





**Proceedings of the Eleventh Session of the First Assam Legislative Assembly assembled under the provisions of the Government of India Act, 1935.**

The Assembly met in the Assembly Chamber, Shillong, at 2 P.M. on Friday, the 20th November, 1942.

PRESENT

The Hon'ble Mr. Basanta Kumar Das, Speaker, in the Chair, the seven Hon'ble Ministers and forty members.

## QUESTIONS AND ANSWERS

### STARRED QUESTIONS

(to which oral answers were given)

#### Recalling of retired Extra Assistant Commissioners to service

**Mr. BAIDYANATH MOOKERJEE** asked :

\*26. Will Government be pleased to state whether it is a fact that many retired Extra Assistant Commissioners have been recalled to Service ?

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA** replied :

26.—Six have been so recalled.

**Mr. BAIDYANATH MOOKERJEE** : Will Government be pleased to state why no recruitment was made and retired officers were taken ?

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA** : We wanted officers to do magisterial work and men with experience. New recruits would not have been able to discharge the duties which are being performed by retired but re-employed officers.

**Mr. BAIDYANATH MOOKERJEE** : Are we to understand that there are no officers in the service who could be promoted to do the work ?

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA** : Yes, Sir.

**Babu BIPIN BEHARI DAS** : Is it not a fact that retired officers are unfit for work. (*Laughter.*)

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA** : Not necessarily, Sir.

#### Postponement of the General Election of Local Boards

**Maulavi ABDUR RAHMAN** asked :

\*27.(a) Are Government aware that the General Election of Local Boards has been postponed and life of each Board has been extended ?

(b) Is it a fact that the elected Vice-Chairmen of Local Boards ceased to function after the expiry of the normal period of three years ?

(c) Is it a fact that Vice-Chairmen elected after the normal period cannot hold office for more than one year ?

(d) Will Government be pleased to state under what law the Vice-Chairmen are holding their respective offices now ?



The Hon'ble Khan Sahib Maulavi MUDABBIR HUSSAIN  
CHAUDHURI replied :

27. (a)—Yes.  
 (b) & (c)—Unless re-elected, no Vice-Chairman of a Local Board can hold office for more than the normal period of three years.  
 (d)—Under Section 12 of the Assam Local Self-Government Act of 1915  
 (Starred question No.28 standing in the name of Srijut Rohini Kumar Chaudhuri was not put and answered as the questioner was absent.)

### UNSTARRED QUESTIONS

(to which answers were laid on the table.)

#### Lathi charges by Police on a procession in front of the Teok Police Station

Srijut RAM NATH DAS asked :

19. Will Government be pleased to state—  
 (a) Whether it is a fact that on the 27th September 1942 the police resorted to *Lathi* charges on a peaceful procession led by women on the Assam Trunk Road in front of the Teok Police Station in the Jorhat subdivision ?  
 (b) Whether it is a fact that *Lathi* charges were resorted to by the Police without any previous order for dispersal ?  
 (c) Whether it is a fact that it was a *hat* day and no distinction was made between the *hat-wallas*, passersby and processionists ?  
 (d) Whether it is a fact that on this occasion several persons were arrested and many bicycles were seized and detained by the Police ?

The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA replied :

- 19.(a)—The facts were that a crowd including a number of Congress volunteers and a number of women endeavoured to invade the Police station compound. The Officer-in-charge had to secure help before they were dispersed. The crowd was not peaceful and a number of the station staff were injured.  
 (b)—No.  
 (c)—Government have no information whether it was a *hat* day. No action was taken except to disperse those who were seeking to force entrance to the police station.  
 (d)—Yes.

#### Pulling down of Congress flag from the Roha Aided High School Building

Srijut ROHINI KUMAR CHAUDHURI asked :

20. (a) Is it a fact that in Roha, in August-September last, a certain military officer ordered the teachers of the Aided High School there to pull down the Congress flag which was flying over the premises and on their refusal to do so they were severely assaulted by the said officer ?



(b) Are Government aware that the said Congress flag was on the roof of the school premises for the last four years or so ?

(c) Is it a fact that a teacher, after assault on him, was forcibly dragged up to the roof of the house and made to bring down the flag ?

(d) If so, will Government be pleased to state what action has been taken against the said officer and what steps have been taken to prevent the recurrence of such incidents ?

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN** replied :

20. (a)—Government understand that the Military Officer made some teachers remove the flag under the impression that they had been responsible for hoisting it. The allegation was that this Officer forcibly compelled them to remove it.

(b)—According to the written representation of the teachers of the 7th September 1942, the flag had been hoisted on the 18th August 1942.

(c)—Government have no information other than what is stated in answer to question 20(a).

(d)—The Military Officer apologised for having acted against the teachers under a misapprehension and they recorded their decision not to proceed further in the matter after the President of the School Committee explained the matter, how the officer concerned had misunderstood their position in the matter and expressed regret, and assured the teachers that they need fear no recurrence.

### Demands for Grants

#### GRANT No.3

(8.—Provincial Excise.)

**The Hon'ble Khan Sahib Maulavi MUDABBIR HUSSAIN CHAUDHURI**: I beg to move that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.3,82,800 (amount of the revised estimate) in respect of the head "8.—Provincial Excise". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.1,38,729.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER**: Motion moved:

"That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.3,82,800 (amount of the revised estimate) in respect of the head '8.—Provincial Excise'. The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.1,38,729".

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURY**: Mr. Speaker, Sir, I beg to move that the provision of Rs.10,516 under Grant No.3, Major head—8.—Provincial Excise, Minor head—A.—Superintendence, Sub-head—1.—Pay of officers, at page 44 of the Budget, be reduced by Rs.100, i.e., the amount of the whole grant of Rs.3,82,800 do stand reduced by Rs.100.

Sir, by this motion I want to raise a discussion about the policy followed by Government in respect of provincial Excise. Last year, with great pomp, the



prohibition of opium was introduced in the province of Assam. But I am sorry to say, Sir, that the prohibition scheme is not working satisfactorily. Government has lost revenue, but I am speaking from my personal knowledge that the opium eaters are getting opium regularly. This state of things should not be allowed to continue and the whole Department of Excise deserves to be thoroughly overhauled. Government should pay more attention to the strict observance of the rules under the Prohibition Act. In the Budget Memorandum this year, we find that a private person has been granted a license to open a distillery at Madarkhat in the district of Lakhimpur. Formerly the license for a distillery was held by Khan Bahadur Habibur Rahman of Bihar. I do not know why the license of Khan Bahadur Habibur Rahman has been cancelled and a new person has been granted a license. We hear many whispers in the town about the manner in which the license was granted, and I will be glad to know from the Hon'ble Minister in charge what he has got to say about it.

**Mr. BAIDYANATH MOOKERJEE:** On a point of information, Sir, may I know the name of the new licensee?

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURY:** As far as I know, his name is Mr. Nandeswar Chakravarti, but I am not certain about it.

**Mr. BAIDYANATH MOOKERJEE:** Is he a man of the province?

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURY:** I do not know.

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA:** I can supply his name, Sir. It is Srijut Nandeswar Chakravarti of Dibrugarh.

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURY:** On granting a license to this gentleman, Government is to pay Rs. 3,000 as compensation cost to Bhutan.

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA:** That is something quite different.

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURY:** We want light on it from the Hon'ble Minister in charge.

Sir, by introducing prohibition we lost revenue. We wanted to do good to the people. If no good is done, I think the operation of the Prohibition Act is of no use. When Khan Bahadur Habibur Rahman was granted a license, we were told that the Government was gainer by doing that. Now we find that a new gentleman has been granted a license in place of Khan Bahadur Habibur Rahman. We shall be glad to know how the province is gainer by cancelling the license of Khan Bahadur Habibur Rahman and granting a new license to a private gentleman.

With these words, I commend my motion to the acceptance of the House.

**The Hon'ble the SPEAKER:** Cut motion moved:

"That the provision of Rs. 10,516 under Grant No. 3, Major head—8.—Provincial Excise, Minor head—A.—Superintendence, Sub-head—1.—Pay of officers, at page 44 of the Budget, be reduced by Rs. 100, *i. e.*, the amount of the whole grant of Rs. 3,82,800 do stand reduced by Rs. 100."

As this is a motion about the Excise policy of the Government and there are other cut motions on the same subject, hon. members who have tabled similar cut motions may speak on this motion.

**Mr. BAIDYANATH MOOKERJEE:** Mr. Speaker, Sir, I rise to support this motion, Sir, as I understand from the hon. mover that he is not against this prohibition policy. His grievance is that though this policy was adopted by the Government for the benefit of the people it is not doing justice to the people for want of proper supervision. Sir, I am glad that like the Mass Literacy Campaign my hon. friend has not requested the Government to do away with this scheme altogether but has suggested that the defects should be removed and the benefit



for which the campaign was launched should be given to the public. But in one point I can not exactly agree with my hon. friend when he says that the present license has been given to one of the inhabitants of this province and not to an outsider, the former lessee. Sir, my hon. friend has requested the Government to enlighten the House how the province has been gainer by granting this license. In my opinion, even if the province does not get more revenue than before and gets the equal revenue by the present arrangement, in that case also I think this action of the Government is rather praiseworthy. With these words, Sir, I support the motion.

**The Hon'ble Maulavi Sai'yd Sir MUHAMMAD SAADULLA :**  
 Mr. Speaker, Sir, I am glad that my friend Mr. Mookerjee has raised a very important discussion by means of this cut motion, so that the facts may be placed before the House and the real position may be known by everyone. The Assam Government, and the credit must go to the Congress-Coalition Government, started boldly the opium prohibition policy which embraced two subdivisions of two districts. Although it was a foregone conclusion that there would be black-sheep amongst us, and that some Indian people would take advantage of the craving of the addicts, for smuggling opium, the Government thought that the number of such cases would be comparatively few and therefore they pushed their scheme of prohibition in those subdivisions. When, after the resignation of that Ministry, I was charged with the duty of forming another I, went into the matter very thoroughly with the Excise Commissioner and I decided to extend the policy to other districts as well. Therefore we have introduced the prohibition scheme throughout the plains districts and with the willing co-operation of His Excellency, the then Governor, we have been able to introduce it even in partially excluded areas. Assam's area is very big and unfortunately more than half of the hill people are addicted to this drug habit. As there have been cases of smuggling, with the money voted by this House we have trebled the preventive staff, and in spite of that also there have been cases of smuggling opium for the opium addicts. Government is doing its level best to uproot this practice, but for the presence of a few smuggling cases, it cannot be said that the whole scheme has fallen through, and that the province has lost quite a large amount at the cost of the other tax-payers. I request every hon. member of this House to strengthen the hands of Government and the preventive staff in bringing to their notice any cases where the opium addicts are even now obtaining a supply of smuggled opium. In that case alone the efforts of the Government in this respect will be cent per cent. success.

My hon. friend has raised the question of the change of licensee for supply of country liquor to the province. For a long period of years—for over 10 years—the firm of Haji Ismail Seth of Calcutta used to supply country liquor to Assam and their average price was in the neighbourhood of Re.1-7-0 per gallon. In 1937 when the previous contract for country liquor was about to expire, my Ministry advertised for fresh tenders, and we received a very low tender from the present contractor, Khan Bahadur Habibur Rahman of Ranchi, who has got a distillery in the province of Bihar. As against the previous price of Re.1-7-0, the price quoted by this firm was Re.1-0-6 per gallon ; so there was a reduction of price to the extent of 5½ annas ; and as the normal annual consumption of the province is about 3 lakhs of gallons, hon. members may calculate what was the benefit to the province by having Khan Bahadur Habibur Rahman as lessee to supply us with country liquor. Normally this contract is given for 3 years and when at the end of three years, *i. e.*, last year we had called for fresh tenders, then a certain party quoted even lower than Khan Bahadur Habibur Rahman ; the price quoted was 15 annas 6 pies per gallon as against Re. 1 by the Khan Bahadur. That successful party consisted of two partners—one an outside concern and the other Srijut Nandeswar Chakravarti, a *bona fide* inhabitant of the province. We thought of encouraging and giving the contract to the Assamese tea planter



who has also planted a part of his garden with sugar cane and who has started a small sugar factory. Unfortunately the successful tenderers disagreed between themselves and Srijut Nandeswar Chakravarti dissociated himself from his other partners. The partners, however, tried hard to get a still from France but the war broke out and on account of occupation of a part of France by Germany they could not get the still in proper time. Srijut Nandeswar Chakravarti then came forward on his own and said that he will buy a still from within India and would start his distillery within the province of Assam. And he promised to supply the Government at the same rate as he had tendered jointly, *i.e.*, at the rate of 15 annas 6 pies. According to our usual policy of giving local people preference over outsiders, we accepted his tender and informed Khan Bahadur Habibur Rahman that from April 1942 we won't renew his license. But unfortunately, again for the same reason, *i.e.*, on account of the war and dislocation of transport system, Srijut Nandeswar Chakravarti who had purchased a still from Hyderabad, Deccan, could not get his still up to Assam in proper time and therefore we had to request the previous contractor Khan Bahadur Habibur Rahman to continue the supply during the current year also. Be it said to their credit, that they immediately agreed in spite of the fact that they were losing on the previous contract for the price of molasses from which country liquor is distilled has gone up at least 300 times more. Srijut Nandeswar Chakravarti was to have furnished to the Government of Assam completion certificate of his distillery within December 1942 and to start manufacturing country liquor before February 1943 so that he can assure the Government that there will be continuous supply to the Assam ware houses from 1st April 1943. Unfortunately he has not been able to complete the distillery. But 15 annas out of 16 annas have been completed. We have given him six weeks more time to complete his distillery. If at the end of that time also he is not in a position to supply the province, probably, we will have to extend again the period of contract with Khan Bahadur Habibur Rahman. We have tried recently to get supply of country liquor from Messrs. Carew and Company, a big European firm, and also from our previous contractor, Hazi Ismail Seth during the period of the Pujah time when on account of utter dislocation of transport system in Bihar, the contractor could not send his supply to Assam by means of railway transport. He tried his level best to get some space on the steamer service and sent 5,000 gallons to Tinsukia and the steamer service took 42 days to deliver the consignment. Both the Calcutta companies declared their inability to supply any liquor to Assam. They said that molasses which is the chief raw material from which country liquor is made cannot be transported from Bihar to Bengal. This is the position of the contract for country liquor supply for Assam. I hope I have placed sufficient details before the hon. members to come to a conclusion whether the present Government deserves any censure for the action that they have taken of reducing the cost price and the cost price is paid by Government from Rs.1-7-0 to Re.1 and two pice and now we are trying again to reduce the cost from Re.1 and 2 pice to 15 annas and 2 pice.....

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURI:** What about illicit liquor coming from outside the province, Sir ?

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA:** I am glad that my hon. friend is trying to understand the intricacies of excise administration. The Assam Government is doing their level best to keep consumption of country liquor to the normal limits, prohibiting private distillation and also licensing particular shops in particular areas on our Tipperah border and the border of Bhutan. I may say that on the north bank of the Brahmaputra the Bhutanese Government had some distillers very near to our boundary so that people from Assam could get liquor from there where the liquor was sold at a cheaper price. Therefore illicit liquors are coming in spite of our excise patrol in those localities. We requested the Bhutanese Government to withdraw their distillery from that



locality or from near about the boundary of Assam. When they protested that they will lose revenue, the Assam Government agreed to compensate them to the extent of their loss. After protracted negotiation, they withdrew their distillery and liquor shop from our border and they have pushed back 10 miles beyond inner line and we are paying the amount of their loss.

A similar arrangement was made with Hill Tipperah, which worked smoothly for some years.

But recently Tipperah had re-started their liquor shop within 3 miles of our boundary in the Sylhet district. We tried to reason with them but they did not listen to that. Therefore, we, for business sake, have started a liquor shop within our border and have reduced the price of liquor and now Tipperah people are coming to Assam to buy liquor from that shop.

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURI:** But some persons of the Sylhet district purchase opium from Mymensingh. What arrangement Government have made to stop that ?

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA:** We have got patrol parties to prevent such malpractices. I will be very glad if the hon. member will give me the source of information or the names of parties so that I can pursue it with our Excise Department. He need not give out the names here. He may give them privately to me and I will thank my hon. friend publicly who is really doing temperance work and he will be a real benefactor of Assam.

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURI:** In view of the statement of the Hon'ble Premier, I beg leave of the House to withdraw my motion.

**The Hon'ble the SPEAKER:** I hope, the hon. member has got leave of the House to withdraw his motion.

The motion was, by leave of the House, withdrawn.

Then I am putting the original motion before the House. The question is:

“That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.3,82,800 (amount of the revised estimate) in respect of the head “8.—Provincial Excise”. The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.1,38,729”.

The question was adopted.

#### GRANT No.4

(9.—STAMPS)

**The Hon'ble Maulavi ABDUL MATIN CHAUDHURI:** I beg to move, Sir, that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.43,000 (amount of the revised estimate) in respect of the head “9.—Stamps”. The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.6,272.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER:** Motion moved:

“That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.43,000 (amount of the revised estimate) in respect of the head “9.—Stamps”. The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.6,272”.



There is no cut motion. I am putting this as a question.

The question is :

“That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.43,000 (amount of the revised estimate) in respect of the head ‘9.—Stamps’. The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.6,272”.

The question was adopted.

## GRANT No. 10.

### (18-B—Navigation, Embankments and Drainage Works)

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** I beg to move, Sir, that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943 of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.46,500 (amount of the revised estimate) in respect of the head “18-B.—Navigation, Embankments, etc.” The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.3,711.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER:** Motion moved :

“That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943 of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.46,500 (amount of the revised estimate) in respect of the head “18-B.—Navigation, Embankments, etc.” The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.3,711”.

There are three cut motions. Maulavi Abdul Bari Chaudhuri may move his motion.

**Maulavi ABDUL BARI CHAUDHURI:** Mr. Speaker, Sir. I beg to move that the provision of Rs.6,000 under Grant No 10, Major head—18-B.—Navigation, Embankments and Drainage Works, Minor head—D.—Grants-in-aid, at page 63 of the Budget, be reduced by Rs.5,000, *i. e.*, the amount of the whole grant of Rs.46,500 do stand reduced by Rs.5,000.

Sir, from time immemorial an annual grant of Rs.5,000, is being made to the River Navigation Company, Limited. Originally this grant was created for the improvement of the navigable channels of Assam by the Steamer Company. We do not know what the Company did in the past but this House would like to know what action has been taken by the Company to improve the navigation in Assam during the last five years and what is the amount spent by them. We all know that gradually the navigable channels of Assam are being silted up and closed down for traffic. What action has the Company taken to open these channels ? If such be the position, Sir, what is the justification of this grant ?

The actions of the Company are mostly whimsical and arbitrary. The usual water-ways are opened and closed by them at their sweet will ; steamers are withdrawn by them without any notice of public difficulty. It cannot be said that this big sum is given to them annually only because they should oblige us by plying their steamers. They are getting a good return and are distributing a comfortable dividend to the Share-holders. The Company has got no Advisory Board and the Government of Assam is not represented in the management of the Company. Such being the case, I do hope that the Government of Assam



will review the position and think whether the sum should not be withdrawn. With these few words, I commend my motion to the acceptance of the House.

**The Hon'ble the SPEAKER:** Cut motion moved:

“That the provision of Rs.6,000 under Grant No.10, Major head—18-B.—Navigation, Embankments and Drainage Works, Minor head—D.—Grants-in-aid, at page 63 of the Budget, be reduced by Rs.5,000, *i. e.*, the amount of the whole grant of Rs.46,500 do stand reduced by Rs.5,000.”

**Maulavi Dewan MUHAMMAD AHBAB CHAUDHURI:** Mr Speaker, Sir. As the time is very short and almost a similar motion stands in my name in the list, I rise to support the motion of my friend Maulavi Abdul Bari Chaudhuri. Maulavi Amjad Ali also by his question drew the attention of the Government to the grievances of the people of Goalpara regarding the withdrawal of ferry steamers by the Company. Sir, in Sunamganj subdivision in the district of Sylhet, many steamer stations from Markhuli to Sylhet have been closed down by the Steamer Company without any rhyme and reason. I met the Joint Agent at Chattak who received me very courteously and considered the matter sympathetically. He assured me that he will move the higher authorities at Calcutta but the Steamer Company did not pay any heed to our grievances. I do not know, Sir, what policy this Steamer Company follows in running the steamers on our rivers. From the question of Maulavi Amjad Ali it appears that the grievances of the people have not been removed and it has now become a provincial question. So we should consider the question from the provincial point of view and we urge upon the Government and the Hon'ble Minister-in-charge to take up the cause immediately and if the Steamer Company do not agree to pay heed to remove our grievances, we should make *Bandabast* with other Companies which will be ready to remove the grievances of our local people. With these words, I support the motion.

**Mr. R. A. PALMER:** Mr. Speaker, Sir. I think, this cut motion may now come under the heading of the hardy annual. It has already been explained to this House on several occasions that this grant is a contribution to the Steamer Company in order to help them to keep the channels of our rivers open for navigation. The simple fact is that if these channels are not kept open, the Steamer Services cannot function. At the present time when our transport services are all important, carrying food and supplies to the people under very difficult conditions, surely this grant should be increased, and not cut. I leave it to the good sense of the House to oppose this motion.

**Mr. JOBANG D. MARAK:** Mr. Speaker, Sir. Considering the length of the rivers, I should say that this amount under objection is absolutely inadequate. Of course, it is true as the hon. mover has said that there have been some disadvantages due to the closing down of some steamers, but it is not due to the inadequacy of this grant. This Rs.5,000 is nothing at all, as my hon. friend, Mr. Palmer has already stated. I think he is absolutely right in opposing this motion.

**Mr. BAIDYANATH MOOKERJEE:** I rise to oppose this motion, because I think that my hon. friend has not really understood why this sum of Rs.5,000 is given.

**Maulavi ABDUL BARI CHAUDHURY:** Please explain.

**Mr. BAIDYANATH MOOKERJEE:** I need not explain because my hon. friend Mr. Palmer has already explained it. If my hon. friend thinks that in return of this Rs.5,000 all the rivers and channels of the province will be kept navigable throughout the year, I am sorry for him. He has based his arguments on a wrong notion, and has moved this motion. I hope, on understanding the real situation, he will withdraw his motion.

**Mr. A. WHITTAKER:** Mr. Speaker, Sir, I have only one word to add. My position is this: many of the steamers which now ply in the rivers of Assam have been taken from the Province of Bengal under very strong protest.



The facts of the case are: the River Steam Navigation Company have lost a large number of steamers and flats for overseas duty on work of military importance. Although their fleet is very greatly depleted, they have, during this year, carried hundreds of refugees from Dibrugarh to Pandu and from Pandu down to Serajganj, as well as undertaken the transport of troops—Chinese, British and Indian. Assam at the present moment, owing to war emergencies, is having a much greater share of the depleted fleet than it would otherwise be entitled to. If the hon. members of the House now wish to use this cut motion in order to draw the attention of Government to the withdrawal of steamers, I think they will be playing into the hands of the Government of Bengal. The Government of Bengal have been deprived in Khulna and Faridpur districts of steamers which are now plying on the rivers of Assam. If members wish to make this Cut it will be very welcome to the Government of Bengal who will say: you in Assam do not appreciate this Company's services; we appreciate them, and we shall be very glad to have these steamers back. I leave it to the good sense of the House.

**Maulavi ABDUL BARI CHAUDHURY:** Is there any grant by the Government of Bengal to the Company?

**Mr. A. WHITTAKER:** I am quite certain there is.

**Khan Bahadur Maulavi MUFIZUR RAHMAN:** Mr. Speaker Sir, when I was the Subdivisional Officer at Sunamganj, I pressed upon the Government for deepening Paindamukh, which was gradually being silted up, to keep up steamer communication from Markuli to Chattak in the cold weather. I predicted that in three years' time, the mouth would be silted up and blocked. No action was taken, and actually it silted up and now there is no connection between Markuli, Derai, Sunamganj and Chhatak.

Similarly, both Surma and Kusiara are being silted up. Two years back I showed to the then Hon'ble Minister, Mr. Fakhruddin Ali Ahmed at Fenchuganj that an Astern wheeler with two barges was just grazing the bed of the river, and took about half an hour in moving up about one quarter of a mile.

So my point is that more money should be provided to deepen the channels of both the rivers Kusiara and Surma. Otherwise there would be flood from Karimganj down to Markuli, damaging crops on both sides of the river Kusiara.

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURY:** Mr. Speaker, Sir, I like to make a few observations on this motion. The question is not the withdrawal of the grant, but the regular service of steamers. If the Company ply their steamers regularly, we shall have no objection to the grant, but if the Company acts arbitrarily causing inconvenience to the public, I see no reason why the Company should be given this grant. I may inform the House that Messrs. River Steam Navigation Company did not ply their steamers in the district of Sylhet regularly. Formerly it was the general practice to ply steamers from Narayanganj to Sylhet. This year they made a departure from this practice. They plied their steamer this year from Narayanganj to Chhatak and placed a second steamer on the way from Sylhet to Sunamganj. This steamer used to reach Sunamganj in the evening and leave for Sylhet after 15 or 20 minutes except on Sundays. To the utter surprise of the people of Sylhet and Sunamganj the Company stopped this service without any previous notice. This arbitrary action of the Company put the public to a great inconvenience. The matter was represented to the Joint Agent, but in vain. We the members of Sunamganj were stranded and it was with great difficulty that we could come to Shillong in order to attend the meeting of the Assembly. What I want is that Government should make such arrangement as to ensure the regular service of steamers without causing inconvenience to the public. With these few words, I support the motion.

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** Mr. Speaker, Sir, I am glad to find that some of the members of this House



have already anticipated me by opposing the motion. The Government of Assam is giving this contribution to this Steamer Company for the purpose of bandalling and snag-clearing of Assam rivers for safe navigation of steamers and boats. In 1927-28, a sum of Rs 1,500 was only given, but the Company represented that the expenditure which they incurred under the head "Bandalling and snag-clearing" far exceeded this amount. In 1928, Government sanctioned an additional amount of Rs. 10,000. In 1931-32, a sum of Rs.15,000 in all was paid for the purpose. Government informed the Company that they were unable to pay more than Rs.5,000 per annum. This Rs.5,000 is now continuing, even though the Steamer Company have spent more than this sum in one year. I have not got all the figures, but the figure for 1933-34 I can give. The Company spent Rs.35,434 in that year for this purpose.

**Maulavi ABDUL BARI CHAUDHURI:** What amount they got ?

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** That is unknown to us.

In 1935, they prayed for enhanced subsidy, but Government had to refuse it.

A motion was tabled by me in the budget session of 1939 for reduction of this grant, but I did not move it on hearing from Mr. Faull who was a member here that the subsidy was necessary to keep the rivers free from snags for safe navigation from which the public of the province is primarily benefited.

I beg to submit that this cut motion is against public interest and is most inopportune now because hon. members know that the railway transport is now congested due to military traffic and road transport is on the verge of extinction due to petrol rationing. We have to rely on the steamer service to a large extent for essential supplies.

There is an insistent demand for restoration of the steamer service between Dhubri, Goalpara, Gauhati. In this connection, the hon. members referred to the withdrawal of steamer services. The reason has been explained by my hon. friend Mr. Whittaker. Many of the steamers have been chartered for military purposes and recently the Commissioner of Divisions brought to the notice of Government the great inconvenience caused to the public: not only to the public but to the Government officials as well for want of a steamer service from Amingaon to Gauhati and Kokilamukh.

So we had to represent to the Government of India on this matter. We addressed a letter on the 29th October to the Secretary to the Government of India, Department of War Transport, which runs as follows: "The Government of Assam hope that the urgent necessity for the establishment of the steamer service between Dhubri, Goalpara and Gauhati will be recognised by the Government of India, and that steps will be taken to make steamers available for this purpose so that the Steamer Company may be enabled to restore the service."

We have recently heard from the Army Headquarters that the number of steamers available to the Military is only sufficient to operate the Pandu-Dhubri service. In an emergency this Headquarters will be only too pleased to permit any member of the Civil Government, Police, etc., to travel by steamer to Dhubri. That concession they are willing to give.

This shows that for the restoration of the steamer service between Dhubri, Goalpara and Gauhati, Government are making attempts but difficulties are insurmountable. Unless large number of steamers and steam boats are available, we cannot do anything in the matter. So, Sir, this demand for the restoration of the steamer service gives us an index of the public feeling and it would be disastrous if the Steamer Companies now cease plying in the Brahmaputra, the Surma and the Kusiara for want of a subsidy from this Government.



**Maulavi MUHAMMAD AMJAD ALI:** On a point of information: is not the entire amount from this grant being utilised for military purpose? Then why should this sum go from our budget and why should not the Military pay?

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** That is a new matter.

**Maulavi MUHAMMAD AMJAD ALI:** It is an economy cut and we are cutting this amount because it is not spent for our purposes. We shall press it till we are satisfied.

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** But all the steamer services have not been withdrawn. Only some of the services, namely Dhubri-Goalpara and Gauhati service has been taken over by the Military.

**Maulavi MUHAMMAD AMJAD ALI:** Then is there no prospect of opening this service afterwards?

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** Well, that matter will be considered by the Government.

Then as regards the complaints which have been made by the hon. mover regarding the apathy of the Steamer Companies and their arbitrariness in closing down the steamer stations without warning, I can say this much that I shall forward the discussion that has been held to the Steamer Companies and Government will take steps that such inconveniences may not be caused in future.

As regards the Advisory Board, that matter will also be considered by the Government.

**Maulavi Dewan MUHAMMAD AHBAB CHAUDHURY:** What about the stations that have been closed down?

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** Government are not aware of the closing down of the stations. This matter has been brought to our notice only now. We shall bring this to the notice of the Company and ask why it was thought necessary to close down the stations. Probably they may have some very good reasons for closing down some stations, but we shall look into the matter.

In view of this assurance, I think, the hon. member will feel inclined to withdraw his motion.

**Maulavi Dewan MUHAMMAD AHBAB CHAUDHURY:** What are the stations that have been closed down?

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** The hon. member may name the stations and that will be noted down in the proceedings.

**Maulavi Dewan MUHAMMAD AHBAB CHAUDHURY:** I will inform the Hon'ble Minister outside the House.

**Maulavi ABDUL BARI CHAUDHURY:** In view of the statement made by the Hon'ble Minister-in-charge, I beg leave of the House to withdraw my motion.

**The Hon'ble the SPEAKER:** Has the hon. member leave of the House to withdraw the motion?

The motion was, by leave of the House, withdrawn.

**Maulavi ABDUL BARI CHAUDHURY:** Sir, I beg to move that the provision of Rs.42,789 under Grant No.10, Major head—18-B.—Navigation, Embankments and Drainage Works, at page 63 of the Budget, be reduced by Rs.110, i.e., the amount of the whole grant of Rs. 46,500 do stand reduced by Rs. 110.

Sir, my intention is to raise a discussion about the closing down of the Embankment and Drainage Division. The Embankment and Drainage Division was opened in the year 1940 as a result of the passing of the Assam Drainage and Embankment Act. Many projects were undertaken by this Division. All preliminary survey work was done and big amounts were spent, but all on a sudden



the Division was closed down and the staff was diverted to a temporary Public Works Department Division. We are told that they were diverted for the construction of certain roads of military importance. Will not the Government take immediate steps to open the Division again ?

With this view I have moved this motion and I hope my motion will be accepted by the House.

**The Hon'ble the SPEAKER :** Cut motion moved :

"That the provision of Rs. 42,789 under Grant No.10, Major head—18-B,—Navigation, Embankments and Drainage Works, at page 63 of the Budget, be reduced by Rs.110, *i.e.*, the amount of the whole grant of Rs.46,500 do stand reduced by Rs.110".

**Khan Bahadur Maulavi MAHMUD ALI :** Mr. Speaker, Sir, the policy of growing more food in the province will be frustrated by the closing down of the Embankment and Drainage Division. In Surma Valley, Sir, in every rainy season people anticipate flood, and this Embankment and Drainage Division was very helpful to the people for the protection of their paddy. They were quite happy with the thought that they would collect their paddy in abundance. But by stopping this, the people have been disappointed. The Government should know that their policy of "Grow More Food" will be hampered. Sir, I do not wish to take more time of the House. I would only say that the officials are getting more money as their salaries and allowances, but the poor people are not getting anything, they are losing their harvest, their paddy and their food and they cannot grow nor purchase their food-stuff. So the last resource of having cultivation should not be stopped by closing this Division.

**Mr. BAIDYANATH MOOKERJEE :** Mr. Speaker, Sir, I rise to support this motion. Sir, I must thank our present Finance Minister because he was the Member-in-charge who piloted this Embankment and Drainage Bill through this House, and we were very much hopeful that some of the real grievances of the cultivators would be removed after the passing of the Bill. As it has been already pointed out by my hon. friend Khan Bahadur Maulavi Mahmud Ali, that while the Government is proclaiming about their good service with regard to "Grow More Food" campaign they have been obliged to suspend this Division. Sir, if they had not refrained from giving effect to the scheme which they themselves formulated, the effect would have been most satisfactory. So far as I have gathered, Sir, in the district of Goalpara hopes were given to the public at some places that half the cost would be paid from the Government exchequer and half the cost would be borne by the inhabitants of the locality. Some projects were accordingly taken up, some have remained half done with people's money and in some cases the projects have been completed, but the amount promised by the Government has not been paid to those persons uptill now. I think the Hon'ble Minister will enlighten the House on this point—whether these half-finished projects should be completed or not and whether they will pay the promised amount to those who have completed the schemes on Government promises. Sir, if they really wanted that the cultivators of this province should grow more food, they would not have done the greatest possible injustice to them by suspending this Division.

With these few words, I support the motion.

**Mr. F. W. BLENNERHASSETT :** Mr. Speaker, Sir, everybody surely must realise when discussing this matter, that the subject which is of most importance is the preservation, and defence, of a land in which to grow more food and in which to have the need for drainage and embankment. It is to be regretted, Sir, that the Embankment and Drainage Department has had to be shut down even though it is because members of its staff are now engaged in defence and construction projects and we hope that it will soon be possible for Government to re-open this important department once again, and we heartily support the mover of this motion in his hopes which we too hope may soon be realised.



**Maulavi ABDUR RAHMAN:** Mr. Speaker, Sir, I rise to support the motion. The present-day serious problem of the province is to grow more food, and the question of supplies. When a year back the Embankment and Drainage legislation was introduced, we were clearly given to understand that the Assam Government had at last undertaken one of the most important work in hand and after that legislation was passed Government were pleased to create this Division. We were very much hopeful, Sir, that some real benefit would be done to our poor people by implementing the provisions of the Act. The drainage system in the province is so bad that it needs no repeated mention in this House. I am quite sure the hon. members are fully aware of the natural condition of the province, and how for want of proper drainage and embankment the cultivators suffer a great deal each year. That was fully realised when debates went on with regard to the Drainage and Embankment Bill. Sir, it must be regretted that the present Government has found it necessary to close the Division, which made itself so popular. I would, therefore, request Government to see their way to make adequate provision for this Embankment and Drainage Division in the next budget.

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** Mr. Speaker, Sir, as regard the necessity, utility and the urgency of the Department Government are in entire agreement with the hon. members of this House. Probably it will be a news to the hon. members that this decision to close down the Division was arrived at while the constitution was under suspension, and the decision was arrived at for want of staff because at that very time the India-Burma Road was to be constructed by Assam as a scheme of imperative military urgency. Now, this shortage of staff will continue until the India-Burma Road is completed. Sir, Government will be quite prepared to restore this Division as soon as the necessary staff is available. The hon. members know that Mr. Varma was put in charge of the Embankment and Drainage Division, and when the Burma Road was taken in hand it was thought necessary to transfer his services from this Division to the Burma Road. Sir, to run this Department, officers with technical expert knowledge is absolutely necessary.

The present difficulty of the Government is not only the want of expert staff, but also want of finances. Mr. Baidyanath Mookerjee complimented the Hon'ble Finance Minister for starting this Division, and I also would depend on his generosity for restarting this Division as soon as the staff is available.

**Mr. JOBANG D. MARAK:** Sir, as Assam is short of men.....

**The Hon'ble the SPEAKER:** Is the hon. member going to make a speech?

**Mr. JOBANG D. MARAK:** No, Sir. I was just going to suggest that if Assam is short of men they should bring men, experienced engineers, etc., from outside for this purpose just as we are bringing military sepoy's and others.

**Mr. BAIDYANATH MOOKERJEE:** On a point of information, Sir, one point has not been made clear with regard to the "grow more food" scheme. It has not been made clear whether the cultivators will only grow more food or whether they are expected to harvest it also. Why should they grow more food if they are not allowed to harvest it also?

**The Hon'ble the SPEAKER:** The Government admit the necessity of the Department.

**Mr. BAIDYANATH MOOKERJEE:** Sir, may we hear from the Hon'ble Finance Minister whether he will make some provisions, whether there is any hope in the future or not? He is keeping silent.

**Maulavi ABDUL BARI CHAUDHURY:** After hearing the Hon'ble Minister I wish to withdraw my motion.



The motion was, by leave of the House, withdrawn.

**The Hon'ble the SPEAKER:** Let me now put the substantive motion. The question is:

"That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.46,500 (amount of the revised estimate) in respect of the head "18-B—Navigation, Embankment, etc." The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.3,711".

The question was adopted.

## GRANT No. 7

### (12.—CHARGES ON ACCOUNT OF MOTOR VEHICLES TAXATION ACT)

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA:** I beg, Sir, to move that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.4,64,300 (amount of the revised estimate) in respect of the head "12.—Charges on account of Motor Vehicles Taxation Act". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.40,700.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER:** Motion moved:

"That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.4,64,300 (amount of the revised estimate) in respect of the head '12.—Charges on account of Motor Vehicles Taxation Act'. The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.40,700".

There are four cut motions. Mr. A. Whittaker may move his motion.

**Mr. A. WHITTAKER:** Mr. Speaker, Sir, I beg to move that the provision of Rs.48,930 under Grant No 7, Major head—12.—Charges on Account of Motor Vehicles Taxation Act, Minor head—A—Charges for collection, at page 56 of the Budget, be reduced by Re.1, *i.e.*, the amount of the whole grant of Rs.4,64,300 do stand reduced by Re.1.

My object in bringing forward this motion, Sir, is a very simple one. I am not referring to a solitary instance of lorries running against the timing. Any person who has the misfortune of owning a car and has had to tour in both the Valleys of Assam during the last three months, has been on every journey in very real danger of his life. The most astonishing example of driving against the timing occurred to me in September when I was actually leading a convoy of private cars which included the cars of the Inspector-General of Police, and the Inspector-General of Civil Hospitals. Having passed 3 miles beyond Nongpoh, we met a convoy of about 30 Military lorries driving against timing. For a distance of about 12 miles and for an hour after the down gate had closed we had to manoeuvre against this stream of heavy vehicles



dangerously driven. Sir, this is not just one instance, but it is one of a sequence of instances. It is not possible for the Military Authorities to make the plea of urgency. It seems to me there is a good deal of carelessness in control, there is a good deal of disregard of public safety, and I cannot accept the plea that all these lorries—many of them empty—were actually engaged in such work of urgent importance as to justify this very dangerous practice.

I hope, Sir, that by drawing attention to this fact the Hon'ble Premier will intervene in the matter because I feel confident that he too has a good deal of sympathy with the depressed car-owners of this province.

**Mr. BAIDYANATH MOOKERJEE:** On a point of information, Sir. May I know whether the Government has got any control over the Military or not?

**The Hon'ble the SPEAKER:** The Hon'ble Minister will deal with it in his reply.

**Mr. BAIDYANATH MOOKERJEE:** It is useless because the Hon'ble Minister-in-charge of Civil Defence has already said with regard to lighting restrictions that they have no control over the Military.

**Mr. A. WHITTAKER:** The Hon'ble Minister never made an assertion that he has no control over the Military vehicles or lighting restrictions.

**The Hon'ble the SPEAKER:** Cut motion moved:

“That the provision of Rs.48,930 under Grant No.7 Major head—12—Charges on Account of Motor Vehicles Taxation Act, Minor head—A.—Charges for collection, at page 56 of the Budget, be reduced by Re.1, *i.e.*, the amount of the whole grant of Rs.4,64,300 do stand reduced by Re.1”.

**The Hon'ble Maulavi Saiyid Sir MUHAMMED SAADULLA:** Mr. Speaker, Sir, it is unfortunate that the Military drivers are very often fouling the roads, not only the roads running from Shillong to Gauhati and Sylhet, but also other roads on a number of occasions. It is also very unfortunate that these military convoys followed our respected leader of the European group in this House and he was involved in two serious accidents all due to the fouling of the road by the military drivers. We should thank the Lord that no serious damages to the person of our friend Mr. Whittaker was caused. Mr. Whittaker reported this to the Government and myself was a witness to such kind of reckless driving in the town of Shillong itself when convoys passing through the narrow road in front of my residence and as a result of which an army lorry slipped from the road and fell into a stream down below, a drop of about 10 feet. On another occasion, another lorry crashed against the hill side near my gate. The report of Mr. Whittaker supported by my own evidence is a strong case to be put up before the army authorities and the Inspector-General of Police is taking this matter up with the Military in right earnest. We have made personal representation to all the Military authorities that we come into contact from full Generals, Major Generals, Lt. Generals and even Brigadiers and Majors. They all sympathise with us and all say that they are helping civil administration in keeping timing regulations on the roads. We have a recent report against a Military officer who drove against timing by forcing a gate on the point of a revolver. We are taking up this matter also with the highest Military authority, *i.e.*, the General in charge of the Eastern Command. We hope that our endeavours, both official and private, will end in success and compel the military people to observe our gate control and timing regulation. The two main roads from Sylhet to Shillong and Shillong to Gauhati are being widened and probably, by the end of this year, there will be no control gates, the roads being opened for both way traffic.

**The Hon'ble the SPEAKER:** I hope, the hon. mover has got the leave of the house to withdraw the motion.



**Mr. A. WHITTAKER:** Yes, Sir, I withdraw the motion.

The motion was, by leave of the House, withdrawn.

**The Hon'ble the SPEAKER:** Then comes cut motion No.2. Mr. A. Whittaker may move his motion.

**Mr. A. WHITTAKER:** I beg to move that the provision of Rs.48,930 under Grant No.7, Major head—12.—Charges on account of Motor Vehicles Taxation Act, Minor head—A.—Charges for collection, at page 56 of the Budget, be reduced by Re. 1, *i.e.*, the amount of the whole grant of Rs.4,64,300 do stand reduced by Re.1.

The object of this motion is to draw attention of the House, particularly the Hon'ble Prime Minister, to another aspect of the general question. To quote an instance—any one who has got to do any driving in Shillong at night in black-out conditions frequently meets Military cars or lorries and often has to stop his car in order to avoid being run into by badly driven Military cars which do not follow the lighting restrictions and leave their headlights full on. I wish to raise the general question. I think a very good case can be made out for not having any black-out and an equally good case for a stringent black-out. I cannot see how any case can be made out for a black-out for the civil population and no black-out for Military cars. Japanese bombers will not distinguish between private cars with no headlights and Military cars plying with headlights. The whole utility of the black-out in Assam requires early examination. In some places, popularly called the target areas in North-East Assam, for all practical purposes the black-out is no longer in force and in fact certain aerodromes are working during the hours of darkness with the assistance of powerful electric flares. Do these facts not suggest that we should have a very authoritative and early statement, whether the black-out could not be done away with. By all means let it be discontinued if it is of no use and let the public once more live in reasonable conditions of light and safety. If it is to be continued let it be enforced against all persons alike.

**The Hon'ble the SPEAKER:** Cut motion moved :

“That the provision of Rs.48,930 under Grant No.7, Major head—12.—Charges on account of Motor Vehicles Taxation Act, Minor head—A.—Charges for collection, at page 56 of the Budget, be reduced by Re.1, *i.e.*, the amount of the whole grant of Rs.4,64,300 do stand reduced by Re.1.”

**Mr. F. W. BLENNERHASSETT:** Mr. Speaker, Sir, I would like to support Mr. Whittaker on this motion. I had a very extraordinary experience last night myself. I was driving along in almost complete darkness with my lights dimmed, when I saw an army car, not a lorry but a private car, coming towards me with full headlights blazing. I was dazzled by the light and I pulled in to the side of the road. When I restarted Sir, I fear my lights were no longer extinguished, I too drove thence-forward with blazing lights, and I am prepared to stand by what I did. There can be no two ways of carrying out a black-out. Either this present state of affairs is all nonsense and should be done away with, or there should be a total black-out for the military as well as for the civilians, and I agree with Mr. Whittaker in all he says about it.

I have just heard the Hon'ble Prime Minister say, with what I thought was a certain amount of pleasure, that we may soon have two way traffic on the Gauhati-Shillong road. I say, Sir, if ever that comes about may God help us.

**Khan Bahadur Maulavi KERAMAT ALI:** I would like to support this motion because there is not only breach of lighting restrictions rules but there is also very bad driving among some soldiers, who have come to this province. I personally know of several accidents caused by rash driving in different parts of this province. Recently there have been more than one accident on the Tinsukia-Dibrugarh road because of bad driving of the Negro drivers. Sir, these drivers while following first-class motor cars with their ten wheelers go at very high speed in trying to overcome the first-class cars without blowing their horns and while doing so they dash at the cars causing very great damage to the cars. What is



very objectionable is that even after causing such accidents they would not stop their vehicles and proceed in the same speed perhaps with a view to avoid prosecution or legal proceedings. They would not give the owners of the cars opportunity to take note of the number of those vehicles or to know the name of the drivers. I think the Military authority should be approached so that these accidents are no longer caused in this way by irresponsible Military drivers.

**Mr. E. H. S. LEWIS:** Mr. Speaker, Sir, I rise to support this motion. I come from what has just been called a target area. We have naturally discussed this matter because in target areas the question of black out is rather more important than elsewhere. I would just like to put before the House, Sir, an opinion which I heard from certain officers with whom this matter has been discussed, namely that on the open road there is little danger of cars with full head lights giving information to the enemy at night. A case could, however, possibly be made out for black-out in a place where there is a concentration of vehicles, say in a town or a large encampment where a large number of cars with blazing head lights might be a target. If this opinion is agreed then I suggest that it might be possible to devise a detachable mask which could be removed on the open road and replaced in certain areas where a black-out was ordered. I suggest Sir, that this is a matter for discussion by the Government with the military authorities in order to see if such a solution is possible.

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA:** Mr. Speaker, Sir, in this matter we are at one with all hon. members who have spoken on the subject. There can be no two ways—one for the military and one for civil population. If there be a black-out it should be for all. No exception as to competence of military drivers driving in the open streets, can be allowed. In this matter both myself and my hon. friend Khan Bahadur Maulavi Keramat Ali can speak with vehement feeling because his son, and my son-in-law, was involved in such an accident on the Dibrugarh Tinsukia road on the 8th of this month when his 10 horse power Austin car driven by himself was dashed against by a 10 wheeler army lorry driven rashly by an American Negro driver and as a result mudguards of one side were swept away and the car after three somersaults stood on a field. The poor driver, *i.e.*, the Khan Bahadur's son miraculously escaped with few bruises. The lorry did not stay to render any help but gathered speed and went away.

We have brought to the notice of the military authorities that the military vehicles are not observing the black-out rules and also the fact that most of the military drivers are unaccustomed to the winding hill roads and they have caused many accidents, but to no result. Government have come to the conclusion that where there is a large number of motor vehicles plying, as in a town, if the military drivers do not mask their lights, they will be prosecuted for breach of the black-out rules. We are told, Sir, that from the experience of the Burma war the military have learnt that the Japanese have not at any time bombed at night time. Therefore according to them, the military vehicles even in target areas need not observe any light restriction. But whatever reasons may come from the military we have been advised by the Government of India, Civil Defence Department, that in our classified towns we must observe black-out. Therefore, we have come to the conclusion that if the regulation of dimming lights in motor cars are not observed by the military we have no alternative but to prosecute them according to law.

As regards bad driving also the same rule applies on account of frequency of accidents. Having known this by my personal observation I referred the matter to the Military authorities. A traffic police had to be stationed near my gate and at which place two accidents happened—one to the car of one of our members of the Public Service Commission who was formerly the President of the Upper House. The military authorities, I find since my report, have advised the lorry drivers at least in the town of Shillong to drive with caution and wait to give passage to any civilian car and I have seen great improvement in driving in the



Shillong roads by military lorries lately (*hear, hear*). I am not sure about the condition in the north eastern part of Assam where I understand a large number of Negro drivers have shown recklessness which is the characteristic of their race. We are proceeding with the military authorities about this and I am making a representation to the head of the American army in India about these Negro drivers. So we have taken every possible step to see that the army lorry drivers observe the rules of the road and that they do not constitute a law of their own. I hope, with this assurance, my hon. friend will be satisfied and will withdraw his motion.

**Mr. A. WHITTAKER** : In view of the assurance given by the Hon'ble the Premier, I beg leave of the House to withdraw my motion.

**The Hon'ble the SPEAKER** : I think, the hon. member has leave of the House to withdraw his motion

The motion was, by leave of the House, withdrawn.

**Kisan Bahadur Maulavi MAHMUD ALI** : Sir, I beg to move that the provision of Rs.48,930 under Grant No.7, Major head—12.—Charges on account of Motor Vehicles Taxation Act, Minor head—A.—Charges for collection, at page 56 of the Budget, be reduced by Re.1, *i.e.*, the amount of the whole grant of Rs.4,64,300 do stand reduced by Re.1.

Sir, now-a-days for want of proper checking by the Government, buses are heavily loaded, so much so that the passengers are admitted sometimes double the capacity granted by the Government. Passengers are also found sometimes on the roof of the buses. Sir, surely it is the bad lot of the passengers who travel by those buses. Again the fares they charge are also very high. So, Sir, the difficulty and inconvenience are enormous and I hope that the Government should take notice of all these things.

**The Hon'ble the SPEAKER** : Cut motion moved:

“That the provision of Rs.48,930 under Grant No.7, Major head—12.—Charges on account of Motor Vehicles Taxation Act, Minor head—A.—Charges for collection, at page 56 of the Budget, be reduced by Re.1, *i.e.*, the amount of the whole grant of Rs.4,64,300 do stand reduced by Re.1.”

**Mr. BAIDYANATH MOOKERJEE** : Mr. Speaker, Sir. I rise to support this motion. Sir, so far as I remember it was decided, in the Committee which was appointed by this Hon'ble House to frame rules regarding the Motor Vehicles, that on the two Hill Roads namely, the Sylhet-Shillong Road and the Gauhati-Shillong Road, no luggage should be carried on the top of the passenger buses but Sir, I find almost every day, some passenger buses that ply on the Sylhet-Shillong Road, carry large number of luggages on their tops. Moreover, Sir, it was decided that the gross load for a bus would not exceed  $4\frac{1}{2}$  tons but Sir, now-a-days I understand that these buses are allowed to carry more. Ordinary lorries, I mean International lorries are allowed to carry  $7\frac{1}{2}$  tons and in cases of Leyland lorries the gross load of about 9 tons are allowed at present which is far in excess of the previous load allowed. Now Sir, if Government thinks it necessary that the gross load of the lorries should be increased due to emergency and if they do not care for the roads, in that case, I do not like to say anything more in this connection. I have just mentioned that these sort of things are going on and I do not know whether this is being done with the sanction of the Government or without sanction and it is impossible to check all these things by Government.

As regards the buses, I do not find any justification why on these dangerous roads, luggages should be allowed to be carried on the tops against the rules framed to prevent accidents. With these few words, I support this motion.

**Maulavi ABDUR RAHMAN** : Mr. Speaker, Sir. I rise to oppose this motion on the ground that the period through which we are passing is said to be an abnormal period and so everything should be abnormal. So long very strictness used to be observed for over-loading our motor vehicles but now Sir, since petrol has been rationed, the requisite number of buses cannot be plied by



the Bus Associations and transport facilities having been curtailed, it is all the more reasonable that there should be some relaxation on the part of the Government towards the observance of the standing rules. So I have got to oppose the motion and I would urge upon the Government that they should not, in view of the circumstances explained, observe any strictness over the Bus owners or Motor Associations so that the passengers may get facilities to travel as well as to carry their luggages.

**Mr. BAIDYANATH MOOKERJEE** : Government should allow the passengers to be tied down in the wheels even.

**Mr. JOBANG D. MARAK** : Mr. Speaker, Sir. I rise neither to oppose this motion nor to support it. This motion means only to raise a discussion and to oppose this motion means not to blame the Government for overloading the buses. There are of course weighing machines in Pynursla and in some other places to check weight but who are to check the overloading of these buses? Unless these things are brought to the notice of the Hon'ble Ministers, they are not in a position to check it and they cannot be blamed for the over-loading of the Buses. This sort of discussion of course is quite reasonable but the Hon'ble Minister should not be blamed for this over-loading. For these things, Sir, I cannot support this motion nor oppose it (*laughter*.)

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA** : Mr. Speaker, Sir. The condition of motor transport in the province is most precarious. When we remember, talking in round figures that some 500 motor vehicles plying on the roads both for passenger traffic and goods transport were requisitioned in the middle of this year for Military purposes and rushed to Dimapur, everybody will sympathise with the mover of this motion. Where four or five buses were plied, it had to be managed with only one bus, the rest having been taken away for Military purposes. Therefore, there is no doubt some over-crowding of passengers sometimes over-loading of luggages too, was the rule. After a great deal of personal discussion as well as correspondence, we have been able to get over 300 lorries from the Military Department released. We got assurance from high officials of Government of India that Assam will get priority in buying 250 new lorries to restart our motor traffic on the roads but unfortunately even after the verbal promise given by the responsible Officers of the Central Government our share of new lorries has been dwindled to 50 only. I propose to move a motion on the same subject a few days hence. We are trying to repair the damaged vehicles that have been released by the Military Department and I think, both with these new and repaired vehicles we will be able to get together a fleet of some 250 vehicles and to put them on the Assam Roads wherever they are needed. Till then I ask my hon. friend to wait and not to chance of getting into over-crowded buses. My hon. friend Mr. Mookerjee has raised a very relevant point about carrying luggages on the top of the buses that ply on the Sylhet-Shillong Road. I am not sure whether they have been permitted by the Inspector-General of Police and what our rules say. If my memory serves me right it was decided that passenger buses will be allowed to carry loads on the roof up to 18 inches height.

**Mr. BAIDYANATH MOOKERJEE** : I distinctly remember that for these two hill roads it was decided that no luggage should be carried on the top of the buses. I was present and I raised this point.

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA** : I will look into the matter. If it has been permitted by the Inspector General of Police I will take up the matter with him.

As regards heavier loaded vehicles plying on this road, it has been done with the consent of the Public Works Department as well as the Police Department. Formerly 7-ton lorries were allowed to proceed up to Dawki from Shillong. As regards the remaining portion right up to Sylhet lorries of 4½-ton were to run on this bit as the approaches to bridges were so weak that they could not bear any



heavier lorries. Hon. members may remember that some provision was made to strengthen these approaches in the budget of 1940-41. With this, the bridges have been strengthened and now lorries up to 10-tons can run on them.

As I have promised, I will look into the matter as regards luggages on this road in service cars. I hope, with this assurance, my hon. friend will see to withdraw his motion.

**Khan Bahadur Maulavi MAHMUD ALI:** I beg leave of the House to withdraw my motion.

**The Hon'ble the SPEAKER:** I hope, the hon. member has the leave of the House to withdraw the motion.

The motion was, by leave of the House, withdrawn.

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURY:** I beg, Sir, to move that the provision of Rs.1,70,000 under Grant No.7, Major head—12.—Charges on account of Motor Vehicles Taxation Act, Minor head—C.—Compensation to Local Bodies, etc., at page 55 of the Budget, be reduced by Rs.100, *i.e.*, the amount of the whole grant of Rs.4,64,300 do stand reduced by Rs.100.

The aim of this motion is to criticise Government for not making any grant to the Sunamganj Local Board. In elucidation of my point I beg to read a few lines from the Budget Memorandum at page 25.

“The Assam Motor Vehicles Taxation Act, 1936, has taken the place of the enactments which empowered the Local Bodies to tax motor vehicles. The compensation payable to Local Bodies for the loss of their income has been provided under this head with effect from 1937-38. The surplus of the receipts over compensation, etc., is to be partly disbursed among Local Bodies and partly devoted to the improvement of the Provincial roads. It has been decided to distribute the surplus of the receipts over compensation when the actuals are available, *i.e.*, a year after.”

Sir, for the information of the House, I may be permitted to say that not a single pie was paid to the Sunamganj Local Board. The Chairman of the Local Board in the year before last received a letter from Government that Government would pay Rs.15,000 to be spent on particular roads. The Local Board made over to the Public Works Department the Chhatak-Gobindaganj Road. But I am sorry, Sir, that after this we do not know what prevented Government from paying that amount of Rs.15,000. In the present year also, they did not provide any amount for the said Local Board, while all the Local Boards of the Surma Valley have received their due share. I want to be enlightened on this subject by the Hon'ble Minister in charge. With these words, I commend my motion to the acceptance of the House.

**The Hon'ble the SPEAKER:** Cut motion moved:

“That the provision of Rs.1,70,000 under Grant No.7, Major head—12—Charges on account of Motor Vehicles Taxation Act, Minor head—C.—Compensation to Local Bodies, etc., at page 55 of the Budget, be reduced by Rs.100, *i.e.*, the amount of the whole grant of Rs.4,64,300 do stand reduced by Rs.100.”

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA:** Mr. Speaker, Sir, I agree with my hon. friend Maulavi Maqbul Hussain Chaudhury that Sunamganj Local Board was not given in the past any contribution from this fund for improvement of the Local Board roads. My hon. friend has referred to relevant portions which give the details of the operation of this Act. The Act was passed in 1936, and the Local Boards which had an income by taxing motor vehicles plying on their roads were given a certain sum as compensation. I do not know what happened in that year because that was done before I took over charge in 1937. The Sunamganj Local Board did not get any contribution though the Local Board was prevented from taxing motor vehicles. There is provision for revision of the scheme of compensation after five years. The Act was operated by the Public Works Department and then by the Police Department. Now the fifth year is over and we have asked the Inspector General of Police to collect



sufficient data for redistribution of the available sum. The report of the Inspector General is not yet ready. Formerly there were hardly any motorable roads within the Sunamganj Local Board. Now Government is proposing to build motorable road from Sylhet up to Sunamganj—a distance of 42 miles. They have improved the condition of the road up to Gobindaganj and Chhatak. Sunamganj Local Board may rest assured that in the next distribution of the proceeds of this fund, it will get its proper share.

**Maulavi ABDUL BARI CHAUDHURY:** With respect to effect from 1936 ?

**The Hon'ble Maulavi Saiyid Sir MUHAMMAD SAADULLA:** I am afraid not. It will get its share for 1942-43 (a *voicé*—what about the past). The present Ministry cannot be held responsible for the action of the previous Government. It goes to the credit of my hon. friend Maulavi Abdul Bari Chaudhury that since he took up the Chairmanship of the Board he is pushing this matter, but his predecessors did not represent the matter with the same insistence as he has been doing.

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURY:** In view of the statement made and the assurance given by the Hon'ble the Premier, I beg leave of the House to withdraw my motion.

**The Hon'ble the SPEAKER:** The motion was, by leave of the House, withdrawn.

**The Hon'ble the SPEAKER:** Let me now put the substantive motion. The question is:

“That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.4,64,300 (amount of the revised estimate) in respect of the head “12.—Charges on account of Motor Vehicles Taxation Act”. The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.40,700.”

The question was adopted.

## GRANT No. 1

### (4.—TAXES ON INCOME OTHER THAN CORPORATION TAX)

**The Hon'ble Maulavi ABDUL MATIN CHAUDHURI:** Sir, I beg to move that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.48,000 (amount of the revised estimate) in respect of the head “4.—Taxes on Income other than Corporation Tax.” The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs. 8,507.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER:** Motion moved:

“That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs. 48,000 (amount of the revised estimate) in respect of the head “4.—Taxes on Income other than Corporation Tax”. The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs. 8,507.”

There are no cut motions. I am putting this as a question.  
The motion was adopted.



## GRANT No. 8

(13.—OTHER TAXES AND DUTIES)

**The Hon'ble Maulavi ABDUL MATIN CHAUDHURI:** Sir, I beg to move that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs. 1,200—(amount of the revised estimate) in respect of the head "13.—Other Taxes and Duties". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs. nil.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER:** Motion moved :

"That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs. 1,200—(amount of the revised estimate) in respect of the head "13.—Other Taxes and Duties". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs. nil."

There are no cut motions. I am putting this as a question.

The question was adopted.

## GRANT No. 15

(30.—PORTS AND PILOTAGE)

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** Sir, I beg to move that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April to the 24th August 1942, will amount to Rs. 2,000 (amount of the revised estimate) in respect of the head "30—Ports and Pilotage". The expenditure incurred from 1st April to the 24th August 1942 is believed to be about Rs. nil.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER:** Motion moved :

"That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April to the 24th August 1942, will amount to Rs. 2,000—(amount of the revised estimate) in respect of the head "30.—Ports and Pilotage". The expenditure incurred from 1st April to the 24th August 1942 is believed to be about Rs. nil."

I am putting this as a question.

The question was adopted.

## GRANT No. 17

(37.—EDUCATION—EUROPEAN AND ANGLO-INDIAN)

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** Sir, I beg to move that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April



1942 to the 24th August 1942, will amount to Rs 77,100 (amount of the revised estimate) in respect of the head "37.—Education (European and Anglo-Indian)". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs 22,724.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER:** Motion moved:

"That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April to the 24th August 1942, will amount to Rs.77,100 (amount of the revised estimate) in respect of the head "37.—Education (European and Anglo-Indian)". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.22,724."

There is no cut motion. I am putting this as a question.

The question was adopted.

### GRANT No. 27

#### (50.—CIVIL WORKS—TOOLS AND PLANT AND ESTABLISHMENT CHARGES)

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** Sir, I beg to move that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April to the 24th August 1942, will amount to Rs. 5,45,600 (amount of the revised estimate) in respect of the head "50.—Civil Works (Tools and Plant and Establishment Charges)". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs. 3,53,285.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER:** Motion moved:

"That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April to the 24th August 1942, will amount to Rs. 5,45,600 (amount of the revised estimate) in respect of the head "50.—Civil Works (Tools and Plant and Establishment Charges)". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs. 3,53,285."

There is no cut motion. I am putting this as a question.

The question was adopted.

### GRANT No. 29

#### (55.—SUPERANNUATION ALLOWANCES AND PENSIONS)

**The Hon'ble Maulavi ABDUL MATIN CHAUDHURI:** Sir, I beg to move that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs. 17,93,000 (amount of the revised estimate) in respect, of the head "55.—Superannuation allowances and pensions". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs. 6,38,198.

This appropriation has the recommendation of the Governor.



**The Hon'ble the SPEAKER :** Motion moved :

"That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.17,93,000 (amount of the revised estimate) in respect of the head "55.—Superannuation allowances and pensions". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs. 6,38,198 "

There is no cut motion. I am putting this as a question.

The question was adopted.

### GRANT No. 30

(56.—STATIONERY AND PRINTING)

**The Hon'ble Srijut RUPNATH BRAHMA :** Sir, I beg to move that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.4,13,600 (amount of the revised estimate) in respect of the head "56.—Stationery and Printing". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.80,564.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER :** Motion moved :

"That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.4,13,600 (amount of the revised estimate) in respect of the head "56.—Stationery and Printing"—The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.80,564."

There are no cut motions. I am putting this as a question.

The question was adopted.

### GRANT No. 28

(54A—FAMINE RELIEF)

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN :** I beg to move, Sir, that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.2,00,000 (amount of the revised estimate) in respect of the head "54A.—Famine Relief". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.64,370.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER :** Motion moved :

"That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.2,00,000 (amount of the revised estimate) in respect of the head "54A.—Famine Relief". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.64,370."

There are no cut motions. I am putting this as a question.

The question was adopted.



## GRANT No. 16

## (36—SCIENTIFIC DEPARTMENTS)

**The Hon'ble Maulavi ABDUL MATIN CHAUDHURY:** I beg to move, Sir, that the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs.5,600 (amount of the revised estimate) in respect of the head "36.—Scientific Departments". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.5,494.

This appropriation has the recommendation of the Governor.

**The Hon'ble the SPEAKER:** Motion moved:

"That the Assembly do assent to a demand which will come in the course of payment during the period from the 25th August 1942 to the 31st March 1943, of such sum as, together with the expenditure already incurred from the 1st April 1942 to the 24th August 1942, will amount to Rs 5,600 (amount of the revised estimate) in respect of the head "36.—Scientific Departments". The expenditure incurred from the 1st April to the 24th August 1942 is believed to be about Rs.5,494."

There are no cut motions. I am putting this as a question.

The question was then put and adopted.

**Mr. E. H. S. LEWIS:** Mr. Speaker, Sir, might I respectfully draw your attention to the fact that the two clocks in the Chamber have been losing steadily? They are about five minutes slow now.

**The Hon'ble the SPEAKER:** The clocks will be set right.

**Mr. BAIDYANATH MOOKERJEE:** Mr. Speaker, Sir, I gave notice of a few short notice questions; they relate to the railway accident that took place on the 11th morning of this month. I have not heard anything yet regarding this. May I therefore have some idea when these questions are going to be answered?

**The Hon'ble the SPEAKER:** The questions have been admitted, and the Hon'ble Minister has also given his assent. I don't know when they are going to be replied.

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** The questions have been sent to the Department, and are likely to be answered as soon as possible.

**Mr. BAIDYANATH MOOKERJEE:** When can we expect the answers? I want some approximate date.

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** That I cannot say.

**The Hon'ble the SPEAKER:** These are very important questions of unusually urgent nature, and I hope the Hon'ble Minister will see to it that the replies are expedited.

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN:** Yes, Sir, I shall look into the matter.

**Mr. BAIDYANATH MOOKERJEE:** Sir, the occurrence took place on the 11th; to-day is the 20th, but we have heard nothing from the newspapers either, so the public is very much anxious to hear about it.

**The Hon'ble the SPEAKER:** Yes, therefore, I said they were important questions?

## Adjournment

The Assembly was then adjourned till 11 A.M. on Saturday, the 21st November, 1942.

SHILLONG,  
The 22nd January 1943.

A. K. BARUA,  
Secretary, Legislative Assembly, Assam.



**Proceedings of the Eleventh Session of the First Assam Legislative Assembly, assembled under the provisions of the Government of India Act, 1935**

The ASSEMBLY met at the Assembly Chamber, Shillong, at 11 a.m., on **Saturday, the 21st November 1942**

PRESENT

The Hon'ble Mr. Basanta Kumar Das, Speaker, in the Chair, the seven Hon'ble Ministers and forty members.

**QUESTIONS AND ANSWERS**

**STARRED QUESTIONS**

(To which oral answers were given)

**Raja G. C. High School, Sylhet**

**Maulavi MUHAMMAD MAQBUL HUSSAIN CHAUDHURY** asked :

\*29. Will Government be pleased to state—

(a) The number of boys (Hindus and Muslims to be shown separately) who attended classes in the Raja G. C. High School, Sylhet, on the working days of the first fortnight of the month of September 1942 ?

(b) Whether lessons were given to those boys who attended classes of the said school ?

(c) Whether it is a fact that the Muslim boys who attended or attempted to attend classes on those days were fined by the Headmaster ?

(d) If so, what are the reasons thereof ?

**The Hon'ble Khan Bahadur Maulavi SAYIDUR RAHMAN** replied :

29. (a)—The school was closed from the 1st to 7th September under the orders of the Managing Committee. During the remaining working days of this fortnight the attendance was as given in the statement laid on the table.

(b)—Yes.

(c)—No.

(d)—Does not arise.

*Statement referred to in reply to starred question No.29(a) asked by Maulavi Muhammad Maqbul Hussain Chaudhury.*

Date	Number of students who attended classes	
	Hindus	Muslims
8th September 1942	19	77
9th September 1942	20	66
10th September 1942	21	70
11th September 1942	31	77
12th September 1942	32	78
13th September 1942	Sunday	Sunday
14th September 1942	50	79
15th September 1942	69	83