billet on the face of his past services as qualified Station Master and Passenger Superintendent respectively. Besides Mr. Bose there are good many senior Head Ticket Collectors at different centres of

this Railway, who will be perfectly eligible junior. Mr. Roy admittedly is the best candidate to hold the appointment under reference. To patronise a particular person you cannot sacrifice an established principle. And if you do so you will be establishing a dangerous precedence which is both bad in law and dangerous maxim for the proper satisfaction of the manifold obligations of the Administration towards their employees.

The attention of the Agent is invited for due justice to those who are smarting under this injurious irregularity.

Statement of Mr. J.K. Chatterjee :—We have come to learn that in certain quarters, specially in station master's circle, the activities of Mr. J.K. Chatterjee have been misunderstood. We accordingly invited Mr. Chatterjee to make a statement in the press to clear his position. Mr. Chatterjee in his turn has readily given us the following statement for the publication, i.e. a clean Trade Unionist and budges not an inch from the path which is conducive to the best interest of the Railwaymen serving in this Railway in general and the Station Masters in particular. The statement runs thus :—

"It surprised me to hear that some one of my colleagues, being misinformed, decimated that I expressed my opinion stating that the rate of handling, for goods drawn by the station masters, should be reduced. I should like to state here that I spoke to every one of my colleagues and co-workers to quote rates sufficient to meet the expenses and had occasions to express my opinions to the

officers in this respect and that the nature of handling should be on the same footing as that of labour contractors and the facilities afforded to them in shape of housing of coolies and granting of passes to bring the coolies are to be given to the station masters. I also stated in one of the officers' meeting that compensatory higher rates should be given during the black season for maintaining the coolies throughout the year. In conclusion, I take the liberty to state that I always identify myself as a station master and it is the Summun bonus of my life to further the causes and conditions of Indian station masters as best as I can in my humble way.

Dressing Honour :—Comrades serving all over the E. B. Ry. system will be glad to learn that our J. K. Chatterjee, the chief Passenger Superintendent, Calcutta has been selected to sit with the Royal Commission on Labour during their sittings in Calcutta as Assistant Commissioner to represent the Railway Employees. He was nominated by the All India Railwaymen's Federation and there is no doubt that he will prove himself quite worthy for onerous task he has been entrusted with. We wish him God-speed.

A sample of official sympathy :—Mr. R. C. Tarafdar, B.A. Assistant Station Master, Teestamukhghat, had the misfortune of applying for Leave at close intervals to attend to a series of emergent necessities. And in reply he received the following sympathetic letter which although breathe a salutary taunt! The letter is reproduced verbatim for the future guidance of the

brother officials of the District Traffic Superintendent, C. Bhatnagar. The unfortunate accidents ought to have the common sense of waiting for their respective turns and at sufficient intervals too! so that the order of the District Traffic Superintendent might emerge out of his secretarial to greet and bless them with the official benediction for their staying at.

“You first asked for leave for the marriage ceremony of your brother, then a day or two later you said your mother had been bitten by a mad dog and now some friend of yours wires to say your wife is ill. What a string of misfortune! But perhaps you still have some more excuses, so I shall be looking out for them. For instance you might write, “An elephant has pulled down my” house or “A tiger has killed my only cow.” You have very short service and it is as well to be careful.

At the old game again :—It has been reported to us that Mr. Paul, Yard Foreman, Santabar has started to ill-treat the staff working under him. The staff, therefore, have had no other alternatives but to send in a telegraphic message to the Traffic Manager, Calcutta for the redress. The message was worded as follows :—

“Badly tired up with dealings of A. T. S. and Y. P. Mr. Paul enquiry solicited otherwise matters will raise to serious”.

In this connection, it may be remembered that a similar nature of mis-behaviour of Mr. Paul necessitated our Association to hold an enquiry (which was done by our worthy late Chief Organizer Mr. K. C. De,

B. A.) the findings of which were forwarded to the proper authorities for necessary action. The result was that Mr. Paul was transferred to Chitpore and the normal state of affairs was restored there. But Mr. Paul, it is alleged, has again reverted to his old game. He has, of late started to ill treat his subordinates in many ways than one. We can not understand as to how could Mr. Paul so soon manage to forget the lesson he learnt by personal experiences. We are not however, inclined to comment upon his much-resented activities before we do hear from him in his own defence. Let us in the meantime request him to review his past career and yet rectify the mistakes that might have been committed by him on a feat of "frenzied enthusiasm". It would indeed be a very bad time for him if he still runs with his wild hobbies for which he was once awarded with "admonishing transfer". Let him profit by the past.

Loco Running Staff Complaints - The new recruits are generally taken in preference to the claims of the staff who are already in service with necessary qualifications for the vacancies. This is why the staff are not getting any promotion though they have been waiting for a pretty long period for the promotion to the next higher grade. The genuineness of their complaints will be quite understood from the following instances which are neither myths nor connected absurdities.

- a. Messrs Bukonda & Kudrutullah were appointed as Drivers in 1929 and were attached to the Lalmanirhat Loco : Shed. They were brought from B.N. Ry.
- c. Messrs Sumerali & Kudrutullah were appointed as Driver & Shunter respectively on 3.11.29 and were attached to the Lalmanirhat Shed. These two men were recruited from N.W.Ry.

Pulsation in Labour Life.

Our activities.

Our Deputation to Agent.

Mr. P. H. Maslin, the Agent of the E. B. Ry. received our Deputation on 19.9.29. The deputation originated from an apprehension in connection with the reduction of clerical staff consequent on the introduction of Divisional system.

Besides the Agent, Mr. C. S. Ritchie, Dy. Agent, also attended the conference.

Our Association was represented by our

1. Mr. N. N. Chatterji, Section Supdt. Chief Engineer's Office.
2. „ J. N. Gupta (Guard) General Secretary of the Association.
3. „ P. C. Mukherjee, Head Clerk, General Section, Traffic Manager's Office.
4. „ J. C. Bose, Chief Clerk, Distt : Traffic Supdt's Office, Calcutta.
5. „ K. P. Banerjee, supdt : Works Section, Agent's Office.

Our Representations.

1. Sir, we would like to thank you first of all for your courtesy in affording us the opportunity of discussing vis-a-vis a question which is agitating the minds of the whole Ry. staff to-day.
2. Before we commence at any stage of the discussion we would like to be assured that there will be a straight talk between the Head of the Administration and a few representatives of the Association

and that it will be free from any prejudice to our Official capacity and that nothing will be said from either side that cannot be given publicity to.

3. First of all, we must admit that except what we are seeing of the alterations to the buildings and gradual amalgamation of various sections of the Head Quarters offices and what preliminary arrangements are being made at Laluanirhat, we know details of the new scheme that is going to be introduced.
4. There is a strong rumour that in consequence of the amalgamation of Departmental Head offices into a combined Head Quarters office and the amalgamation of District offices into Divisional offices there would be a large deduction of clerical and menial staff.
5. This Divisional organisation, we understand, is going to be introduced in the name of efficiency and economy.
6. The Divisional System has been introduced on the N. W. Railway and the E. I. Ry with 7000 and 4500 track miles respectively, whilst the E. B. Ry has a mileage of about 2000 running track miles.
7. The administrative expenses of this Railway in comparison with other

Railways have more than often been remarked on both from official and non-official quarters, as being on the large side. In spite of the short length of the line, which necessarily means comparatively small earnings, the emoluments of its administrative officers are the same as obtaining on lines of considerably greater (double or triple) length. We do not know whether we are right in presupposing that where has been still a difference in the pay of some of these superior officers, it is intended to equalise it by the introduction of the Divisional system.

8. Sir, it cannot be said that, the present system is inefficient though it is possible that the proposed system will be more efficient
9. To introduce a particular system on 2000 miles Railway, if it cannot be worked except on a higher scale of expenditure for supervising staff and staff for initiation of railway policies and if it can not be done without reduction of a large number of subordinate clerical staff, Sir, it is desirable to wait for few years in which to introduce this system, when there might be enough surplus to meet the burden.
10. It can hardly be said that any one of the subordinate staff is a man with light work or leisure. And as such it can scarcely be expected to reduce the subordinate establishment, if the work hitherto done by

them has to be done under the new system, the difference might be in the location of the work i.e. a bulk of the work now done in Head Offices will have to be done in the Divisional offices.

11. If the new system simplifies work in such a way that some of the subordinate staff can be spared by reason of the intrinsic superiority of the system, we offer the following suggestions for the gradual absorption of the staff that may be found surplus.
 - a. No recruiting to be made from outside.
 - b. No extension to be granted to any one who has attained or will attain 55 years of age.
 - c. releasing all temporary staff from the clerical sections of all departments.
 - d. recruitment of station and running staff, as may be found necessary to be made from among suitable men on the surplus list.
12. If it is necessary, we agree to some of the men who have only put in less than 3 years' service, being placed on the surplus list and opportunities continually being given them to their absorption in natural vacancies and also to recruitment to station and running staff list as suggested in item (4) above.
13. We can hardly agree to bringing men under reduction on the plea of

"inefficiency". The word "inefficiency" has a very wide and elastic meaning and is liable to interpretation best suited to employers' purpose. Men when first recruited were tested as regards their efficiency suitable for the employment and if they have been subsequently found inefficient, it must have been due to either misrepresentation of facts or want of sufficient facilities to improve their efficiency since their recruitment. If it be at all necessary to reduce any staff on the plea of inefficiency, to which policy we do not subscribe they should be given sufficient chances either to improve themselves to the requisite standard of efficiency, or relegated to other services on the Railway, outdoor or station services not excepted, suitable to their capacities.

14. Last of all Sir, allow us to make one more observation on the subject under discussion :—

The intrinsic superiority of the system must be clearly established by proof and in the light of public criticism of a well-informed character before any staff is actually brought under reduction.

The chief aim of our Association is the establishment of industrial democracy and we claim that we should be consulted in matters of policy assuming that we are as much interested in the welfare of the E. B. Railway as the superior officers, though we are ready to admit that many of these officials are better qualified to direct policy. But here it has been pointed out by our

president in his speech at B. C. C. at the eighth Annual Conference of the Association that "Power is liable to be diverted to the private benefit of the power holder."

Agent's Sympathetic assurances.

The Agent mentioned at the outset that it must be remembered that the Divisional organisation had not as yet been sanctioned.

2. He explained that under its divisional system of organisation one subject would have one file and not be dealt with on separate files in each department; that overlapping work would be eliminated and that consequently there would be a considerable reduction in clerical work and a corresponding reduction in clerical establishment.
3. Mr. Chatterjee remarked that from discussions he had with clerks in Lahore, it was found that in actual practice owing to an increase of work in other directions, there had not been much reduction in the North Western Railway offices. The Agent told him that the E. B. Ry. estimates of staff had been based on the N. W. Ry. and that the point for consideration really was how effect could best be given to the reduction with the least possible hardship. He pointed out that recruitment had been stopped throughout the Railway in all offices, and he hoped that by the first April next the position would be such that the number of men to be brought under reduction will be small.

The reputation in question consisted of the following members and the spokesmanshi, of Mr. V. V. Giri, General Secretary, IIT:

- Mr. J. M. Gupta, General Secretary, I.C.S. Indian Employees
- M. C. Joshi, I.C.S. representing S. S. Staff,
- M. M. Chetti, I.C.S. Railwaymen's Union,
- G. Krishnamurti, Secretary, I.C.S. Ry Union,
- Fathullah Khan, President, I.C.S. Ry. Union,
- M. M. Mukherjee, Jt. Secretary, I.C.S. Railway Union
- Madkani, I.C.S. Ry. Union, and
- S. Guruswami, Jt. Secretary, IIT.

Our Indian Brotherhood.

All Indian Railwaymen's Federation.

Copy of Resolutions passed at the General Council meeting of the All-India Railwaymen's Federation held on 29-9-29.

(1) In view of the fact that the All-India Trade Union Congress is to meet very shortly at Nagpur and further in view of the fact that the Trade Union Congress has not adopted any definite attitude towards Whitley Commission this meeting resolves that the consideration of the attitude of the All-India Railwaymen's Federation be postponed till the next session of the All India Railwaymen's Federation.

(2) This meeting records its considered opinion that the reply given by Sir George Rainy, the Commerce Member of the Government of India to the deputation of the All India Railwaymen's Federation is most unsatisfactory and highly insulting and provocative and clearly demonstrates that the Railway Board is not prepared to accede in any way to the most reasonable demands of the Railway Workers in India.

(3) This meeting therefore calls upon all the Railway workers and the affiliated unions to prepare themselves for direct actions the only fitting reply to the callous and indifferent attitude of the Government of India and the Railway Board.

(4) This meeting further appoints the following propaganda committee to educate the Railway workers, the general public

and Foreign Trade Union Organisations as regards the demands of the Railway Workers :--

1. Mr. Fathaulakhan. 2. Mr. S. C. Joshi. 3. Mr. N. N. Mukherji 4. Mr. Nadkarni. 5. Mr. I. R. Sen. 6. Mr. R. Ruikar. 7. Mr. B. T. Randiv 8. One member from the M. S. M. with the General Secretary as Ex-officio Member.

(5) This meeting resolves to give three months to the Railway Board and the Government of India to consider favourably the demands already put forward by the A. I. R. Federation and warns the Government that failure to concede these demands of Railway Workers will compel them to declare a general strike on all the Railways in India.

6. This meeting further requests all the political parties in India to extend their hearty support to the Railway Workers in their just fight for the vindication of their most moderate and just demands and authorises the Secretary of the Propaganda Committee to approach them and ascertain from them in what way they are prepared to help the Railway Workers in India.

(7) This meeting calls upon all the Railway Unions (1) to double their present membership (2) to organise strike fund (3) to enrol volunteers in order to give effect to the above resolutions.

8. This meeting further authorises the General Secretary A. I. R. F. to approach

General Public for contributions to the Strike Fund.

9. This meeting resolves to celebrate the first Sunday November as the Railway Workers' Day throughout India.

10. And this meeting calls upon all the affiliated Unions to pay an additional levy equal to their affiliation fee to carry on the above programme.

M.S.M. Railwaymen :—Prior to the sitting of the 20th session of the Indian Railways Conference Association at Simla the M.S.M. Railway Employees Union in the interest of future harmony between the administration and the employees, drew the serious attention of the members to the following facts :—

- a. That the railways should discourage the establishment of institution like the Staff Committees acting as rival to the unions which deprives them of their right of representing employees grievances.
- b. That the right of the Unions to represent the personal and general grievances of employees should be fully recognised.
- c. That the principle of prior consultation with the unions before regulating service conditions be strictly adopted by the members of the association.
- d. That the All-India Railwaymen's Federation should be recognised by the association as the only representative body of the Indian Railwaymen.

11. The late president Mr. S. S. D. Maratha Railway Employees Union had a long interview with Mr. Wathon, Agent of the Railway on the 3th November last by previous engagement and discuss in general the future relation between the Administration and the Union.

The result of this interview are as follows :—

- (a) The Agent agree to meet the president and the office bearers of the Central and branch Unions for discussing individual and general grievances of employees and permit branch secretaries to interview the district officers.
- (b) He also agreed to give leave and other facilities for members of the Central Committee to attend its meetings by mutual agreement.
- (c) The Agent expressed his desire that the Central Committee should function under the president's direct guidance.
- (d) December, 10 (1929) has been fixed for receiving delegation from the Union for discussing the MEMORANDUM of GRIEVANCES.

Salaried Employees :—A public meeting of the salaried employees was held on 10th November last under the auspices of the Employees Association at Dhakuria Public Library Hall with Srijut Sailendra Nath Ghosh, pleader in the chair. The following resolutions were passed :—

- (a) This meeting of salaried employees places on record an expression of

great disappointment at the dilatoriness of the Government of India in not ratifying the MINIMUM WAGE CONVENTION passed by the International Labour Conference at Geneva and urges on them the immediate necessity of setting up the machinery for fixing up the minimum wage.

- (b) The meeting invites the attention of the Govt of India to the serious situation caused by grave discontent DUE TO UNEMPLOYMENT which is more rampant among the middle classes and therefore urges on them the necessity of introducing as early as possible helpful legislation for INSURANCE AGAINST UNEMPLOYMENT, provision of doles for the unemployed and such other measures as may be decided upon in agreement with the representative organisations of mental and manual labour and also the Central Legislature.
- c) :—This meeting requests the Govt. of India to attach due weight to the second item of the agenda viz. the final discussion on the HOUR OF WORK of SALARIED EMPLOYEES at the fourteenth session of the International Labour Conference to be held at Geneva at Geneva in June 1930, in the matter of selecting the delegate and his advisors on behalf of Indian labour, and it is hoped that according to the idea laid down in the peace treaty of Versailles, the Govt. will nominate

such delegate and advisors on behalf of the salaried employed in agreement with their organisations.

Intellectual Worker's Conference :—At a recent meeting of the Executive Committee of the Employees' Association a resolution was unanimously passed deciding to organise as early as possible the second session of the conference of salaried employees and intellectual workers. With a view to making necessary arrangements for the conference, a provisional Reception committee was formed with Messrs Satis Chandra Sircar Purna Sashi Bose, Radha Raman Roy Chowdhuri, Manmohan Nath De, Kishish Chandra Sanyal, Bibhuti Ranjan Sircar Suresh Chandra Bhattacharjee Anath Bandhu Dutt, Haridas Roy and others with power to add to their number and Mr. Satish Chandra Bose as Conveenor.

Union day Anniversary Celebrated :—The workers of the Tinplate Company, who are on strike since last seven months celebrated the anniversary of the Union Day on 18.10.29. with great pomp and grandeur. Invitations were issued to all the local Labour Unions public bodies and prominent people including the Tinplate Managements and high Government officials. Pundit Nilkanto Das blessed the Union on its Anniversary Day while Messrs Naidu, M. K. Ghosh, S. Mukherjee, N. C. Pal, Same and others representing the various Unions eulogised them for their bold stand. Professor Abdul Bari invited the workers all over India to unite and fight for their just share in the distribution of wealth.

Our International Brotherhood.

Asiatic Seamen's Grievances : The International Maritime Conference accepted the resolution of Mr. Daud who forcefully maintained that non-ratification of maritime conventions by the various Governments and non-amelioration of workers' grievances from Geneva might turn the attention of the Eastern workers towards Moscow although he seriously doubted the ability of Moscow. He urged for the solution of unemployment problem of 200,000 Indian seamen by abolishing Government brokers and ghat Sarangs' recruiting system

and establishment of a State Employment Bureau in India according to the recommendations of the Seamen's Recruitment Committee made in 1922. He condemned the India Government for non-ratification of Geneva convention.) urged an international enquiry into Asiatic Seamen's wages, working hours, recruitment policy and housing condition with a view to placing them on a par with white seamen.

The Conference also adopted another resolution moved by Mr. Daud relating to the inclusion of workers on rivers and waterways in the eight-hour day regulation.

Contemporary Opinion

The Jocund Whitley Commission.

So Mr. Whitley and his jolly comrades have begun well! If an enthusiastic correspondent of one of our Anglo-Indian contemporaries is to be taken at his word, Karachi has already gone into raptures over the Labour Commission. The wonderful virtues of Mr. Whitley as an ideal chairman have not only won for him the admiration of his own colleagues even in the short space of a few days, but the labour interests also seem to have discovered in him a veritable Messiah! For when no less than two hundred dock labourers put in an "unconstitutional" appearance before Mr. Whitley and

his jocund company, and receive a cheery smile flushed in a holiday cum-con-d-ascending mood, surely, the millennium is come! And on the other side, there are thrills in plenty for everybody on the Commission. The usual round of feasting and feting and "lavish entertainments" has already begun, while "comic relief" is being liberally provided by an amiable Mahomedan member, who has a fine reputation for his kind of inconsequential buffoonery. The more the merrier! But, cries the cynic in despair, is that exactly the way to solve India's great Labour problem?

(Liberty)

Our Mail Bag.

To

THE EDITOR, E. B. Ry, LABOUR REVIEW.

SIR,

It is interesting to know that the crew staff have remarkably advanced in regard to detection of fraud over the E. B. Ry notwithstanding the fact that the crew never got any remuneration for their extraordinary interest they exhibit in their work and have to confront opposition from several sides in the discharge of their lawful duties, they really set a beautiful example of honest and hard work. Not only the term "No work no pay" holds good in this system but the expressive "More work less pay" has proved here to be universally true.

Crew Inspector Mr. Sinha fortunately enough, could detect a good case of bogus crewman but has never been awarded up to time. Crew Inspector Mr. Jaffrey has detected about 200 fraud cases of various nature within a considerably short time. In spite of being recommended for a grade promotion on account of his extraordinary hard work, by several District Traffic Superintendents, he has not been compensated. To justify Mr. Jaffrey's expertness it would suffice to say that every special work which requires any skill is always entrusted to him on other's refusal. He and his assistants (on special duty under him) have created a large number of enemies the convicted culprits in hundreds and so much so that even their lives are at stake. Undaunted

men will the Railway authorities encourage such smart and self-sacrificing youths.

By the way, referring to the July issue of your esteemed magazine. Mr. Jaffrey, while posted at Ranaghat, was not supposed to look after the non crew area and as such can not be held responsible for the non-detection of fraud over other districts. The honourable informant of the subject matter, on having an honest peep into the affairs will surely understand that Mr. Anvar, Asstt: Crew Officers, acted very wisely in selecting smart men like Jaffrey and Williamson from the E. I. Ry to organise the system E. B. Ry which really did under the able supervision of Mr. Anvar a young soul wise head.

It can be safely said that the success was due to Mr. Anvar's able supervision and his Inspectors' excellent controlling spirit. To say that Mr. Anvar has got relations over the E. B. Ry is only to mislead the readers.

Yours etc,
A. Comrade.
8.9.29.

Mr. Jaffrey, we understand, was specially selected to hold his present appointment as being a 'smart man' and as such it is incumbent upon him to prove his worth for the trust. Since special selection is the reward for meritorious discharge of duty, it is not understood why Mr. Jaffrey should be singled out for 'grade promotion'?

Because Mr. Jaffray was the special nominee of Mr. Anvar there is no reason why lesser important functionary as Mr. Sinha is, should not be rewarded for performing commendable works outside his own jurisdiction. It seems to us that Mr. Sinha should have better claim for recommendation from Mr. Anvar, the Asstt. Crew-Officer. Any departure would mean undue favouritism which is a corrupt virtue dangerous to be indulged in.

... is an officer and as such it to see that the proper man is

placed in the proper place. If Mr. Sinha works well he is indeed a capable officer. But that is no ground for the omission of Mr. Anvar (so also his close associates in service) as pointed out by us from time to time. It is to be borne in mind that Mr. Anvar is our countryman and his dutifulness would enrich our claim in having higher appointments to be filled in by us and us alone. He would have our support always and till he does not exceed the limit of 'fair field' to eventually become the prey of 'Favouritism'

[Ed. I.B.Ry Labour Review].

IN NESTOR'S NOOK.

A Wrong Diagnosis.

In his presidential address at the 26th session of the Indian Railway Conference Association Sir E. Jackson, Agent to the B. B. and C. I. Ry dwelt on the difficulties of agreeing to the demands put forward by the Unions of Railway Employees in India. He opined that since there were large number of applications lying in the files of the Railway Officials there were no necessity of granting increment to the existing employees! His further plea, for not granting an increase to the remuneration of low paid employees, is to the effect that if their pay is increased by even 50% they will all go to the pockets of money-lenders who charge even an interest of Rs. 150/- percent per

annum. This statement has been challenged by Mr. Ramprasad, the secretary of the B. N. Railwaymen's Union by his concrete counter example which we feel sure will greatly disturb the equanimity of Sir Jackson! Mr. Ramprasad was quite right when he says.

"If it is not a misrepresentation, it is to be regretted that a person of his ability and experience has not been able to know, ins. pite of his long stay in this country, that it is not the good of better condition of Railway service but prevalence of unemployment, that the Railway authorities have been receiving so many applications for employment with them".

We fully share the views expressed in the above lines when we remember an occasion when a high Ey official requested a youngman of promising educational intellect to accept a job lying vacant for about six months in his office, which was refused by a host of youngmen on account of the non-captivating nature of the berth. Sir Jackson, we believe, quite realised the fact that but for non-granting of living wages to the low-paid employees they are forced to go to the door of money-lenders and his excuse was only a clever antidote to mislead the others gathered together to deliberate on the future line of action. We would request Sir Jackson to look behind and peep into the miserable plight of the wretched ones but for whose loyal co-operation his position would have been otherwise. Sir Jackson should know that the real cause of receiving "numerous application for employment" lies in the following

"The condition of service of our Association, I must admit, is not as much satisfactory as of the Railway Department, yet we are receiving numerous applications from graduates and undergraduates for post of Rs. 30/- or Rs 40/- per month. And does this not show conclusively that it is only due to unemployment that we are receiving so many applications. Does it mean that

we should not better the condition of service of our employees if our finance permits us to do so?"

To understand which requires a change of heart towards the sufferings working millions and the unemployed billions. Will they risk it?

Asiatic Labour Congress.

We understand that at a private informal meeting that took place between the representatives of the all-India Trade Unions Congress and the Labour delegate from Japan, it was decided upon to organise the ASIATIC LABOUR CONGRESS which will

- a :- Strive for unity of the working classes of Asia, by developing closer relations between Trade Unions in affiliated countries.
- b :- Seek to remove disabilities imposed on Asiatic workers.
- c :- Work for equality of treatment irrespective of race and colour.

The proposed Congress will also strive to

- a :- Remove the exploitation of Asiatic workers under foreign domination.
- b :- avert war.
- c :- establish international peace.
- d :- combat imperialism and capitalism.

to improve the condition of life and work in Asiatic countries.

This is indeed a welcome news and let us hope that the first session, which is to be held in India, will be an unique success and usher in a new era to the toiling millions flocked under the banner of the Trade Unionism in their respective homeland. But the organisers will do well to remember one cardinal fact which is nothing but the avoidance of the influence of the bourgeois at the expenses of the proletorians who are bled white under the capitalistic greed. The constitution should be as wide as possible and the assembly be a real representative gathering of the toiling comrades of all wake of life. Let it not be run under the auspices of any party organisation, which will defile the objects for the cause of which this august congregation will be formed. We extend our hearty congratulation to the organisers and offer our humble services at their disposal. May God bless the proposed Congress with His divine benediction.

Madras Central Labour Board: We are informed that a Central Labour Board is shortly going to be started in Madras for which an informal meeting of the representatives of several Labour Unions of the city and few sympathisers was held shortly, where it was resolved that

- a. "The Board should consist only of representatives of Labour Unions of Madras city who might, however, for the purposes of investigation, invite the co-operation and assistance of organisations interested in specific problems concerning the welfare of labour in an advisory capacity."
- b. "Each Union will be empowered to elect three representatives on the Board."

This is indeed a right way in the right direction. How do we wish that such a step be adopted in Calcutta where the necessity is very great. Let us hope our local labour Unions will think on the point very seriously.

Business Notice

To Correspondents :—

1. All contributions should be addressed to the Editor and must reach the Office by the 15th of the previous month at the latest.

2. Contributions should be legible in ink (typescripts preferable) and on one side of the paper. They must contain names and addresses of the writers, not necessarily for publication, but as an indication of good faith, anonymous contributions are immediately destroyed.

3. Contributions are cordially invited, but the Editor cannot guarantee publications of any of them or to express reason for withdrawal of publication.

4. Rejected manuscripts are returned if accompanied with due postal charges.

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J. N. Gupta,
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