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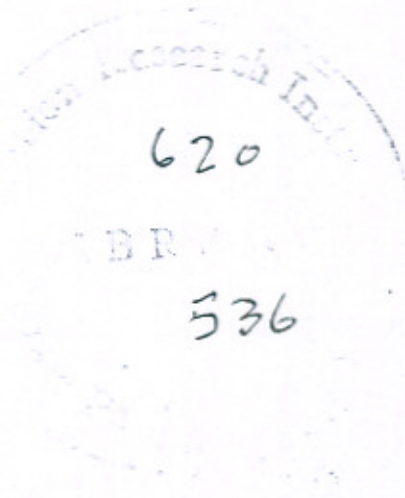
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The Punjab Engineering Congress.

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(1938-39.)

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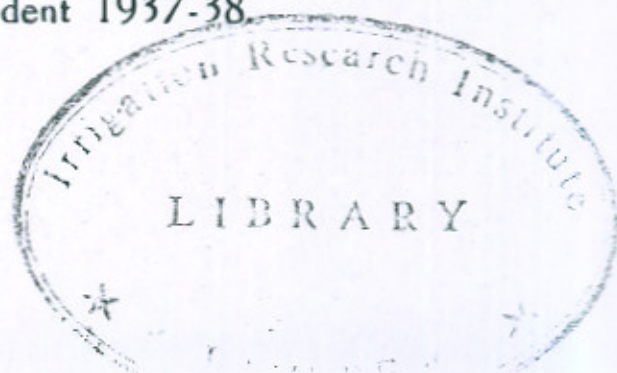
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ADDRESS
OF
R. B. BAWA NATHA SINGH,
PRESIDENT.

The Hon'ble Sir Sundar Singh Majithia & Gentlemen,

Let me first thank you for the honour you have done me in electing me your President. I am hardly worthy of this honour and would have been glad if the task of guiding the deliberations of this Congress had been entrusted to a worthier person. The election, however, was an order from the profession and could not be disobeyed. I will therefore try to carry out my duties to the best of my ability and crave your indulgence and help in this difficult task.

It is both my privilege and pleasure to-day to extend to you, Sir Sunder Singh Majithia, on behalf of this Congress, our most cordial welcome. You have had a very long association with the engineering profession, first as a zamindar and then as a member of two Governments and we have come to regard you as one of us. Your coming to open this Session is, therefore, very encouraging to us to continue to promote the advancement of the science of engineering and thus add to the wealth and happiness of our countrymen. I also offer a warm welcome to the other Ministers and distinguished guests, who have been good enough to grace the occasion with their presence at great sacrifice of their valuable time. We are both honoured and encouraged by their presence.

We have to record with much regret and sorrow the death during the past year of two old and eminent members of our Congress, i.e., R. B. Makhan Lal, a former Chief Engineer in Jammu and Kashmir State and R. B. D. N. Batra, Deputy Chief Engineer, N. W. R. The latter passed away only a few days ago at the comparatively young age of 50 years, leaving behind a widow and young children. On behalf of this Congress I hereby convey to their survivors our heartfelt sympathy and condolence.

This Congress was founded in 1912 and this is its 25th or Jubilee Session. For several years before the Congress was started, a strong need had been felt for an Association, where men engaged in the profession of engineering could meet periodically and pool their knowledge and exchange views on the difficult problems facing them in the course

of their daily duties. The objects with which the Congress was started are set forth in the Memorandum in the following words :—

(a) To promote the science and practice of engineering.

(b) To afford its members an opportunity for meeting at least once a year to discuss matters of engineering interest and to enjoy social intercourse.

That these objects have been fully realized will be at once clear from the 25 volumes of literature issued by the Congress since its inception dealing with some of the most intricate problems of engineering. A great stimulus has also been given during this period to experiment and research by the foundation of the Irrigation Research Institute in Lahore on the recommendation of this Congress. This Congress was the first of its kind in this country and is in a way the mother of all other Engineering Congresses and Associations in India. Both in point of attendance at meetings and the quality and volume of literature produced, it has maintained its superiority over all of them. Our membership which stood at 92, 25 years ago, stands at 372 this year, an increase of 280 members which is a clear index of the popularity and usefulness of this institution.

The Papers contributed this year deal with a variety of very interesting subjects and show the interest taken by the members in the solution of difficult engineering problems with which they are confronted in the course of their duties. We may be assured of a lively discussion on them. These Papers are 10 in number, out of which 8 have been contributed by officers of the Irrigation Branch, one by an officer of the Hydro-Electric Branch and one by an officer of the Forest Department on a subject which is highly important in the interests of the efficient working of our Canal System. It is regretted that no Paper has been contributed by the Railway and Buildings and Road Engineers. If this Congress is to be kept alive and representative in all branches of engineering, it is necessary that we should have co-operation of all Departments and I trust this will be forthcoming in years to come.

The most important engineering work under execution during the year is the Haveli Canal Project in the Irrigation Branch, Punjab, costing about Rs. 5½ crores. Some of us had the privilege the other day of being present at the foundation stone laying ceremony of this work by His Excellency the Governor. The Head-works are located at Trimmu immediately below the junction of the Chenab and the Jhelum Rivers at a distance of about 12 miles from Jhang. The design of Canal Head works always presents difficult problems based as it has been in the past on unknown and uninvestigated factors. The design adopted at Trimmu is based on the latest researches carried out by the Research Institute and

constitutes a great advance over similar weirs on sand foundations constructed in the past. The principal lines along which advancement in design has taken place are :—

- (i) The entire section of the weir and undersluices had been designed as an R. C. Slab, thus eliminating the objection of concrete layers separated from each other.
- (ii) All the important structures, such as gates and bridges for superstructure, have been enclosed by two lines of sheet piles placed at the upstream and downstream toes of the glacis.
- (iii) A silt excluder on up-to-date lines has been combined with the undersluices with a view to exclude all coarse silt from the canal.

For the first time in the history of canal construction every detail of the design has been tested by model experiments before being finally adopted.

The Main Line of the Haveli Canal 43 miles in length is being made waterproof by lining with two layers of reinforced brick tiles 12" x 6" x 2" enclosing a $\frac{3}{8}$ " layer of cement mortar between them. This precaution combined with a well planned system of drains will obviate all fear of water-logging in this tract.

Other important works in the same Branch of Engineering during the year were the Remodelling of the Weirs of Upper Chenab and Western Jumna Canals so as to render them safe under the changed conditions now existing at these sites. A detailed and interesting description of the former work is given in Papers which are being read at this Session by Messrs. Cox, Ganpat Rai and Handa. The cost of this work was 12 lacs and of the Western Jumna Canal Weir about 6 lacs.

The only other engineering work of importance in India is the New Howrah Bridge which was started about a year back and the work on which is in full swing at present. This work is estimated to cost about 3 crores and is being carried out by a British Firm of Contractors to the design of another British firm of Consulting Engineers.

Another interesting work carried out recently is the new Assembly Chamber in Lahore. Only half the Chamber has so far been completed. Some of the latest improvements have been introduced in the design of this building. The main building is supported on an R. C. raft. The rooms are air-conditioned and the latest principles in acoustic treatment have been adopted in consultation with the well known authority Professor Hope Bagenall.

Systematic development is taking place in road construction and improvement particularly in the Punjab. This Province can justifiably pride itself in possessing the finest roads in India. It is, however not resting on its laurels and the Province is now taking in hand an 8-year programme of road development designed to cost about $1\frac{1}{4}$ crores of original works and for a planned utilization of the annual maintenance bill of the Province of about half a crore. Among important features of this programme may be mentioned large provision for the improvement of village roads with co-operation by villagers in the form of free labour by them to the extent of a third of the cost, provincialization of about 800 miles of District Board Roads, gradually widening existing metalled roads, constructing about 500 miles of entirely new metalled roads and improvement of about 10,000 miles of unmetalled roads. When this programme is completed, the metalled mileage of this Province will be increased from the existing total of 3500 miles to 4000 miles and there will be about 10,000 miles of unmetalled roads in motorable condition.

Similarly the development of hydro-electricity is proceeding at a rapid pace both in the Punjab, U. P., Madras and Mysore. In the Punjab great progress was made during the year in connecting industrial load to the supply lines. This load has now reached the figure of 28600 kws. and applications for another 5000 kws. are pending completion. The line is now proposed to be extended to Gujranwala, Wazirabad, Sialkot and Chiniot. Future policy of expansion of the generation of electric power is being investigated, including a survey of the possibilities of utilizing Canal Falls for this purpose.

In U.P. all the power is being generated at Canal Falls of which seven have been harnessed upto the end of the year. The energy is being used in pumping from Tube Wells in addition to the industrial uses in the towns. Figures of total load up-to-date, however, are not available.

Tube Well Irrigation has made great strides in U. P. principally owing to cheap power being available from the hydro-electric works. There are about 1500 Tube Wells working at present. Possibilities of Tube Well Irrigation in the Punjab are under investigation and 2 wells have been actually installed for trial purposes.

An extensive programme of Capital Works was carried out on the Railways. The principal line along which advancement of engineering took place is the extension of the use of welding.

In the reconditioning of points and crossings by this method considerable savings have been effected. Experiments are now in hand on the possibility of welding together a number of rails in the tracks into one long length. This method has proved successful in other

countries and has resulted in economies in maintenance and in smoother and more comfortable travel.

The advancement of engineering in this country will not be complete without reference to the Research Work. The importance of research in the various branches of engineering such as Irrigation, Buildings, Roads and Railways has been fully realized in the western countries so that well equipped research stations exist for each one of them. We are yet backward in this respect, and except for hydraulics we have no research facilities. Hydraulic Research Stations exist in the Punjab at Lahore and in Bombay Presidency at Khadakvasla. Valuable work was done at these stations, resulting in a saving of lacs of useless expenditure on ill-considered schemes. At Lahore research is being done on soil movement, staunching of canals, design of weirs on sand foundations and model experiments of various kinds.

The problem of devising measures to combat the evil of water-logging which has assumed such serious proportions in the Punjab, continues to engage the attention of engineers. Lining of running canals with a view to render them waterproof so far remains an impracticable proposition, though recent researches give some promise of finding an early solution. Provision of surface drainage on an extensive scale, therefore, continues to remain the most important anti-water-logging measure. The five-year programme of drainage construction started three years back has well advanced and the expenditure during the last year was nearly 16 lacs. The first programme was for construction of Main Drains only and the total cost was about 40 lacs. A further programme of Tributary Drains costing about 36 lacs has recently been approved by Government. Reports indicate that great benefit has resulted wherever the drainage system has been completed and land owners feel distinct relief. Improvement of *Thur* or Kallar affected lands, however, still presents enormous difficulties and no method has yet been discovered of treating them on economical lines. Our water-logging measures only stop further deterioration, but offer no remedy for improvement of areas already affected by *Thur*. There is a considerable scope for research in this direction. In this Province the reclamation is being attempted by leaching while in the U.P. Professor Dhar of Benares University is trying to achieve the same results by addition of molasses. We are, however, yet far from any satisfactory solution of the problem.

This record of achievement would do credit to any country or community and we engineers are naturally proud of it. In a single year the canals in the Punjab produce crops the estimated value of which is about 34 crores. Think of the enormous wealth the engineers are yearly adding to the coffers of the cultivators in this Province. These are great achievements, no doubt, but we must not rest content with the laurels won in the past. Punjab offers scope for unlimited development. There are still desert areas clamouring for water. Possibilities

of tube wells worked with cheap power and of storage reservoirs have not yet received adequate attention. Further investigation and research in this direction is urgently called for. Building construction in this Province is still carried on by jerry builders and no standards have been laid down to which all building construction must conform. We still follow in all essentials the standard specifications laid down by the British Standards Institutions. There is no Standards Institution to lay down standards for Indian conditions. Practically no research is being carried out with regard to materials of construction both with a view to cheapen cost and increase durability. We continue sticking to the use of mud bricks burnt in a Bull's Kiln and lime burnt in *Bhatia*. Similarly in all other spheres of engineering there is still vast room for research and development, and we engineers must put our shoulders to the wheel.

The recent constitutional reforms have placed immense political power in the hands of the people of this country and we are now to a greater extent free to carry on development of the country's resources. This political power, however, cannot be of much use if nothing is done to relieve the misery of the toiling millions and render their life worth living. Much investigation and much planning are necessary for the development work that is urgently needed. My view is that no other body of men is better fitted for this purpose than the engineers. Engineers have made the Punjab what it is and it is engineers alone who can further develop it and add to its wealth. While the Province is rich in minerals and other resources it is most backward industrially.

All our requirements of daily life are imported from abroad. Even the few local industries that we possess are in the hands of outsiders and the profits go to enrich other countries. Our cotton and wool still go to Japan and Liverpool to be made into cloth and returned to us for our clothing. Our petroleum is sold to us at rates which are higher than they are in far away England. Our oilseeds are exported for being crushed into oils for our use. We have all the materials for tinned fruits and vegetable products but we allow them to rot and import our requirements from California and Australia. There are numerous other articles of daily use which we are importing. I appeal to you, brother engineers, to turn your attention now to the industrial advancement of this country. We have scientific training, we have energy and we have brains. It is only our bashfulness that is keeping us backward. So long as this attitude of indifference prevails, the country can make no advancement. It is time we should come forward as leaders of industry, ready to give our time, energy and honest labour in the true interests of our country.

An engineer has been defined as one who directs the great sources of power in nature for the use and convenience of man. This definition presents to the engineer an altruistic ideal to which few other professions can aspire. It sets before him the work of anticipating and meeting the

needs of mankind by extracting nature's secrets. It places him in the position of a servant of mankind, working not for his own benefit but for that of mankind. It is this ideal which we should always place before ourselves in working for the advancement of our country.

A word for the unemployed engineers and I have done. We all have great sympathy for them. Their misfortune is the result of economic and political conditions prevailing in the country for which of course they are not responsible. It is our duty to help and guide them to relieve their distress. There is a vast field for employment for them in the industrial advancement of the country. This, however, may take time. For immediate relief I would suggest to Government that steps should be taken to ensure that

- (i) All plans of buildings submitted to the municipalities for sanction must be prepared by qualified engineers.
- (ii) Construction of all private buildings must be placed under the supervision of qualified engineers.
- (iii) All unqualified engineers employed by District Boards and Municipalities must be discharged and qualified men appointed in their stead.

I would also appeal to millowners and industrialists in our country to employ qualified engineers as their managers and agents. They will be found to be much more useful and efficient than unqualified men, that are being employed now. If our industries are to successfully stand the competition of foreign countries, we will have to make our management more efficient by the employment of men who have received a sound training.

I will now request you, Sir Sunder Singh Majithia, to declare this 25th Session of the Congress open.

SPEECH BY SIR SUNDAR SINGH MAJITHIA.

R. B. BAWA NATHA SINGH and Gentlemen,

When your President invited me to be present here to-day for the purpose of declaring the 25th session of the Engineering Congress open, I was under the impression, apparently a wrong one, that I would not be called upon to make a speech, but your President has, if I may be permitted to borrow a phrase from the qualification reports of one of your professional brothers, used methods unscrupulous, to make me to break my silence. Being somewhat of a retiring nature, and past the age of retirement, I may disappoint you if I am unable to come up to the high standard set up by those who have performed this happy function in the past, particularly when I have to follow the very illuminating address delivered by His Excellency the Governor of the Punjab, whose versatility in the art of speech making has become proverbial.

I thank you and your President for the welcome that has been extended to me and feel it a great privilege to be called upon as one belonging to the happy family of the great fraternity of Engineers, to which I can hardly lay a claim, as in my college days I was very much afraid of mathematics, one of the subjects of your profession. I may however be permitted to claim some connection with this august body, as from 1921 to the beginning of 1926 I had the honour to serve my Province as Revenue Member and held charge of the Departments of Irrigation and Forests, which, with the Department of Land Revenue and Colonies formed part of my portfolio. Eleven years later, fates have again brought me in contact with my old friends and the departments that were in my portfolio then, with the addition of Excise, which provide the main sources of the Provincial finance. Out of over 11 crores as the revenue of the Province a little over 10 crores comes from the departments in my charge to provide the necessary funds to my colleagues to carry on their beneficent activities for the necessary improvement of the Punjab.

Gentlemen, the new reforms are fraught with great possibilities and opportunities for the Province, and while we are there to put in our little bit in its service, to you falls the lot of bearing the greatest burden in carrying out works of utility, the fruits of which are available to the inhabitants of the Province. I well remember that when the Sandal Bar was colonized, Lyallpur came into existence getting its name from Sir James Broadwood Lyall, the then Lieutenant Governor of the Punjab, and I was one who was given a grant of some land there. I went to see it. There were no wells for drinking water which could only be had from the canal, and all around was an arid tract of vast expanse for miles around as far as the eye could reach; and except

some Jand trees and Kareer bushes, the fruit of which some of you may have eaten in the shape of a tasty and appetizing pickle. No fields of golden wheat or cotton, both desi and American, were visible anywhere. I felt shy, I admit, of having to live in such a tract and preferred to give up my grant, in spite of Sir Frank Popham Young's persuasion. I could never imagine that the whole vast waste would be transferred into an oasis by the magic wand of you gentlemen assisted by the Colony officers. Now what a change has taken place in Lyallpur. It is a pleasure to go there and see the teeming town and the big Agricultural College which turns out sturdy farmer graduates and good Government servants who are putting their shoulder to the wheel of an old industry and set before people a practical example of producing tons of wheat, cotton and rape seed which go to add to the prosperity of the country. Sargodha colony was followed by the Ganji Bar, the district of Montgomery known after the name of another distinguished Lieutenant Governor Sir Robert Montgomery, thus adding to the galaxy of our Punjab districts. And although I had to ride a camel in my hunt for good land for my landed gentry grant, this time I did not commit the mistake of refusing one and persuaded Government to be allowed to purchase, by private treaty, the rest of the area in the chak, and am now the owner of the whole of 179, 9-L Chak near Dad Fatihana, which I have named Surjitnagar, after the name of my third son, Surjit Singh. Nili Bar is the latest of our colonies, and while travelling by train one saw only the mirage in the hot weather and where people hunted the fleet-footed deer that roamed about wildly in the great wide expanse of land, you find green fields, and the congested areas of the Punjab have found space for expansion and people have migrated to these Bars and made them the finest granaries of India. The demand for water is very keen and one's heart breaks when we have to refuse the request of Zamindars for the short supply of water available in our canals. The great rivers of the Punjab have been harnessed in the service of the people of this Province, and if we could get some more share in the waters of the Punjab rivers, nobody would be happier than myself in carrying water to those tracts where for want of drinking water people have to travel miles to bring home this most valued commodity. My regret and most sincere regret is that the Bhakra Dam, the scheme for which was initiated when I was Revenue Member, has not still matured. There are difficulties in our way to get it through. We have spent lacs on experiments, and though the technical side of the project was ready, the difficulty of making the Raja Sahib of Bilaspur to agree to give up the site for the Dam has not yet been overcome. I know the Raja Sahib would certainly have met us more than half way in our wishes, but the proposal involves the submersion of his capital and 168 villages of his State, and we have no area in the hills which we could give him in exchange. And as it is next to impossible to accommodate comfortably Raja Sahib's hill subjects in the plains, they not being bred to conditions in the plains, the project could not consequently be undertaken. Our engineers are busy devising some alternate scheme, both by increasing the supply in one of our canals by means of tube wells sunk adja'

cent to the canal and to pump sub-soil water into the main channel which would go to serve some portion of this area now solely dependent on rain. There is a further proposal to sink a series of tube wells in the area where canal water could not reach, and if the experiments succeed and we get a sufficient and suitable supply of sub-soil water, then this area which is, so to speak, thirsting for irrigation facilities, will have their most urgent needs met. In this connection and to gain the necessary experience an area near Shalamar is to be irrigated by sinking tube wells to be worked by electric motors, and if funds are provided by the Legislative Assembly, we hope to provide water for the lands near the River Ravi in the vicinity of Shalamar gardens. Two tube wells are working near Qadian in the Gurdaspur district, and experience gained in these ventures would stand us in good stead for our scheme for the Eastern districts of the Punjab. We are blamed that we have not done our duty to the Eastern part of the Province, but it is not realized that it is not any lack of energy on the part of the Punjab Government or our engineers that stands in the way, but it is these inherent difficulties which face us and are some of the obstacles which up till now have not been overcome. There is nothing that human ingenuity cannot achieve and I am sanguine that the members of the profession of engineers, whom I have the privilege of addressing to-day, will not be found wanting in solving the knotty problems of how to make available the boon of water to the thirsty inhabitants of the Eastern Punjab, so that they may be secured against the vagaries of the monsoon and the famine conditions that sometimes follow in its wake.

We have only recently witnessed the laying of the foundation stone ceremony of the Haveli project at Trimmu, where the Punjab wizard in the person of your last year's President of this Congress is producing a barrage which combines all the advantages of the experience gained in the past, and which, thanks to the band of our workers who under Dr. Mackenzie Taylor have helped in evolving a design, the outcome of the brain of Mr. Bedford and his colleagues, which will be a unique production of engineering skill. Mr. Bedford hopes to finish this project in the shortest time possible, and those who have seen the work going on at Trimmu and the army of labourers and the hard worked beast of burden, the ass that plods a greater portion of the day carrying away the diggings of human and mechanical excavators, can visualize the hope to see works completed and the waters of Jhelum and Chenab mixing up with that of Ravi which will go to feed the Sidhnai and other canals. This headwork is designed to serve an area of about one million acres which would add to our great canal projects, of which any Province can be proud.

Wherever the benefits of canal water have reached, the seepage and the rise in the water level have caused water logging, and *Thur* has appeared in the areas served by the canals. To avoid this catastrophe Mr. Bedford has in the new alignment which he got us to sanction is going to try and overcome this defect by having a length of 43 miles of reinforced concrete and brick lined canal, and it is hoped that this will not

only remove the defect of water logging but will save us close upon 250 cusecs of water which will irrigate lands not yet so served by our canals in the district of Multan, while the main canal will save the Jhang and Muzaffargarh districts. If this experiment succeeds, as I have no doubt that it will, then perhaps with our present share of the waters of the Punjab rivers, we may hope to extend the sphere of irrigation considerably. It will mean perhaps a huge expenditure if our canals have to be lined but it will be worth while to spend money if we can overcome the ill-effects of water logging and *Thur* which are causing us a good deal of anxiety at present. We cannot afford to see our flourishing colonies to become uninhabitable and become waste if we fail to check the evil of water-logging and *Thur* in the area served by our canals. We have spent about 60 lacs in digging drains during the five-year programme which has come to an end, with consequent check in the extension of the evil of water-logging. Encouraged by past experience we are providing another 32 lacs to be used in the next two years. Other scientific experiments are being conducted in our Institute, and if those succeed, perhaps another and somewhat cheaper method of stopping seepage may be available.

The conservation of our forest wealth is another problem on which to a great extent our canals depend. In the past there has been a good deal of denudation of forest growth on our hills, with the result that during a heavy downpour of rain, sand and stone boulders are carried down in the mad rush of rain water to our rivers and cause a great deal of damage in the plain adjacent to the hills. To see the effect of these hill torrents one has only to visit the district of Hoshiarpur where at every mile of the road there is a choe, vividly showing its devastating effect even to the casual observer. A good deal is being done to check this erosion, but under such adverse circumstances when the rain water does not percolate in the soil, the effect on the sub soil water level is very great. In the districts of Jullundur and Hoshiarpur the shortage of well water supply and the fall in the water level is causing us a good deal of anxiety and the fall is so rapid that if this evil is not checked, the areas in these districts which once were styled the Gardens of the Punjab, will become waste. I am anxious therefore that the members of your profession should turn to the solution of this problem, and save these two beautiful and flourishing districts from their threatened fate. The Punjab Government is appointing a special staff of officers and men to solve this difficult problem as it is not possible to run a canal to save this area.

We are proud of our roads and thanks to the liberal financial help from the Central Government and skill and labour spent by Mr. Stubbs, the present Chief Engineer of the Buildings and Roads Branch and the care of the Hon'ble Sardar Sir Jogendra Singh, ex-Minister of Agriculture, we are proud to have the best roads in India. Some years back the dust on the roads was a great nuisance and was responsible for many an accident on the roads. The construction of these very fine smooth

surfaced wide roads has given a great impetus to the motor traffic in our Province, which is providing a means of livelihood to a fairly large number of our people. But we have still to do a good deal to provide feeder roads which should connect our villages to the big towns. This is necessary for the well being of our village folk, as we must provide road facilities for carrying the produce of land to big markets and thereby afford better prices to the tillers of the soil. Gentlemen, as one who was born in a village home, I know what it is to pass through muddy and narrow paths, called *Pahayas*, where the poor bullocks have often to toil hard under the lash of their driver to get the heavy carts out of the mud. I feel that the dumb creation must also have our care to lighten their labour to pull the old gadda by providing some sort of decent roads. Very often these paths are not only narrow, due to the encroachments of the owners of the fields near which they pass, but are never straight. Gentlemen, during my election campaign I had often to pass over these paths and often the car had to go over ruts and on the raised side of the roadway. In many places even these paths were not there. I would therefore request you, gentlemen, to give the village people the benefit of your knowledge and skill and provide them decent roads and village paths. We have yet to see that the benefits of electricity are made available to the villagers in the rural areas and if the cables have to carry the electric energy, we must have means of easy access to these places. Another point which requires your attention is the question of pure water supply to the villages. We in the towns have all these amenities of life and these have been made available to us through the fruits of the labour of the village community. It is therefore in the fitness of things that they must also be enabled to share these amenities. The Hydro-Electric Department is doing its best and perhaps the silent but deep thinking Mr. Thomas, the Chief Engineer's complaint is that we do not give him enough money for his expansions. Our Irrigation engineers have got a formidable competitor in him and his department, and I trust they will work hand in hand and vie with each other in the service of the people and the Province.

With the introduction of the reforms and democratic institutions in the Government of the Province our angle of vision should change and we must do our very best to root out the evil of bribery and corruption wherever it exists, as in future a great deal will have to depend upon the good will of the people of the Province, in whose service our best efforts must be made. The other day I was amused to receive a rather alarming telegram from some of the inhabitants of Jhang, complaining that perhaps Mr. Bedford or some of his subordinates were playing some trick with the poor zamindars of the district. I confess I was unable to understand the cause of this complaint. On inquiry from Mr. Bedford I learnt that his men were taking a film of the Headworks with village people thrown into the scene, who were made to pose for the cinematographic camera, which caused some suspicions in the minds of the simple villagers of the mysterious doings of Mr. Bedford's colony. An innocent attempt has caused misunderstanding where

none should have arisen. I would suggest to Mr. Bedford that as a punishment for the supposed misdeeds of his subordinates he must give an entertainment to these village folks, and show them the result of his activities. I am sure our versatile Rural Construction Commissioner Mr. Brayne, who is well known as the 'pit digger,' in which some time the Premier and his energetic colleague, the Hon'ble Minister of Development inadvertently fall, due perhaps to the fact that his very vast activities may have been curtailed by them by not supplying the requisite funds, will be ready to help him in satisfying his accusers and setting at rest their doubts about the honesty of the purpose of Mr. Bedford.

Gentlemen, I may have tired you by my speech to-day, but I was afraid that Bawa Natha Singh had in his extensive survey of the activities of your Congress left nothing for me to say. I thank you once again for your very kind welcome which I greatly value. I heartily offer you my good wishes and wish you all success in your deliberations the outcome of which will, no doubt, go to the adding of another brick towards the advancement of the people of the Province which we all have the honour and privilege to serve.