

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

**Report on the Expenditure of the
Railways on the Education
of the children of employes
in 1925-26**



SIMLA
GOVERNMENT OF INDIA PRESS
1928

X415 39535(T).2.N27(-

F7

64933

Dhananjayrao Gadgil Library



GIPE-PUNE-064933

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

No.

Dated New Delhi, the 31st October 1927.

FROM

C. E. W. JONES, Esq., C.I.E., I.E.S.,

Officer on special duty with the Railway Board.

TO

THE SECRETARY,

RAILWAY BOARD.

SIR,

I have the honour to submit my report on the expenditure of Railway Administrations on providing facilities for the education of the children of employes in the year 1925-26.

2. In this report I have endeavoured to present "on a uniform basis the complete facts regarding assistance given from Railway funds for the education of children of Railway employes," and thus to achieve the first object of the inquiry was entrusted to me. In accordance with the instructions of the Railway Board, I have made no attempt in this report to make specific recommendations. The problem of the education of the children of Railway employes is one which obviously transcends merely educational considerations and involves questions of policy and finance which are beyond my terms of reference. I trust, however, that the facts which I have set forth will facilitate consideration of the problem and will "enable the Railway Board to formulate a future policy" with regard to the assistance given by the Railways for the education of the children of Railway employes.

3. In conclusion, I desire to acknowledge the courtesy and assistance which I have received from the Railway Board and from the Agents and Heads of Departments of the various Railways under report. All papers bearing on my inquiry have been freely placed at my disposal by the Railway Board, and all information which I have requested from the various Railway Administrations has been supplied with despatch.

I have the honour to be,

SIR,

Your most obedient servant,

C. E. W. JONES,

Officer on special duty with the Railway Board.

M339RD

TABLE OF CONTENTS.

	PAGE.
CHAPTER I.—Introductory	1
CHAPTER II.—Methods of Railway Assistance (A) Railway Schools	6
CHAPTER III.—Methods of Railway Assistance (B) Parental Assistance	25
CHAPTER IV.—Methods of Railway Assistance (C) Grants-in-aid to non-Railway Schools	35
CHAPTER V.—Methods of Railway Assistance (D) Scholarships	38
CHAPTER VI.—Methods of Railway Assistance (E) Travelling Concessions	39
CHAPTER VII.—Summary	40
APPENDICES.	
APPENDIX I.—Number and kind of Railway Schools for Europeans in each Province	44
APPENDIX II.—Number of children in each Railway School for Europeans by departments	45
APPENDIX III.—Number and kind of Railway Schools for Indians in each Province	50
APPENDIX IV.—Number of children in each Railway School for Indians by departments	51
APPENDIX V.—Statement showing the date of establishment of each Railway School for Europeans and Indians	54
APPENDIX VI.—Statement showing the location of Railway Schools for Indians and the nature of the local authority	61
APPENDIX VII.—Railway rules for financing Railway Schools	64
APPENDIX VIII.—Recurring expenditure in 1925-26 on European Railway Schools by sources	67
APPENDIX IX.—Recurring expenditure in 1925-26 on Indian Railway Schools by sources	68
APPENDIX X.—Statement showing the number of teachers in European Railway Schools, the average cost of a teacher and the average num- ber of pupils per teacher	69
APPENDIX XI.—Statement showing the number of teachers in Indian Railway Schools, the average cost of a teacher and the average number of pupils per teacher.	70
APPENDIX XII.—Statement of average annual cost of educating a scholar in each Province in 1925-26	71
APPENDIX XIII.—Rates of fees charged in Railway Schools	72
APPENDIX XIV.—Statement of average annual fee for tuition in European and Indian Schools in 1925-26 by Provinces	78
APPENDIX XV.—Rates of assistance to parents in payment of fees	79
APPENDIX XVI.—Statement showing the number of children of European and Anglo-Indian employes at Hill Schools in respect of whom the Railways give assistance, the children being classified according to their parents, salaries	84

APPENDICES—*contd.*

	PAGE.
APPENDIX XVII.—Railway grant-in-aid rules for grants to non-Railway Schools	85
APPENDIX XVIII.—Statement of grants-in-aid by Railways to non-Railway Schools for Europeans and Anglo-Indians in 1925-26.	89
APPENDIX XIX.—Statement of grants-in-aid by Railways to non-Railway Schools for Indians in 1925-26	93
APPENDIX XX.—Rules for scholarships at Oakgrove School	99
APPENDIX XXI.—Summary of expenditure from Railway funds on European education in 1925-26.	101
APPENDIX XXII.—Summary of expenditure from Railway funds on Indian education in 1925-26	102
APPENDIX XXIII.—Total non-recurring expenditure on Railway Schools from all sources to the end of 1925-26	103

Report on the Expenditure of the Railways on the education of the children of employes in 1925-26.

CHAPTER I.

INTRODUCTORY.

1. *Terms of reference.*—The nature of the enquiry entrusted to me is explained in the following terms of reference :—

“ The Officer on Special Duty will be required to collect and collate all the facts and figures relative to the assistance given by railway administrations towards the education of children of their employes. The enquiry will cover both State-managed and Company-managed Railways, and the facts recorded should include all categories of assistance from railway funds whether of a recurring or non-recurring nature. In addition to the figures relating to present recurring grants to schools, it will be necessary to obtain information regarding non-recurring grants for school buildings and equipment and expenditure on Railway schools and equipment. Where the cost of maintenance of school buildings is borne by the Railway, the figures for this expenditure should also be obtained. Where assistance is given in the nature of free passes or concession tickets for scholars, the annual value of this assistance should be assessed for the different classes or communities of staff. If any assistance is given by Railway Administrations other than from Railway funds, such as grants from Fine Funds or specially endowed scholarships, the facts regarding this assistance should be obtained.

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

2. *Procedure.*—Joining my duty on the 15th November 1926, after a preliminary investigation of relevant papers in the office of the Railway Board, I visited the East Indian Railway School at Jharipani (Mussoorie) from the 1st to the 5th December 1926, when I had the privilege of discussing the education of the children of Railway employes with Mr. H. P. Watts, the Principal. On my return to Delhi, I prepared a series of questionnaires for issue to the Agents of First Class Railways and to the Directors of Public
MC339RD.

Instruction in the various provinces, and on the 14th December 1926 I proceeded on tour with the object of discussing with Agents (and other representatives of the Railways) and educational authorities the problem of the education of the children of Railway employes, and of visiting a certain number of schools maintained by the Railways and other agencies. I was on tour from the 14th to the 23rd December 1926, and again from the 2nd January to the 10th March 1927. During these periods I visited Ajmer, Jhansi, Itarsi, Bombay, Guntakal, Madras, Arkonam, Villupuram, Tanjore, Trichinopoly, Khurda Road, Kharagpur, Calcutta, Kanchrapara, Nagpur, Jamalpur, Patna, Allahabad, Lucknow, Naini Tal. From the 17th to the 20th March 1927 I visited Lahore. In the course of my tour, I discussed the problem of Railway education with the Agents of all the Railways concerned, except the Assam Bengal, the Bengal and North Western, the Burma and the Rohilkund and Kumaon and with the Directors of Public Instruction of all the Provinces, except Assam, Burma, and the North West Frontier Province, which I did not visit. I wish to take this opportunity of acknowledging the courtesy and assistance which I received from these gentlemen, as well as from the Heads of Railway Departments, Inspectors of schools and Heads of school which I had the privilege of seeing.

3. *Limitation of the scope of the inquiry.*—It may be noted that my inquiries have been confined to the following railways :—the East Indian, the Great Indian Peninsula, the North Western, the Eastern Bengal, the Bengal Nagpur, the Madras and Southern Mahratta, the South Indian, the Bengal and North Western, the Bombay, Baroda and Central India, the Burma, the Assam Bengal, and the Rohilkund and Kumaon. Of these the first four are State Railways and the rest are managed by Companies. Further, the scope of the inquiry has been limited to an examination of the provision by these Railways of facilities for ordinary Primary, Secondary and University education for the children of employes. Technical education, which is provided in some form or other for their apprentices by all the Railways, and the education of adult employes are not dealt with, though I seized the opportunity of discussing with Railway representatives the relations between the technical training of apprentices and the education provided in the ordinary schools and of visiting technical schools and Railway workshops.

4. *A few chronological facts.*—The Eastern Bengal Railway which had started in 1857 was taken over by the State in 1884. The North-Western Railway is the result of the amalgamation by the State in 1886 of the old Sind, Punjab, and Delhi Guaranteed Railway Company with the Punjab Northern, the Indus Valley and two other State Railways. The great Indian Peninsula Railway, which originated in 1853, was taken over by the State in 1925. The East Indian Railway, beginning in 1851, became a State Railway in 1925, being amalgamated with the Oudh and Rohilkhand Railway which was registered as a Company in 1867 and acquired by the State in 1889. Of the 8 other Railway Systems, the Bombay, Baroda and Central India system dates back to 1855, the Madras and Southern Mahratta to 1853, the South Indian to 1860, the Bengal and North Western and the Rohilkund and Kumaon to 1882, the Bengal Nagpur to 1887, the Assam Bengal to 1892, the Burma to 1877.

5. *Number of employes on the Railways.*—The number of servants employed by these Railways in 1925-26 is given in the following statement :—

Railway.	Number of servants.
Assam Bengal	11,801
Bengal Nagpur	60,655
Bengal and North-Western	27,220
Bombay, Baroda and Central India	72,165
Burma	23,182
Eastern Bengal	53,571
East Indian	131,521
Great Indian Peninsula	108,237
Madras and Southern Mahratta	51,644
North Western	115,866
Rohilkund and Kumaon	5,798
South Indian	32,326
	693,986

6. *Origin of Railway educational facilities.*—The educational facilities provided by the Railways seem to have had their origin in the necessity felt by the Railways (in the absence of other agencies) of providing some form of education for the children of imported European employes who, in the earliest days, formed a considerable proportion of the Railway Companies' employes and many of whom were stationed at places where no European schools were available. Almost every large Railway settlement had its European school from the earliest times. Two Companies, the East Indian and North Western Railways, went further and established Boarding Schools in the hills with the object of helping " those employes who cannot afford to send their children to England, by enabling them to give them a sound modern school education under, as nearly as possible, English conditions." Other Companies were generally content to assist their employes to send their children to European schools in the hills by undertaking to pay a portion of the fees, and various methods of helping parents were adopted. In giving this form of assistance the Companies seem to have been animated by a desire to enable parents to educate their children under climatic conditions as favourable as those in which they would have been educated, had they remained in Europe, and in this matter they followed in the footsteps of other organisations which were concerned with the education of European children in India. It is a notable fact that out of 316 European schools in the eight major provinces of British India no less than 70 are situated in the hills where a more or less temperate climate is found. The educational facilities, thus provided in the first instance for the children of imported European employes, were naturally extended to their successors, the Anglo-Indian and domiciled European community.

Later on, with the entrance of educated Indians in large numbers into the service of the Railways, the Railways seem to have been impressed with the desirability of providing educational facilities for the children of Indian employes in places where the local authorities had not provided schools of any description, or, in some cases, where such authorities had provided schools which contained only primary classes. And following still more closely the

analogy of assistance to European employes, some Railways established systems of helping their Indian employes to send their children to boarding schools situated in places distant from the place of residence.

7. *Government of India Resolution on the education of European and Anglo-Indian employes (1878).*—It may be noted here that the Government of India at an early date took an active interest in the promotion and improvement of provision by the Railways of educational facilities for the children of their European and Anglo-Indian employes. After an inquiry into Railway schools, initiated by the Venerable Archdeacon of Calcutta in 1875, the Government of India (Home Department) in a Resolution No. 209, dated the 19th August 1878, announced their views on the subject in the following terms :—

* * * * *

“ Now that the attention of the Local Governments and Administrations has been fairly directed to the subject of Railway schools, His Excellency the Governor General in Council confidently hopes that all questions connected with this important matter will receive the fullest consideration at the hands of the local authorities. What the Government of India wish is that everything should be done, to promote the progress of Railway schools, that the State can reasonably do, with due regard to the requirements of the other and more numerous sections of the Indian community, and with proper attention to the extent and capabilities of the Provincial assignment in each Province.

“ The Government of India in the Public Works Department are, with respect to State Railways, liable to the same responsibilities in the capacity of employers of labour as the proprietors of other Railways, in the matter of providing the means of education for the children of European and Eurasian employes of those railways, apart from the responsibilities falling on the State in respect to all European and Eurasian children : while the funds at the disposal of the local Governments and Administrations for grants-in-aid are limited, and cannot, as pointed out by the Bengal Government, be charged with any very largely increased grants to Railway schools in fairness to the general mass of the population. The revenues of Guaranteed Railways have much improved of late : and the Railway Companies may be willing to make increased or fresh contributions when necessary. Not only is expenditure in this matter required in the interest of the Railway employes themselves ; but the Railways will be indirectly reimbursed by the greatly improved recruits they will be able to secure locally without indenting, as they now do, on England. It should be an object at these schools to bring up as many lads as possible for employment as guards, drivers, fitters, etc., and they should not be encouraged, as so many Indian school boys seem to wish to do, to qualify merely for clerkships and such like employments.

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

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

8. *Government of India Resolution on European education (1881).*—Three years later, the Government of India in the Home Department (Education) Resolution No. 8, dated the 8th October, 1881, on the subject of European education, again referred to the part which the Railway Administrations might be expected to play in the development of educational facilities for the children of their European employes. “The Railway Companies,” runs the Resolution, “have also done a good deal, and are prepared to do more, in the way of providing schools in the hills for the children of their European employes. It is only in the Central Provinces and the Punjab, that new hill schools seem to be at present somewhat urgently required Increased facilities for making use of these schools will be given by the introduction on both the State and the Guaranteed Railways of a system of free passes for children going to and returning from school when the parent stands in need of this aid. The Public Works Department will be requested to arrange the details of such a system. The Governor General in Council has no doubt that the Railway Administrations will gladly consent to meet the wishes of Government in this respect, as they have already shown themselves fully alive to the importance of placing the means of education within the reach of the poorer classes of Europeans in this country But the Governor General in Council desires that European schools may eventually be opened in every station where an average daily attendance of 12 children can be got together In considering this matter, it should not be forgotten that, where the bulk of the European population consists of Railway servants, the Railway Administrations may very properly be moved to establish a school, the Government giving aid in proportion to the number of outsiders likely to benefit by it The Government of India will be glad to see a more practical direction given to the instruction in the middle and higher schools, and will specially favour attempts to give a sound commercial or mechanical education to the elder boys In determining the amount of Government grants, due advertence must be had to the fact that in respect of some children the Railway Companies are prepared to contribute. In such cases the payment may be divided between Government and the Companies in such proportions as may be agreed upon.”

CHAPTER II.

METHODS OF RAILWAY ASSISTANCE.

A.

Railway Schools.

9. *Methods of educational assistance provided by the Railways.*—The methods employed by the Railways to assist their employes to educate their children may be classified under the following heads :—

- (a) the provision of Railway schools (i.e. schools maintained and controlled by the Railway Administrations) for the children of employes (with rates of fees adapted to the circumstances of the parents) ;
- (b) the grant of assistance to employes to enable them to send their children to non-railway schools ;
- (c) grants-in-aid to non-railway schools which are attended by the children of employes ;
- (d) the provision of scholarships (by a small number of Railways) ;
- (e) the provision of travelling concessions.

10. *Railway schools.*—Statements showing the names and kinds of European schools maintained by the Railways in each Province and State (Appendix I), the number of children by departments (Primary, Middle and High) in these schools (Appendix II), the names and kinds of schools for Indian children maintained by the Railways in each Province and State (Appendix III), the number of children by departments (Primary, Middle and High) in such schools (Appendix IV), and the date of establishment of each European and Indian School (Appendix V) will be found in the appendices. For the purpose of this report, it is convenient to deal with the schools for Indian children and the schools for European and Anglo-Indian children separately.

11. *Railway Schools for European and Anglo-Indian children.*—There are 95 Railway schools for European and Anglo-Indian children. Of these 84 are Primary, 9 Middle and 2 High, distributed among the Railways as follows :—

Railway.	Primary.	Middle.	High.	Total.
East Indian	21	..	1	22
Madras and Southern Mahratta	13	5	..	18
Great Indian Peninsula	11	1	..	12
Bombay, Baroda and Central India	11	..	..	11
Bengal Nagpur	6	2	1	9
South Indian	7	..	..	7
North Western	5	..	..	5
Bengal and North Western	5	..	..	5
Eastern Bengal	4	..	..	4
Burma	1	1	..	2
Total	84	9	2	95

The Assam Bengal and Rohilkund and Kumaon Railways do not maintain schools for the children of European and Anglo-Indian employes.

12. *In each Province.*—These schools are distributed among the provinces and other territories as follows :—

Province or State.	Primary.	Middle.	High.	Total.
Bengal	10	..	1	11
Bombay	13	1	..	14
Bihar and Orissa	14	1	..	15
Burma	1	1	..	2
Punjab	3	..	..	3
Unted Provinces	13	..	1	14
Central Provinces	5	1	..	6
Madras	12	5	..	17
Ajmer-Merwara	1	..	..	1
Central India Agency	4	..	..	4
Rajputana Agency	4	..	..	4
Mysore	3	..	..	3
Goa	1	..	..	1
Total ..	84	9	2	95

13. The following table shows the number of European and Anglo-Indian employes of subordinate rank on each Railway, the number of these having children at Railway schools, and the number of their children at such schools on the 31st March 1926 :—

Railway.	Number of European and Anglo-Indian employes.	Number of European, etc., employes having children at Railway schools.	Number of children of such employes at Railway schools.		
			Boys.	Girls.	Total.
Assam Bengal	270	..	..	..	..
Bengal Nagpur	1,824	319	312	281	593
Bengal and North Western	252	43	30	21	51
Bombay, Baroda and Central India.	1,182	169	151	118	269
Burma	583	54	39	103	142
Eastern Bengal	779	54	34	33	67
East Indian	3,027	592	508	496	1,004
Great Indian Peninsula	<u>2,148</u>	<u>290</u>	<u>220</u>	<u>180</u>	<u>400</u>
Madras and Southern Mahratta	1,989	358	387	375	762
North Western	1,730	84	64	39	103
Rohilkund and Kumaon	33	..	..	..	..
South Indian	1,257	302	223	235	458
Total ..	15,074	2,265	1,968	1,881	3,849

14. *Number of pupils (total and average per school).*—There were 4,431 pupils in these schools on the 31st March 1926. Of these 4,067 were the children of Railway employes, 79 being the children of Indian employes. There were 4,038 pupils in the Primary classes, 302 in the Middle, and 91 in the High School classes. The average number of pupils (Railway and non-Railway children) in a Railway school on each system was as follows :—

	Railway.						Average number of pupils per school.
Assam Bengal
Bengal Nagpur	67
Bengal and North Western	12
Bombay, Baroda and Central India	33
Burma	68
Eastern Bengal	19
East Indian	51
Great Indian Peninsula	51
Madras and Southern Mahratta	45
North Western	28
Rohilkund and Kumaon
South Indian	72
Average for a Railway school on all systems							46.6

15. The following facts call for notice in connection with the above figures :—

- (a) A reference to Appendix II will show that out of a total number of 1,128 children in schools maintained by the East Indian Railway no less than 483 attended the Oakgrove (High) school at Jharipani (Mussoorie), and out of a total of 602 in the Bengal Nagpur Railway schools 219 attended the High school at Khargpur. If these figures were eliminated, the average number per school on the East Indian and Bengal Nagpur Railways would be 31 and 48 respectively : and the average for all schools would be reduced to 40.
- (b) There are 30 schools with less than 20 pupils. Of these, 11 schools have 10 pupils or less. On the East Indian Railway 10 out of 22 schools were attended by less than 20 pupils : on the Madras and Southern Mahratta 6 out of 18 schools had less than 20 pupils : on the Bengal and North Western 3 schools out of 5 had less than 20 pupils : on the North Western 2 schools out of 5 had less than 20 pupils (vide Appendix II).

16. *Railway Schools for Indian children.*—There are 57 Railway schools for Indian children. Of these 30 are Primary, 18 Middle and 9 High schools, distributed among the Railways as follows :—

Railway.	Primary.	Middle.	High.	Totals.
Assam Bengal	3	3	1	7
Bengal and North Western .. .. .	..	..	..	..
Bengal Nagpur	8	5	2	15
Bombay, Baroda and Central India	9	1	1	11
Burma	1	1	..	2
Eastern Bengal .. .. .	..	..	..	..
East Indian	3	6	5	14*
Great Indian Peninsula .. .. .	..	..	..	..
Madras and Southern Mahratta	4	1	..	5
North Western	1	1	..	2
Rohilkund and Kumaon .. .. .	..	..	..	..
South Indian	1	..	..	1
Total ..	30	18	9	57

Four Railway systems, namely, the Bengal and North Western, the Eastern Bengal, the Great Indian Peninsula and the Rohilkund and Kumaon, do not maintain schools for the children of Indian employes.

17. *In each Province.*—These schools are distributed among the Provinces and States as follows :—

Province or State.	Primary.	Middle.	High.	Total.
Assam	1	2	..	3
Bengal	3	2	3	8
Bombay	3	1	..	4
Bihar and Orissa	4	5	4	13
Burma	1	1	..	2
Punjab	1	..	..	1
United Provinces	1	2	1	4
Central Provinces	5	2	..	7
Madras	5	1	..	6
Ajmer-Merwara	1	..	..	1
Indian States	5	2	1	8
Total ..	30	18	9	57

18. *Number of pupils (Total and Average per school).*—There were 8,320 pupils in these schools on the 31st March 1926. Of these, 6,239, were the children

* In addition, the East Indian Railway maintains 28 schools of the Primary Standard, and one industrial school, in connection with the collieries at Giridih.

of Railway employes. There were 5,229 in the Primary classes, 2,114 in the Middle and 977 in the High school classes. The average number of pupils (Railway and non-railway children) in a Railway school on each system was as follows :—

	Railway	Average number of pupils per school.
Assam Bengal	99
Bengal Bagpur	153
Bengal and North Western
Bombay, Baroda and Central India	91
Burma	204
Eastern Bengal
East Indian	178*
Great Indian Peninsula
Madras and Southern Mahratta	150
North Western	270
Rohilkund and Kumaon
South Indian	135
Average per Railway school on all systems		148

19. It will be observed that 2,081 of the total number of pupils in these schools are non-railway pupils. In fourteen schools nearly or more than 50 per cent. were the children of non-railway parents. Thus on the East Indian Railway the following schools contained non-railway children to the extent of nearly or more than 50 per cent.—Asansol and Ondal (in Bengal), Sahebgunge, Dinapur, Jhajhha, Pathardihi and Jamalpur (in Bihar and Orissa), Bareilly, and Moradabad (in the United Provinces). On the Bengal Nagpur Railway, the schools at Chhindwara and Nainpur (in the Central Provinces), and at Tatanagar and Chakardharpur (in Bihar and Orissa) had similar proportions of non-railway children. The number of non-railway children at Sukkur on the North Western Railway system was more than half the total number of pupils. In the East Indian Railway school at Asansol there were no less than 297 non-railway children out of a total of 470 on the rolls. In the Bombay, Baroda and Central India High school at Abu Road about one third of the pupils were non-railway.

20. *The raison d'être of Railway schools (European and Indian).*—The Railway administrations report that Railway schools for European and Anglo-Indian children in the plains have been established at places where there is a considerable Railway community and where no other educational facilities are available. The Great Indian Peninsula Railway has limited the provision of schools to places "at which there are more than about 15 children of the staff of school going age." The Eastern Bengal Railway Administration states that "the Railway assists in providing schools in the plains in the nature of infant schools, limited to children of nine years of age and under." The Agent of the South Indian Railway reports that "as there are many Anglo-Indians in the Mechanical Department, Primary Schools have been provided at important locomotive centres where no adequate educational facilities for the Anglo-Indian population are provided by Government or other bodies." Generally speaking, no facilities for the education of European and Anglo-Indian children, other than those provided by the Railways, exist at the places where Railway schools.

*Excluding 28 Colliery schools and one industrial school at Giridih with 1,253 pupils. The average on all systems would be 111 if these schools were included.

have been established. But there are exceptions which are mentioned by the Administrations concerned. For example, the Agent of the East Indian Railway states that there are non-railway schools for Europeans at Allahabad and Cawnpore, though at Cawnpore the schools are said to be about three miles away from the Railway colony. Again, there are non-railway schools at Lahore, which, however, are at some distance from the Railway settlement. The Agent of the Great Indian Peninsula Railway mentions that there are non-railway schools at Parel, Igatpuri, Jhansi, and near Ajni (Nagpur), where Railway schools have been established. On the Madras and Southern Mahratta System, at Perambur a Roman Catholic school exists next door to the Railway school. On the Bombay, Baroda and Central India system, at Ajmer and Mhow there are said to be private schools.

The principles which have guided the Administrations in establishing schools for the children of European and Anglo-Indian employes have been followed by the Railways in providing schools for the children of Indian employes. But here a difference must be noted. Whereas, in regard to the provision of schools for the children of European and Anglo-Indian employes, there has been literally no agency other than the Railway Administrations, in the majority of cases, owing to the fact that Provincial educational authorities have, as a rule, steadily refused to maintain special schools for members of these communities and private educational organizations have generally tended to concentrate their efforts in the larger centres, there has not been the same dearth of agencies for the provision of educational facilities for the children of Indian employes in places where Railway Administrations have established schools. The establishment of schools for Indian children, at any rate, of the Primary standard, is now recognised as one of the functions of local bodies (*e.g.*, Municipalities and District Councils) in most of, if not all, the provinces, and the Indian States have, as a rule, their organisations for the provision of educational facilities. In Appendix VI will be found a statement showing that a considerable number of places in British territory where Railway schools for Indian children have been established lie within the area of definite local authorities upon whom a certain responsibility for the provision of, at any rate, primary education rests, and that certain other schools are situated within the territories of Indian States which maintain educational organisations.

21. *Character of the Railway schools (for Europeans and Indians).*—The Railway schools conform, in the main, to the prevailing type. That is to say, they follow the ordinary curricula prescribed in the various Provincial Codes for European and Indian schools respectively. It may not be out of place at this point to indicate briefly the main characteristics of the curricula for European and Indian schools prescribed in the various provinces. The curricula of European schools make provision for a graded education comprising such subjects as English, History, Geography, a second language (Latin or French or a vernacular), Mathematics, Nature-study and Science (Physics and Chemistry), Drawing, Needlework and Domestic Economy (for girls) leading in some provinces (Bengal, Bombay, the United Provinces, Bihar and Orissa and Assam) to the Junior Cambridge and (Cambridge) School Certificate examinations, and in other provinces (Madras, the Punjab and the Central Provinces) to corresponding departmental examinations at the conclusion of the Middle and High School courses respectively. It is interesting to observe that in Bengal and in Bihar and Orissa an alternative curriculum is prescribed for

standards above the Primary stage, in which stress is laid on the teaching in Standards VII and VIII of subjects of a more or less vocational nature. Thus, in Bengal, in these standards provision is made *inter alia* for a commercial course, a domestic course, and an industrial course. Schools which adopt these courses are classified as "Higher Elementary" schools to distinguish them from the "Secondary" schools in which the ordinary curriculum holds sway, and at the end of the course an examination is held known as the "Higher Grade Schools Examination." The one Railway High School in Bengal, namely, the Bengal Nagpur Railway School for Europeans at Khargpur, is a school of this type.

The Railway Schools for Indians provide courses leading in some cases to the University Matriculation Examination and in others to the Departmental School Leaving Certificate (or Final) Examination, which, as a rule, qualifies for Matriculation. In general, it may be said that the school courses are dominated by the requirements of University authorities. In the Bengal Nagpur Railway High School at Khargpur an attempt is made to impart a more or less practical bias into the curriculum, but the goal of the education given is success in the Matriculation Examination which lays no stress on such a proclivity.

The European Schools, intended as they are, for the most part, to provide instruction for the young children of strictly local populations, are not equipped with hostels. There is one exception. The East Indian Railway School at Jharipani (Mussoorie) is purely a boarding school, providing instruction from the Kindergarten to the School Leaving Certificate stage. Of the Indian Schools, only the East Indian Railway High schools at Dinapore and Tundla have hostels.

22. *Management of Railway Schools (European and Indian).*—The Railway schools are managed in a variety of ways. On the North Western Railway, the local Chaplain or Divisional Superintendent looks after European schools. On the Madras and Southern Mahratta Railway, each school is managed by a local officer appointed by the Agent. The Bengal Nagpur Railway has appointed a Controller of all schools for Europeans, and he is assisted by a small advisory committee at each centre. On the other railways, the management of each school is vested in a small local committee, consisting generally of officers and subordinates. The general control of Railway education lies with the Agent, who is assisted in some cases by a committee, composed of Heads of Departments. On the East Indian Railway, the Secretary to the Agent is Superintendent for Education. On some systems the Deputy Agent is the medium through whom the Agent exercises control. The Madras and Southern Mahratta Railway Administration employs an Inspector for the supervision of European schools. All schools (European and Indian) are recognised and inspected by officers of the Government Education Departments, and most of them receive grants-in-aid from the Local Governments, Administrations or Agencies in accordance with the provisions of their Educational Codes.

23. *Systems of finance of Railway schools.*—In Appendix VII will be found a statement showing the rules in force on each Railway System for financing Railway schools from Railway funds. It will be observed that in some cases there are no fixed rules, and in such cases it may fairly be assumed

that the Railway pays the difference between receipts (such as fees and grants from the Local Government) and expenditure. In other cases the Administrations frankly state that, while they have definite systems, strict adherence to them is not enforced. In one case, the Railway allotments are stated to be made on the applications of the school committees. In the main, such systems as there are are based on the capitation principle, though the adoption of such a principle does not exclude the award of special and lump sum allotments. Capitation allotments are higher in the case of European than in the case of Indian schools, owing to the greater cost of maintaining the former. As stated in the preceding paragraph, most of the schools received grants-in-aid from the Local Governments or local educational authorities in addition to the allotments from Railway funds, and these grants combined with the Railway allotments and the fee income meet the expenditure incurred.

24. *Railway Expenditure on Railway Schools (European and Indian).*—The recurring expenditure from all sources for the year 1925-26 on schools maintained by all the Railways under inquiry was as follows:—

						Rs.
European schools	..	..	..	..	..	7,60,019
Indian schools	..	..	..	..	..	2,95,618
				Total	..	10,55,637

Details of expenditure from each source will be found in Appendices VIII and IX.

The expenditure from the Revenue (and Fine Fund) of each Administration on European and Indian schools respectively is shown in the following table:—

Railway.	European Schools.			Indian Schools.			Total for European and Indian Schools.
	Revenue.	Fine Fund.	Total.	Revenue.	Fine Fund.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal ..	..	..	..	..	10,897	10,897	10,897
Bengal Nagpur ..	23,258	5,431	28,689	21,879	9,135	31,014	59,703
Bengal and North-Western.	3,229	3,773	7,002	..	..	..	7,002
Bombay, Baroda and Central India.	22,082	1,180	23,262	23,803	805	24,608	47,870
Burma ..	2,084	..	2,084	4,194	..	4,194	6,278
Eastern Bengal ..	7,174	..	7,174	..	..	..	7,174
East Indian ..	1,74,321	..	1,74,321	20,615	8,000	28,615*	2,02,936
Great Indian Peninsula.	36,205	1,079	37,284	..	..	..	37,284
Madras and Southern Mahratta.	48,271	368	48,639	12,510	..	12,510	61,149
North Western ..	8,672	..	8,672	5,935	1,560	7,495	16,167
Rohilkund and Kumaon.	..	..	..	..	..	..	..
South Indian ..	22,701	..	22,701	501	..	501	23,202
Total ..	3,47,997	11,831	3,59,828	89,437	30,397	1,19,834	4,79,662

25. *Percentage of expenditure from each source.*—The percentage of the expenditure by each Railway from each source of income, viz., Railway

* Including expenditure on 28 Colliery schools and one Industrial school at Giridih, M339RD

allotments, Local Government (or local authority) grants-in-aid, fees and other sources is given below :—

Railway.	Percentage of expenditure on European schools met by				Percentage of expenditure on Indian schools met by			
	Rail-way grants.	Pro-vincial grants.	Fees.	Other sources.	Rail-way grants.	Pro-vincial grants.	Fees.	Other sources.
Assam Bengal ..	..	..	..	..	57	11	29	3
Bengal Nagpur ..	38	27	35	..	45	25	25	5
Bengal & North West-ern.	53	33	12	2	..	..	..	..
Bombay, Baroda and Central India.	50	14	36	..	64	14	22	..
Burma ..	16	40	44	..	20	32	48	..
Eastern Bengal ..	46	21	15	18	..	..	..	..
East Indian ..	46	14	38	2	26	32	34	8
Great Indian Penin-sula.	46	32	17	5	..	..	..	..
Madras and Southern Mahratta.	62	19	17	2	58	24	17	1
North Western ..	41	37	18	4	64	10	24	2
Rohilkund and Kumaon.	..	..	..	..	..	..	..	..
South Indian ..	64	19	13	4	50	24	24	2
All Railways ..	47	20	30	3	42	25	29	4

26. *Average cost per pupil to Railways.*—The average annual cost* to the funds of each Railway of educating a pupil in a Railway Primary, Middle and High school (a) for Europeans and (b) for Indians is as follows :—

Railway.	Average annual cost of educating a child in a European			Average annual cost of educating a child in an Indian		
	Primary School.	Middle School.	High School.	Primary School.	Middle School.	High School.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal ..	..	..	..	13	18	15
Bengal Nagpur ..	43	76	42	9	13	18
Bengal and North Western.	113	..	..	..	..	..
Bombay, Baroda and Central India.	64	..	..	19	24	57
Burma ..	15†	..	..	10†	..	..
Eastern Bengal ..	96	..	..	..	..	..
East Indian ..	62	..	278‡	2‡	10	12
Great Indian Penin-sula.	56	86	..	..	..	..
Madras and Sothen Mahratta	67	52	..	14	23	..
North Western ..	62	..	..	63	12	..
Rohilkund & Kumaon	..	..	..	..	..	..
South Indian ..	45	..	..	4	..	..
All Railways ..	57	62	205	9	14	16

* The average cost is exclusive of cost of Provident Fund, Transportation concessions and maintenance of buildings.

† Both Primary and Middle. Separate figures are not available.

‡ Oakgrove Boarding school.

§ One school was closed during the year, one was open for one month and one for two months only. This average cost includes the 29 Colliery schools and one Industrial school at Giridih.

27. *Average cost per pupil from all sources.*—The average annual cost from all sources of educating a pupil in a Railway Primary, Middle and High School (a) for Europeans and (b) for Indians is as follows :—

Railway.	Average annual cost of educating a child in a European			Average annual cost of educating a child in an Indian		
	Primary School.	Middle School.	High School.	Primary School.	Middle School.	High School.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal ..	..	..	..	20	25	32
Bengal Nagpur ..	85	212	145	14	23	54
Bengal and North Western.	214	..	..	..	..	..
Bombay, Baroda and Central India.	130	..	..	26	44	96
Burma ..	94*	..	..	53*	..	..
Eastern Bengal ..	208	..	..	..	..	..
East Indian ..	145	..	590	7†	40	53
Great Indian Peninsula.	123	179	..	..	..	..
Madras and Southern Mahratta.	104	89	..	26	37	..
North Western ..	153	..	..	92	18	..
Rohilkund & Kumaon ..	..	..	..	..	..	..
South Indian ..	70	..	..	8	..	..
All Railways ..	115	124	452	19	27	53

28. *Analysis of tables.*—An analysis of these tables of expenditure discloses the following facts :—

(a) The expenditure from the funds of a Railway is, generally speaking, in proportion to the number of schools which it maintains. Thus the East Indian Railway, with 36 schools, incurs the largest expenditure. But there are exceptions. For example, the Bengal Nagpur Railway spends less than the Madras and Southern Mahratta Railway, although the former maintains 24 schools as compared with 23 maintained by the latter. This is due to the fact that the Madras and Southern Mahratta Railway has a larger number of European schools which are more costly, as will be explained below. The maintenance of a large boarding school in the hills to which the children of its employees are admitted at reduced fees accounts in large measure for the comparatively large expenditure of the East Indian Railway Administration on European education.

(b) The Railways generally spend more on European than on Indian schools. But there are exceptions. In the case of the Assam Bengal, Bengal Nagpur, Bombay, Baroda and Central India and Burma Railways, the expenditure on Indian schools exceeds that on European schools.

* Both Primary and Middle. Separate figures are not available.

† This includes the average annual cost of educating a pupil in 28 Colliery schools and one Industrial school at Giridih.

- (c) As regards European schools, Railway funds provide for 50 per cent. or more of the expenditure in the case of the South Indian, Madras and Southern Mahratta, Bengal and North Western and Bombay, Baroda and Central India Railways : for less than 50 and more than 40 per cent. in the case of the Eastern Bengal, East Indian, Great Indian Peninsula and North Western Railways : for less than 40 and more than 30 per cent. in the case of the Bengal Nagpur Railway : and for less than 20 per cent. in the case of the Burma Railways. It will be observed that the percentage of the expenditure met from fees is low on the South Indian, Madras and Southern Mahratta, Bengal and North Western, Great Indian Peninsula, Eastern Bengal and North Western Railways ; and that the percentage met from Government grants-in-aid is low in the case of the Bombay, Baroda and Central India, East Indian, Madras and Southern Mahratta and South Indian Railways. It may be noted that the Bombay, Baroda and Central India and Madras and Southern Mahratta Railways have a certain number of schools outside British India. The low percentage of the East Indian Railway expenditure met from provincial grants-in-aid is due to the fact that no grant-in-aid is received from the local Government on account of the expenditure on boarding charges in connection with the school at Oakgrove.

In regard to the expenditure on Indian schools, it will be noted that the North Western, Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam Bengal and South Indian Railways provide from their own funds 50 per cent. or more of the expenditure : the Bengal Nagpur Railway less than 50 and more than 40 per cent. : the East Indian and Burma Railways between 20 and 30 per cent. Fees play a comparatively unimportant part in the expenditure of the Madras and Southern Mahratta Railway. On the Assam Bengal, Bombay, Baroda and Central India and North Western Railways provincial grants-in-aid contribute a comparatively small percentage of the expenditure. In the case of the Bombay, Baroda and Central India Railway, seven out of eleven schools are situated in the Rajputana and Central India Agencies. As regards the Assam Bengal Railway schools, four out of seven receive no grants-in-aid from provincial authorities. In respect of one school, *viz.*, that at Lahore, the North-Western Railway receives no grant-in-aid from the local authorities.

- (d) The average cost for all Railways of educating a pupil in a European Primary, Middle and High school is Rs. 115, Rs. 124 and Rs. 452 as compared with Rs. 19, Rs. 27 and Rs. 53 for an Indian Primary, Middle and High school respectively. The difference in cost is due mainly to (a) the higher salaries paid to teachers, (b) the smaller number of pupils to a teacher, in a European school than in an Indian school and (c) the small size of a number

of schools for Europeans (*vide* paragraph 15). The average monthly salary of a teacher in a European school is Rs. 116 and of a teacher in an Indian school Rs. 51. The number of pupils per teacher in a European school is 13 and in an Indian school 19. Details will be found in Appendices X and XI.

(e) It will be observed, however, that, while the absolute cost for all Railways of educating a European pupil is higher than that of educating an Indian pupil, the percentage of the expenditure borne by fees is larger in the case of European pupils than in the case of Indians. The percentage of the expenditure borne by fees is 30 in the case of Europeans, and 29 in the case of Indians.

(f) The figures reveal great variations in the average annual cost of educating a pupil incurred by the different Railways. The average cost of educating a pupil in a European Primary school varies from Rs. 214 (on the Bengal and North Western Railway) to Rs. 70 (on the South Indian Railway), in a European Middle school from Rs. 212 (on the Bengal Nagpur) to Rs. 89 (on the Madras and Southern Mahratta) and in a European High school from Rs. 590 (on the East Indian Railway) to Rs. 145 (on the Bengal Nagpur Railway). As regards Indian schools, the average cost ranges from Rs. 92 (on the North Western Railway) to Rs. 7 (on the East Indian Railway) for a Primary school pupil, from Rs. 44 (on the Bombay, Baroda and Central India) to Rs. 18 (on the North Western Railway) for a Middle school pupil, and from Rs. 96 (on the Bombay, Baroda and Central India) to Rs. 32 (on the Assam Bengal) for a High school pupil. These wide diversities are, in general, due to differences in the pay of teachers and in the number of pupils to a teacher. The average pay of a teacher in a European school ranges from Rs. 69 (on the South Indian Railway) to Rs. 147 (on the East Indian Railway), and in an Indian school from Rs. 30 (on the South Indian Railway) to Rs. 98 (on the Burma Railways). The number of pupils in a European school to a teacher varies from 8 (on the Eastern Bengal Railway) to 17 (on the Burma Railways), and in an Indian school from 15 (on the East Indian Railway) to 30 (on the North Western Railway). The high average cost of educating a pupil in a European High school on the East Indian Railway is due, mainly, to the inclusion of boarding charges in the school at Jharipani (Mussoorie). This school is the only boarding school for the children of European employes maintained by the Railways.

29. *Comparison of cost of Railway schools with cost of non-railway schools.*— In Appendix XII will be found a statement of the average annual cost of educating a pupil in European and Indian schools in each Province and Administration in the year 1925-26. The figures do not generally include boarding charges. A study of these figures will show that the average cost of educating a pupil

in a Railway Primary school for Europeans in a particular province is generally higher than the general provincial average for that class of school. For example, the cost per child in a Madras and Southern Mahratta or a South Indian Railway Primary school for Europeans, situated in the Madras Presidency, is higher than the cost per child in that grade of school in the Presidency generally. Similarly, as regards Indian Primary schools, the expenditure per child in a Railway school is generally higher than the expenditure per child in the average school in the Province. This is the case in Assam, Bengal, the Central Provinces, Bihar and Orissa, Bombay, Madras and the Punjab.

30. As regards Secondary schools for Europeans, the cost per child in a Railway school is in some cases higher and in some cases lower than the provincial average. Thus, the cost per child in Middle Schools maintained by the Great Indian Peninsula and Bengal Nagpur Railways is higher than in similar schools generally in Bombay, and in the Central Provinces and Bengal respectively. On the other hand, in the Madras and Southern Mahratta Railway Middle schools for Europeans in the Madras Presidency, the average cost per child is lower than the average for the Presidency generally. The average cost of educating a pupil in a European High School in Bengal generally is higher than the cost in the Railway High School for Europeans in Bengal, maintained by the Bengal Nagpur Railway.

31. As regards Indian Secondary schools, also, the average cost per child in a Railway Middle School is in some cases higher and in some cases lower than the provincial average. Thus the average cost per pupil in a Bengal Nagpur, Madras and Southern Mahratta, and North Western Railway Middle School is lower than the average in the provinces in which they are situated. The average cost per child in East Indian Railway Middle Schools situated in Bengal, Bihar and Orissa and the United Provinces respectively is higher than the provincial average in Bengal and Bihar and Orissa, but lower than the provincial average in the United Provinces. On the other hand, the cost in the Assam Bengal Railway Middle schools situated in Assam and Bengal respectively is higher than the provincial averages. The cost per pupil in the Assam Bengal and Bengal Nagpur Railway High schools in Bengal is lower than the provincial average. The cost in a Bengal Nagpur and East Indian Railway High School in Bihar and Orissa is higher than the provincial average. The cost in an East Indian Railway High School in the United Provinces is lower than the provincial average.

32. *Fees in Railway Schools (European and Indian).*—Particulars regarding the fees charged in Railway Schools will be found in Appendix XIII. The rules in force appear to be based on one or more of the following principles :—

- (a) the rates of fees are fixed according to the salary of the parent, subject in some cases to a minimum and in some cases to a maximum ;
- (b) the rates of fees are graded according to the school standards, e.g., a lower fee is charged for the infant standard than for Standard I and so on ;
- (c) a fixed rate of fee is charged for all standards ;
- (d) reduced rates are charged for more than one child of the same parent.

The rules of the Bombay, Baroda and Central India, the Madras and Southern Mahratta, the Bengal and North Western and the Great Indian Peninsula Railways conform generally to the first principle. The North Western Railway has also partially adopted this principle. The East Indian, Bengal Nagpur, Burma and South Indian Railways appear to charge fees according to the second principle. The North Western Railway also follows it in the case of some schools. The Eastern Bengal and the North Western Railways (in some cases) have adopted the third principle. Nearly all the Railways charge reduced rates for more than one child of an employe.

33. *Diversity in fee rates. (a) In Primary Schools.*—There is considerable variety in the rates of fees in schools on the different Railways. As regards Primary schools, we find the following range in the rates of fees charged in Primary standards :—

Railway.	European schools.	Indian schools.
Assam Bengal .. .. .	....	4 to 12 annas.
Bengal Nagpur	Rs. 2 to Rs. 5 ..	Re. 1 to Re. 1-4-0.
Bengal and North Western	Re. 1 to Rs. 5 ..	....
Bombay, Baroda and Central India	Rs. 2 to Rs. 5 ..	4 annas to Re. 1.
Burma	Rs. 3 to Rs. 4 ..	Re. 1 to Rs. 2.
Eastern Bengal	Rs. 2-7-0 to Rs. 4 ..	....
East Indian	Rs. 2 to Rs. 4 ..	In accordance with rates prescribed by the Education Department.
Great Indian Peninsula	Rs. 2 to Rs. 4 ..	....
Madras and Southern Mahratta	2 annas to Re. 1-8-0	2 as. to Re. 1-8-0.
North Western	Re. 1 to Rs. 5 ..	Re. 1-8-0 to Rs. 2-8-0.
Rohilkund and Kumaon .. .. .	....	....
South Indian	8 annas to Re. 1-8-0	4 to 8 annas.

34. *(b) In Secondary Schools.*—As regards European Secondary schools, in the one Railway (Day) High School for Europeans, viz., the Bengal Nagpur Railway School at Khargpur, the fee ranges from Rs. 4-8-0 to Rs. 8 and in the two middle schools of that Railway from Rs. 2-8-0 to Rs. 5. In the Middle schools maintained by the Great Indian Peninsula and Madras and Southern Mahratta Railways, fees are charged according to the salary of the parents (*vide* Appendix XIII). The fees of the East Indian Railway School at Jharipani (Mussoorie) which contains secondary departments are dealt with in paragraph 41 below.

In Indian Secondary Schools the rates of fees charged are as follows :—

<i>Railway.</i>	<i>Range of fees.</i>
Assam Bengal	4 annas to Rs. 2-4-0.
Bengal Nagpur	Re. 1 to Rs. 3.
Bombay, Baroda and Central India ..	4 annas to Rs. 3 (minimum rates).
East Indian .. ..	.. In accordance with the rates prescribed by the Education Department.
North Western .. ..	.. From nil in Standard 1 to Rs. 2-8-0.

35. *Higher fees charged for non-railway than for Railway children.*—In the case of many Railway schools, higher fees are charged for non-railway than for railway children. For example, in the Bombay, Baroda and Central India Railway schools for Europeans, non-railway children are charged a monthly fee of Rs. 10 as compared with a fee ranging from Rs. 2 to Rs. 5 in the case of Railway children.

36. *Average tuition fee in Railway Schools (Indian and European).*—The following table gives the average annual tuition fee charged in Primary, Middle and High schools (for European and Indian children) maintained by each Railway. The figures are arrived at by dividing the income from fees in each grade of school by the total number of children in each grade on the rolls on the 31st March 1926 :—

Railway.	European Railway Schools.			Indian Railway Schools.		
	Primary.	Middle.	High.	Primary.	Middle.	High.
Assam Bengal .. ..	..	..	..	2·04	5·16	13·65
Bengal Nagpur	26·3	87·1	53·1	1·21	7·06	13·54
Bengal and North Western.	27·7	..	..	..	..	..
Bombay, Baroda and Central India.	46·1	..	..	3·47	14·74	24·15
Burma	42·5*	..	..	25·24	..	..
Eastern Bengal	33·0	..	..	..	..	..
East Indian	37·9	..	244·9†	0·53	9·89	17·11
Great Indian Peninsula	20·0	30·8	..	..	..	..
Madras and Southern Mahratta.	17·4	15·8	..	4·18	7·46	..
North Western	31·5	..	..	20·08	5·66	..
Rohilkund & Kumaon	..	..	..	..	..	..
South Indian	9·0	..	..	1·81	..	..
All Railways	27·9	25·6	185·1	4·65	7·44	15·84

* Primary and Middle school fees not given separately.

† This includes boarding charges.

In regard to this table, the following points are to be noted :—

- (a) The Bombay, Baroda and Central India Railway appears to charge the highest fees for Primary education for European children.
- (b) The high average fee for European Secondary schools on the East Indian Railway is due to the fact that it includes boarding charges in the school at Jharipani (Mussoorie).
- (c) The high average fee in the Middle schools (for Europeans) on the Bengal Nagpur Railway compared with that in the High School appears to be due to the fact that there is a larger proportion of children in Primary classes (and so paying lower fees) in the High School than in the Middle schools.
- (d) It will be observed that on the North Western Railway the average fee is considerably higher for an Indian Primary than for an Indian Secondary school. This is due to the fact that in the one Primary school (at Lahore) the fee rate ranges from Re. 1-8-0 to Rs. 2-8-0, whereas in the one Middle school (at Sukkur) education is free in Standard I, and in the other standards the fee ranges from 2 annas to Rs. 2-8-0.
- (e) The average fee for Indian Primary schools on the East Indian Railway is low owing to the fact that over 1,100 children in the Colliery schools at Giridhi pay no fees.
- (f) It is interesting to compare the average annual tuition fees in Railway schools with the average annual fees in schools generally in the Provinces. From a study of Appendix XIV which contains the average annual tuition fee in schools of various kinds as supplied by the Educational Commissioner with the Government of India, it appears that the fees in European schools of various grades maintained by the Railways are generally higher than the general average for corresponding schools in the Provinces through which the Railways run, while the fees in Indian schools maintained by the Railways are higher in Primary schools and lower in Middle and Secondary schools than the average for corresponding schools in the Provinces through which the Railways run.

37. *The East Indian Railway school at Jharipani (Mussoorie).*—“The “Oakgrove School”, according to the prospectus of the school, “is the outcome of a wish on the part of the administrations of the East Indian and the North Western Railways to help those employes who cannot afford to send their children to England, by enabling them to give them a sound modern school education under, as nearly as possible, English conditions. For this purpose the Oakgrove estate, which comprises 193 acres of land and is situated at an elevation of 5,300 ft., 3 miles from Rajpore at the foot of the hills, and 4 miles from Mussoorie, was purchased. . . . The original building was for both boys and girls, the boys being placed at one end and the girls at the other. The “boys’ department was opened on the 1st June 1888, the girls’ department not being finished till the following November. Later, the numbers increased.

M339RD

“and, it becoming evident that more room was required, it was determined to erect a separate building for girls. The Governors of the school, after much inquiry and negotiation, purchased an estate of 52·4 acres, called Jharipani, adjoining Oakgrove, and on a spur of this,—a valley dividing it from the boys’ school—a school for girls was built... and opened on the 15th April 1897. A school hospital, with two separate wings...—one wing for boys and the other for girls—was erected at the same time, together with the necessary quarters for servants and other out-offices. Later still, in 1906, a separate house for the Principal was added. A junior school, situated on a hill near the Boys’ School and between that hill and the Principal’s house, with accommodation for 80 girls and 120 boys, was next constructed. It was opened in March, 1912. The combined estates of Oakgrove and Jharipani form one large property of 245·4 acres, in a most picturesque and healthy situation.”

38. *The governing Body.*—The governing body of the school consists of officials of the East Indian and the North Western Railways. The East Indian Railway is represented by the Agent, the Chief Accounts Officer, the Chief Engineer, the Chief Operating Superintendent, the Chief Mechanical Engineer and the Chief Medical Officer; the North Western Railway by the Agent, the Chief Auditor, the Chief Operating Superintendent and the Chief Mechanical Engineer.

39. *Number of pupils and staff.*—The school provides instruction from the Kindergarten stage up to the (Cambridge) School Certificate Standard, and pupils are prepared for the Preliminary, the Junior Cambridge and the Cambridge School Certificate examinations, these examinations marking the completion of the 6th, 8th and 10th standards respectively. There were 483 pupils on the rolls on the 31st March 1926, of whom 282 were boys and 201 girls; 136 boys and 106 girls were in the junior department (Standards I to IV), 146 boys in the Boys’ department (Standards V to X) and 95 girls in the Girls’ department (Standards V to X). Three hundred and seventy one of the pupils were the children of East Indian Railway employes, and 112 were the children of North Western Railway employes and ex-employes of the East Indian Railway. The staff consists of 34 teachers. The Principal is a graduate of Cambridge University: the Headmaster and one assistant in the Boys’ department were trained in England: the Headmistress of the Girls’ department is a B.Sc. of London University: of the rest of the staff, the majority hold trained teachers’ certificates acquired in India, while a few (6) hold the degree of an Indian University.

40. *The curriculum.*—The curriculum followed in the three branches of the schools is based on the requirements of the Education Department and the Cambridge Local Examinations, the subjects taught comprising English, Divinity, History, Geography, Mathematics, Hygiene and First Aid, Drawing (for boys and girls), Physics, Urdu, Book-keeping, Mensuration and Surveying (for boys), Botany, Shorthand and Typewriting, and Music (for girls). In 1912 the Agent of the East Indian Railway, addressing the Director of Public Instruction, United Provinces, wrote that the Board of Directors and the Committee of the School favoured a “more technical and less wholly literary scheme of education” (for boys) on the ground that “it is clearly desirable in the case

of a highly technical industry such as that of railway transport that a source of supply of well qualified and specially trained youths should be available. In fact, it was this consideration among others which led to the institution of the schools and which we have constantly endeavoured to keep in view. A small technical workshop, instituted with a view to giving those boys who desired it some elementary instruction of a practical nature in carpentry and metal-work", had been in existence in connection with the School for some years, but difficulty had been experienced in obtaining "the services of an instructor who could do more than give elementary practical instruction in these arts, and it was not, therefore, possible to regard it as much more than a workshop to be utilized in leisure hours in this way". An instructor "who combined both theoretical and practical knowledge... and was competent to give complete and systematic instruction in mechanics and the applied arts", had, however, been secured, and it was proposed "to extend the scope of the technical workshop... and make out of it a place in which a complete technical course can be followed by those boys who choose it". A three years' course in Drawing, Wood-work and Metal-work and Mechanics was accordingly introduced in the year 1913. The experiment, however, proved unsuccessful and was dropped four years later. "The chief cause of the failure was staff difficulties. It is not easy to obtain a man qualified to teach wood and metal work, both from the theoretical and the practical side, and, if a good man is found, it is obvious that he must be paid a salary considerably greater than that which the ordinary staff of the school receive, and that at once introduces a disturbing factor in the school."

41. *Fees.*—The children of employes of the East Indian Railway are admitted to the school at special rates of fees adjusted to the pay of their parents,* in accordance with the following scale:—

—	One child.	Two children.	Three children.	Four children.	Each additional child.
	Rs.	Rs.	Rs.	Rs.	Rs.
Parents on salaries of Rs. 210 and under.	14	26	36	45	9
Parents on salaries of Rs. 211 to Rs. 324.	19	34	48	60	12
Parents on salaries of Rs. 325 and over.	21	37	52	66	14

The boarding and tuition fee for foreign railway children is Rs. 49, and for non-railway children Rs. 50. The North Western Railway Administration

* In cases where overtime and running allowances are earned by the staff, the actual allowances earned by them in the previous month, up to a limit of 75 per cent. of their salary or wages, are added to their salary for a month before assessing the school fees for that month.

assists its employes in payment of the fee at this school in the manner described in Appendix XVI (*vide* paragraph 43 *infra*).

42. *Expenditure.*—The recurring expenditure on the school in 1925-26 amounted to Rs. 2,85,860 towards which the Local Government made a grant of Rs. 29,000, fees provided Rs. 1,18,313, other sources Rs. 4,139, and the East Indian Railway met the deficit amounting to Rs. 1,34,408 from Revenue. The total capital expenditure on buildings and equipment amounts to Rs. 10,65,753 towards which the North Western Railway Administration contributed Rs. 2,93,351 and the Local Government a sum of Rs. 8,680.

CHAPTER III.
METHODS OF RAILWAY ASSISTANCE.

B.

Parental Assistance.

43. *Assistance given by Railway Administrations to employes in payment of fees.*—The second method employed by the Railway Administrations to assist their employes in the education of their children takes the form of help in the payment of school fees. The rules governing the grant of such assistance are given in Appendix XV. These regulations disclose a considerable variety of practice on the different railways. The systems in force may, however, conveniently be classified as follows:—

- (a) the State Railway system which has been adopted by the Eastern Bengal, the North Western and the East Indian Railways. (The system has not been adopted by the Great Indian Peninsula Railway). In the case of the East Indian Railway, it applies only to employes of the old Oudh and Rohilkhand Railway appointed before the amalgamation. Under this system the assistance given to an employe varies with the class of school (as represented by the fees charged) and the number of his children in attendance, the parent paying in the shape of fees a certain percentage of his pay according to the number of children, with a surcharge if his children attend the more expensive schools. For the children of employes of the East Indian Railway proper, the Administration provides a school at Jharipani (Mussoorie) and charges low fees graded according to the salary of the parent (*vide* paragraph 41) ;
- (b) the systems adopted by the Bombay, Baroda and Central India, the Bengal and North Western, the Assam Bengal and the Madras and Southern Mahratta Railways. According to these systems, assistance is given to employes irrespective of the class of school and the number of their children in attendance, and varies according to the salary of the parent ;
- (c) the systems adopted by the Great Indian Peninsula and the Bengal Nagpur Railways, according to which the assistance given is 50 per cent. of the expenditure, subject to a maximum of Rs. 15 a month ;
- (d) the Burma Railways system, according to which the whole of the fees (for tuition) of children of employes drawing less than a certain pay are paid by the Railways if they amount to not more than Re. 1-8 per month, or, if the fee is higher than Re. 1-8, half the amount of fees, subject to a limit of Rs. 3 ;
- (e) the Rohilkund and Kumaon Railway system under which the Administration pays the difference between a fixed percentage of the pay of the employe and the school fees irrespective of the class of school attended (and therefore of the rate of fees charged) or of the number of children in attendance ;

(f) the South Indian Railway system which is difficult to bring within the four corners of any definite principle.

44. *The State Railway system.*—The State Railway system of assistance merits a fuller exposition. According to the Eastern Bengal Railway system (which may be taken as an example) the Administration recognises certain schools (generally in the hills) as institutions to which employes may send their children and receive assistance in the payment of fees (boarding and tuition). The schools are divided into three categories :—

- (a) "A" schools which charge boarding and tuition fees amounting to Rs. 39 and below per mensem ;
- (b) "B" schools which charge fees of Rs. 40 to Rs. 49 a month ;
- (c) "C" schools which charge fees of Rs. 50 and more.

The parents pay in fees a certain percentage of their pay which varies with the number of children they have at school. If their children attend schools classed as "B" or "C", they pay, in addition, a surcharge which is higher in the case of "C" than in the case of "B", and which is less proportionately for two children than for one and for three or more than for two. The Railway pays the difference between the parents' share (as calculated according to the following scale) and the actual fees charged for "assistable items", i.e., board and tuition, use of books and stationery, games, use of library and gymnasium, medical attendance and washing :—

	Class "A" school.	Class "B" school.	Class "C" school.
One child	7½% of pay ..	7½% of pay + Rs. 5	7½% of pay + Rs 10
Two children	12½% of pay ..	12½% of pay + Rs. 9	12½% of pay + Rs. 18
Three children or more	15% of pay ..	15% of pay + Rs. 12	15% of pay + Rs. 20

The pay of the employe for the purpose of assessing the parents' share is calculated on actual emoluments and includes mileage allowance, overtime allowance, etc.

45. *Assistance to attend non-railway schools.*—The first point to notice about the systems of "parental assistance", as it is called by one Railway Administration, is that the assistance is generally given to employes to enable them to send their children to non-railway schools. (It appears that the Burma Railways alone assist employes to pay fees at Railway schools.) It is interesting to observe that the Great Indian Peninsula Railway Administration lays down that no assistance may be given to employes who reside in stations where facilities are obtainable for education of the required standard, save when the health of their children necessitates removal to a better climate.

46. *Assistance to attend hill schools.*—Generally speaking, the assistance takes the form of help to employes to send their children to schools in the hills (as distinguished from schools in the plains), though there are exceptions to

this which are noted below. Thus the Bengal Nagpur, the Eastern Bengal and the Bengal and North Western Railways expressly confine assistance to hill schools, though the Eastern Bengal Railway allows for exceptions. Again, the Bombay, Baroda and Central India Railway rules state that "employees are encouraged to send their children to hill schools." This Railway Administration, however, recognises schools at certain places in the plains for the purpose of "parental assistance", while the East Indian, the Great Indian Peninsula, the Assam Bengal, the Bengal and North Western, the Burma, the Madras and Southern Mahratta and the South Indian Railways help parents to send their children to schools both in the hills and in the plains.

47. *Assistance to attend Boarding schools.*—Another marked feature of most of the Railway systems of "parental assistance" is the fact that employees are assisted to send their children to boarding as distinguished from day schools, and the concessions made by the Railways are intended to enable parents to pay fees for boarding as well as for tuition. Undoubtedly, this regulation has been adopted by the Railways because most of the schools in the hills are also boarding schools. The Burma and the South Indian Railway Administrations, however, assist parents in the payment of fees at day schools, and the Bombay, Baroda and Central India Railway also permits such assistance to be given.

48. *Age limits for assistance.*—Some Administrations fix minimum and maximum age limits for children in respect of whom assistance may be given: one adopts a minimum age limit only: another has a maximum age limit: others impose no limits at all. The Assam Bengal, the Bengal and North Western and the Bombay, Baroda and Central India Railways do not give assistance in the case of children below the ages of 6, 8 and 8 respectively and above the age of 16. The Bengal Nagpur Railway declares that children of less than 8 years of age are not eligible. The Great Indian Peninsula Railway adopts 18 as the maximum age limit, the Madras and Southern Mahratta Railway 16. In some cases, *e.g.*, the Bengal and North Western and the Madras and Southern Mahratta Railways, the rule is that the subsidy will be withdrawn as soon as a child passes the Matriculation or School Final Examination, whether the maximum age limit is reached or not. The Eastern Bengal, North Western and East Indian Railways appear to impose no age limits.

49. *Expenditure on assistance to employes, Indian and European, etc.*—The following table shows the expenditure of each Railway on "parental assistance" to European and Anglo-Indian and Indian employes in 1925-26:—

Railway.	Europeans and Anglo- Indians.	Indians.
	Rs.	Rs.
Assam Bengal	10,322	..
Bengal Nagpur	15,178	..
Bengal and North Western	3,530	..
Bombay, Baroda and Central India	9,588	..

Railway.	Europeans and Anglo- Indians.	Indians.
	Rs.	Rs.
Burma	580*	7,880*
Eastern Bengal	62,250	..
East Indian	38,110	1,080
Great Indian Peninsula	50,702	7,341
Madras and Southern Mahratta	2,401	..
North Western	87,067	120
Rohilkund and Kumaon	3,252	..
South Indian	7,312	2,669
Total	2,90,292	19,090

50. *Causes of disparity in expenditure on Europeans and Indians.*—“Parental assistance” undoubtedly originated, as stated in paragraph 6 above, in the necessity felt by the Railways of providing education for the children of imported European employes under favourable climatic conditions, *i.e.*, in the hills, and this historical origin is of the utmost importance in considering the disparity of Railway expenditure under this head on the children of European and Anglo-Indian employes on the one hand, and of Indian employes on the other. A factor which doubtless tended to perpetuate the original policy of the various Railway Administrations was the small number of European and Anglo-Indian employes compared with the total enrolments. Financially, the problem of assisting European and Anglo-Indian employes to send their children to boarding schools was a measureable one. Further, in view of the concentration of European boarding schools in a comparatively small number of places scattered over a wide area, it may well have seemed to the majority of the Railway Administrations that, if they were to give assistance at all to parents to send their children to boarding schools, they might as well assist them to send their children to schools in the hills as to schools in the plains. So far as European and Anglo-Indian employes were concerned, the problem of the education of their children in boarding schools may well have seemed to the Railways to be a comparatively simple one, and the solution adopted by the Administrations appears to have been imposed on them by historical necessities. On the other hand, the provision of facilities to Indian employes to send their children to boarding schools, save to a limited extent here and there, doubtless appeared to the Railways to be an undertaking of such magnitude, in view of the large number of such employes, as to be beyond their scope and power, especially as there existed agencies, Provincial and local, whose special function it was to provide schools wherever there was a considerable demand. It may be noted, however, that

* The Burma Railways assist parents in payment of fees at Railway schools as well as at non-Railway schools.

the Great Indian Peninsula, the Burma and the South Indian Railways spend considerable sums on "parental assistance" to Indian employes. In the case of the Burma Railways, the expenditure on assistance to Indian employes greatly exceeds that on assistance to European employes.

51. *Number of European, etc., employes and their children receiving assistance.*—The following table shows the number of European and Anglo-Indian employes of subordinate rank on each Railway, the number who receive assistance from the Railways in the payment of fees, the number of their children (boys and girls) in respect of whom assistance is given, and the average annual cost of assistance per child to each Railway:—

Railway.	Number of European and Anglo-Indian employes.	Number of such employes in receipt of assistance.	Number of children in respect of whom assistance is given.			Average annual cost of assistance per child.
			Boys.	Girls.	Total.	
						Ra.
Assam Bengal ..	270	52	45	43	88	117
Bengal Nagpur ..	1,824	78	74	61	135	112
Bengal and North Western.	252	26	18	26	44	80
Bombay, Baroda and Central India.	1,182	82	75	58	133	72
Burma ..	583	10	7	12	19	30
Eastern Bengal ..	779	155	143	150	293	212
East Indian* ..	3,027	126	154	136	290	125
Great Indian Peninsula	2,148	172	188	143	331	159
Madras and Southern Mahratta.	1,989	13	18	10	28	86
North Western ..	1,730	281	400	351	751†	116
Rohilkund and Kumaon	33	7	11	5	16	203
South Indian ..	1,257	35‡	36‡	35‡	71‡	103
For all Railways ..	15,074	1,037	1,169	1,030	2,199	132

* Assistance is confined to employes of the old Oudh and Rohilkhand Railway appointed before December 1924.

† 88 in the East Indian Railway School at Oakgrove.

‡ These figures are only approximate.

M339RD

52. *Further statistics regarding European, etc., children receiving assistance.*—The following table shows the number of European and Anglo-Indian children in receipt of assistance (Column 1), the number of these in Primary classes (Column 2), the number of children in Primary classes whose parents reside in places where there are European Primary schools (Column 3), the number of children in classes above the Primary whose parents reside in places where there are European schools giving instruction of the same standard as that given at the school attended (Column 4).

Railway.	Column 1.		Column 2.		Column 3.		Column 4.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Assam Bengal ..	45	43	30	25	..	..	3	1
Bengal Nagpur	74	61	33	26	23	24	21	10
Bengal and North Western.	18	26	2	5	..	..	..	..
Bombay, Baroda and Central India.	75	58	35	28	26	15	3	1
Burma ..	7	12	5	10	..	5	2	2
Eastern Bengal	143	150	112	102	48	50	17	26
East Indian ..	154	136	73	62	53	42	42	34
Great Indian Peninsula.	188	143	63	83	32	39	20	29
Madras and Southern Mahratta.(a)	18	10	1	4	..	2	..	..
North Western(b)	400	351	137	131	66	59	29	13
Rohilkund and Kumaon.	11	5	5	1	..	..	2	..
*South Indian ..	36	35	..	..	..	..	..	..
Total ..	1,169	1,030	496	477	248	236	139	116

*Complete information not available.

(a) During the year 1925-26, assistance in respect of 12 out of the 23 children in column 1 lapsed owing to the withdrawal of the children from school or owing to their having reached the age limit. Of the 16 children attending school on the 31st March 1926, 1 boy and 4 girls were in Primary classes, and 2 of these girls resided in a place where there is a European Primary School.

(b) These figures are only approximate.

53. *Statistics of salaries of European, etc., employes whose children attend hill schools.*—In Appendix XVI will be found a statement showing the total number of children of European and Anglo-Indian employes of each Railway at hill schools, classified according to the salaries of their parents.

54. *Comments on the statistics.*—The figures in these tables provoke the following comments :—

- (a) The number of European and Anglo-Indian employes in receipt of assistance is small in comparison with the total number of such employes.
- (b) The total number of children in respect of whom assistance is given is 2,199, and roughly half of these are girls. It must be remembered, however, in connection with the figures for the East Indian Railway that there were 371 children of employes of that Railway in the school at Oakgrove (Mussdoorie) and these have not been included in the above figures.
- (c) The great majority of the children in respect of whom assistance is given attend schools in the hills. 1,586 out of 2,199 attend such schools. Of 293 children of employes of the Eastern Bengal Railway, no less than 279 attend schools in the hills, and out of 751 children of the North Western Railway 588 are in hill schools. On all the other railways except the Assam Bengal, Rohilkund and Kumaon, Madras and Southern Mahratta, and Burma, the majority of the children in receipt of assistance attend hill schools.
- (d) In the matter of expenditure the following points may be noted. The Burma Railways system is naturally the cheapest, since assistance is given for tuition only and not for boarding. Next in order of economy come the Bombay, Baroda and Central India, the Bengal and North Western, and the Madras and Southern Mahratta Railway systems which resemble one another closely, and the Assam Bengal system which is framed on the same lines. Of the three State Railways which have adopted the State Railway system, the Eastern Bengal Railway incurs the heaviest average cost and the North Western Railway the lowest, the East Indian Railway standing midway between the two. The high average cost on the Eastern Bengal Railway appears to be due to the high percentage of children attending hill schools and to the comparatively large proportion of children of parents drawing relatively low rates of pay, the fees of hill schools being generally higher than the fees of schools in the plains and the Railway contribution varying in proportion to the fees and inversely with the salary of the parent. The high average cost to the Great Indian Peninsula Railway as compared with the average cost to the Bengal Nagpur Railway is noteworthy. These two railways have identical systems, the principle being that the Railway contribution is Rs. 15 a month or half the expenditure, whichever is less. A probable explanation

of the comparatively low average cost to the Bengal Nagpur Railway is that the children of this Railway attend comparatively inexpensive schools. The average cost to the Rohilkund and Kumaon Railway is high because the Administration pays the difference between a fixed percentage of the salary of an employe and the school fees irrespective of the class of school attended (and therefore of the fees charged) or the number of children in attendance.

- (e) It will be observed that the number of children in hill schools whose parents draw Rs. 300 and over is high on most of the railways. The following is the percentage on each Railway :—

Railway.	Percentage of children whose parents draw Rs. 300 and over.
Assam Bengal	85
Bengal Nagpur	85
Bengal and North Western*
Bombay, Baroda and Central India	93
Burma†
Eastern Bengal	62
East Indian	85
Great Indian Peninsula	93
Madras and Southern Mahratta†
North Western	89
Rohilkund and Kumaon	20
South Indian	35

- (f) From the table in paragraph 52 above it will be observed that out of 2,199 children who attend schools away from home (mainly boarding schools in the hills) and whose parents are in receipt of assistance to send them to such schools no less than 739, or approximately one-third of the total number, have their homes in places, where there are European Schools providing instruction of the same standard as that which they are receiving.

* Information regarding the number of children in hill schools not available.

† No children in hill schools.

55. *Statistics in connection with Oakgrove School.*—In connection with the above statistics, certain figures for the current year supplied by the Principal of the East Indian Railway School at Jharipani (Mussoorie) are of interest. At this School there are 229 boys and 170 girls of employes of the East Indian Railway. The parents of 69 boys and 49 girls draw between Rs. 300 and Rs. 399, of 35 boys and 31 girls draw between Rs. 400 and Rs. 499, of 13 boys and 14 girls draw between Rs. 500 and Rs. 599, and of 4 boys and 9 girls draw Rs. 600 and over. That is to say, out of a total number of 399 children, 224 have parents drawing Rs. 300 and over. It may be noted that the school fee, including board, tuition, barber, medical attendance, and medicines, is Rs. 49 per mensem for the children of other Railways than the East Indian Railway. Towards this fee the other Railway Administrations contribute according to the systems described in Appendix XV. The East Indian Railway has laid down the following scale of fees for the children of its employes:—

	For one child	For two children.	For three children.	For four children.	For each additional child.
	Rs.	Rs.	Rs.	Rs.	Rs.
Parents on Rs. 210 and under ..	14	26	36	45	9
Parents on Rs. 211 to Rs. 324 ..	19	34	48	60	12
Parents on Rs. 325 and over ..	21	37	52	66	14

Roughly 200 children of parents drawing Rs. 300 and over pay fees at rates varying from Rs. 21 to Rs. 14 per mensem.

It may be noted also that of the 229 boys and 170 girls from the East Indian Railway attending the school, 101 boys and 86 girls are in Primary Standards I to IV. Of these, 81 boys and 63 girls reside in places where there are European schools with the same standards. Further, of the total of 229 boys and 170 girls, no less than 115 boys and 97 girls reside in places where there are European schools providing instruction of the same general standard as that obtained at Oakgrove.

56. *Statistics of Indian children receiving assistance.*—Assistance in payment of school fees is given to non-European (or non-Anglo Indian) employes by four Railways, namely, the Burma, the East Indian, the Great Indian Peninsula and the South Indian. The following table shows the amount expended by each Railway, the number of children in respect of whom assistance is given and the average annual cost of assistance per child:—

Railways.	Amount expended.	Number of children.	Average annual cost per child.
	Rs.		Rs.
Burma	7,880	415	19
East Indian .. .	1,080	180	6
Great Indian Peninsula .. .	7,341	103	71
South Indian .. .	2,669	185	14
All Railways .. .	18,970	883	21

It appears also that one Indian employe of the North Western Railway receives assistance to send his boy to a European school in the hills.

The Burma Railways Administration, as explained in Appendix XV, assists employes drawing Rs. 85 or under in payment of school fees. If the fee amounts to Re. 1-8 or under a month, the Administration pays the whole fee. If the fee amounts to more than Re. 1-8, it pays half, provided the fee does not exceed Rs. 3. This assistance is given whether the children attend Railway or non-Railway schools, and whether the schools are in the hills or in the plains. The Great Indian Peninsula Railway assists its Indian employes on exactly the same lines as its European and Anglo-Indian employes. That is, it pays half the school fees or Rs. 15 a month, whichever is less, for children attending boarding schools. The East Indian Railway contributes towards payment of fees at a flat rate of 8 annas a month in the case of children attending specified schools. The South Indian Railway pays half the fees of a limited number of children attending High schools and colleges.

CHAPTER IV.

METHODS OF RAILWAY ASSISTANCE.

C

GRANTS-IN-AID TO NON-RAILWAY SCHOOLS.

57. *Railway grants-in-aid to non-Railway schools.*—The third method of assistance employed by the Railways is the system of grant-in-aid to non-Railway schools. Particulars regarding the systems in force on the various Railways will be found in Appendix XVII, and a reference to Appendices XVIII and XIX will show the (a) European and (b) Indian schools which are in receipt of grants, with the amount of grant in each case.

58. *Principles of grant-in-aid.*—The principles governing the systems of grant-in-aid in the majority of the Railways are most clearly stated in the rules of the Madras and Southern Mahratta Railway. "According to the rules" (of this Railway) "grants are made on one or more of the following conditions:—

(a) that a school is not provided by the Company;

(b) that a Railway school is unable to accommodate all the children of railway employes,

provided that in both (a) and (b) the educational facilities in the neighbourhood are so limited that outside schools have insufficient accommodation for the children of railway employes and that consequently a grant-in-aid is necessary to enable such school or schools to afford accommodation for the children of railway employes;

(c) that the parents whose children have satisfactorily completed in a Railway school the course taught there desire that their children shall continue their education to a higher standard."

59. *Methods of grant-in-aid.*—A study of Appendix XVII reveals considerable diversity in the methods employed by the various Railways to carry out these principles. Some Railways profess to give capitation grants at fixed rates. Such Railways are the East Indian, the Bengal Nagpur, the Eastern Bengal, the Great Indian Peninsula, the North Western and the Madras and Southern Mahratta, but the practice of these Railways is not uniform. For example, the amount of the capitation grant given by the North Western Railway varies from school to school. Again, the Eastern Bengal Railway varies the rate of capitation grant according to the circumstances of the schools. The Great Indian Peninsula Railway appears to follow a similar practice. The East Indian Railway rules restrict the amount of grant on a capitation basis to a European school to a certain sum, but the limit laid down is not always observed. Some of these Railways give lump sum grants to some schools and capitation grants to others. In this way, the Eastern Bengal, the Great Indian Peninsula, the North Western and the Madras and Southern Mahratta Railways introduce variety into their

systems of grant-in-aid. The North Western Railway also gives "conveyance allowances" in some cases, in addition to capitation and lump sum grants. The Bombay, Baroda and Central India Railway appears to have no definite system. In the case of this Railway, grants-in-aid are stated to be based on (a) the total expenditure of a school, (b) the total receipts of a school, (c) the number of Railway children attending a school. Two Railways, the Burma and the Rohilkund and Kumaon, give no grants-in-aid to non-Railway schools (as distinguished from the "parental assistance" mentioned in previous paragraphs). The Assam Bengal and the Bengal and North Western Railways give grants-in-aid to non-Railway schools for Indian children, but not to such schools for European and Anglo-Indian children. Generally speaking, the rates of capitation grants are higher in the case of European schools than in the case of Indian schools owing to the greater cost of educating a pupil in the former. The rules of the Great Indian Peninsula Railway provide for the same rate of capitation grant for Indian schools as for European schools, but in the case of a few European schools the rate is higher than the rules allow.

60. *Statistics of grants-in-aid.*—The following tables show (a) the number of European schools aided by each Railway, the total amount expended by each Railway on grants-in-aid to such schools, the number of Railway children attending such schools and the average annual grant-in-aid per Railway child, (b) the number of Indian schools aided by each Railway, the total amount expended by each Railway on grants-in-aid to such schools, the number of children attending such schools and the average annual grant-in-aid per Railway child :—

EUROPEAN SCHOOLS.

Railway.	Number of European schools aided.	Total expenditure on grants-in-aid.	Total number of Railway children in attendance.	Average annual grant-in-aid per Railway pupil.
		Rs.		Rs.
Assam Bengal	0	0	0	0
Bengal Nagpur	11	4,388	213	21
Bengal and North Western	0	0	0	0
Bombay, Baroda and Central India	3	3,953	61	65
Burma	0	0	0	0
Eastern Bengal	6	5,800	162	36
East Indian	10	5,910	291	20
Great Indian Peninsula	17	7,391	223	33
Madras and Southern Mahratta	7	7,486	308	24
North Western	18	23,365	387	60
Rohilkund and Kumaon	0	0	0	0
South Indian	2	3,960	77	51
Total	74	62,253	1,722	36

INDIAN SCHOOLS.

Railway.	Number of Indian schools aided.	Total expenditure on grants-in-aid.	Total number of Railway children in attendance.	Average annual grant-in-aid per Railway pupil.
		Rs.		Rs.
Assam Bengal	2	900	49	18·3
Bengal Nagpur	2	894	79	11·3
Bengal and North Western ..	6	1,380	139	9·9
Bombay, Baroda and Central India	5	3,094	610	5·1
Burma	0	0	0	0
Eastern Bengal	48	11,487	1,528	7·5
East Indian	26	8,291	1,236	6·7
Great Indian Peninsula	12	8,581	1,079	8·0
Madras and Southern Mahratta ..	3	291	650	0·5
North Western	16	10,221	799	12·8
Rohilkund and Kumaon	0	0	0	0
South Indian	0	0	0	0
Total	120	45,139	6,169	7·3

61. *Comments on statistics.*—As remarked in paragraph 59 above, the rates of grants are generally higher in the case of European schools than in the case of Indian schools, owing to the greater cost of education in the former, and this is brought out in the above tables which disclose a higher average grant-in-aid per European pupil than per Indian pupil. The high average per European pupil on the Bombay, Baroda and Central India, the North Western and the South Indian Railways is due largely to the comparatively high grants made to certain schools. Thus the North Western Railway makes a grant of nearly Rs. 6,000 to the Grammar School, Quetta, and of Rs. 3,000 to the Station School, Rawalpindi, the South Indian Railway gives Rs. 3,600 to the St. John's Vestry School, Trichinopoly, and the Bombay, Baroda and Central India Railway contributes Rs. 3,500 to the Mount Abu High School.

It may be noted here that the Eastern Bengal Railway Administration has in the past given large building grants to certain Indian schools on its grant-in-aid list. Thus the Harnett High School, Kanchrapara, received a grant of nearly Rs. 17,000 towards the acquisition of land and construction of buildings, while the High School at Saidpur benefited to the extent of Rs. 10,000.

Another point of interest is that some Administrations aid Indian schools maintained by local Bodies. The Great Indian Peninsula Railway aids such schools at Bina and Igatpuri. The Bengal Nagpur Railway gives a considerable grant to the Municipal School at Gondia, and the North Western Railway assists a Municipal School at Hyderabad.

CHAPTER V.
METHODS OF RAILWAY ASSISTANCE.

D

SCHOLARSHIPS.

62. *Railway systems of scholarships.*—The fourth method employed by the Railway Administrations to assist their employes to educate their children is the system of scholarships. Only six Railways have adopted this means of assisting their employes, namely, the East Indian, the North Western, the South Indian, the Rohilkund and Kumaon, the Bombay, Baroda and Central India, and the Madras and Southern Mahratta Railways.

A statement of scholarships awarded by the East Indian and North Western Railways will be found in Appendix XX. It will be observed from a study of this statement that scholarships are confined to pupils of the East Indian Railway Administration's School at Oakgrove. Sixteen scholarships are awarded to boys and 15 to girls. Of these scholarships, 3 are tenable at Universities, or Training Colleges, and 4 in technical schools or Railway Workshops. Four of the girls' scholarships are awarded for proficiency in music. The scholarships are awarded on the results of the (Cambridge) School Certificate, Junior Cambridge, and Preliminary Cambridge local examinations. A sum of Rs. 10,000 per annum is spent on this head, half being met by the East Indian Railway and half by the North Western Railway.

The South Indian Railway's system of scholarships is described in Appendix XV. The scholarships are tenable by the children of Indian employes in the first to the sixth forms of High Schools and in the Intermediate and B.A. classes of colleges. They are limited in amount to one half of the school or college fees. Only children of employes who draw a salary of Rs. 100 or below and are of not less than 10 years' service are eligible. These scholarships are not apparently awarded on the results of examinations, and are more in the nature of the "parental assistance" described in previous paragraphs. For this reason the expenditure on them has been included under the head of assistance to parents (*vide* paragraph 49).

The Bombay, Baroda and Central India Railway awards 3 scholarships of the value of Rs. 10 a month and 6 of Rs. 5 a month to the children of employes at the High School at Mount Abu, and one scholarship of Rs. 10 a month at the Barnes School, Deolali. The method of award is not stated.

The Rohilkund and Kumaon Railway spends a sum of Rs. 1,800 on scholarships for the children of Indian employes attending non-Railway schools. In this case also the method of award is not stated.

The Madras and Southern Mahratta Railway Administration reports that 8 pupils are given education free of charge in Railway schools for Europeans.

The total expenditure by all Railways on scholarships amounts approximately to Rs. 11,800, Rs. 10,000 being devoted to the children of European and Anglo-Indian employes and Rs. 1,800 to the children of Indian employes.

CHAPTER VI.

METHODS OF RAILWAY ASSISTANCE.

E

TRAVELLING CONCESSIONS.

63. *Travelling concessions to school children.*—The fifth and last method of assistance to employes in the education of their children is the grant of concessions to school children for travelling to and from school. The following quotation from the report of the Agent of the Eastern Bengal Railway affords an illustration of the methods employed by the Railways in this matter. "Where boarding schools are situated away from the station at which parents are engaged, free passes are granted. The rule is as follows:—'Cheque passes may be granted to children of railway officers and subordinates when going to or returning from schools. Return passes may also, when necessary, be issued to one parent taking children to, or bringing them back from, schools. Similar passes may also be granted to a person accompanying children to or from school, provided the parent is not accompanying the children and a certificate from the school authorities is produced to the effect that the children are travelling to or from school.' Passes so issued do not count towards the limit of privilege passes admissible to employes. Where a day school is attended involving a journey by rail daily, concession monthly tickets at 1/3rd cost are permitted. In accordance with the Railway Board's letter No. 167-T.-21, dated the 16th August 1921, the teachers of Railway-aided schools are granted over the home line 2 sets of Privilege Ticket Orders annually for every 10 children of Railway employes regularly attending these schools during the year, subject to a maximum of 2 Privilege Ticket Orders per teacher per annum. Such ticket orders at 1/3rd of the ordinary single fare are granted for the class of accommodation in which the applicant is entitled to travel according to the pass regulations in force *."

The following statement shows the approximate value of the travelling concessions to the children of employes granted by the Railways in 1925-26 :—

Railway.	European and Anglo-Indian children.	Indian children.	Total.
	Rs.	Rs.	Rs.
Assam Bengal	6,940	3,840	10,780
Bengal Nagpur	44,919	29,500	74,419
Bengal and North Western	4,453	6,170	10,623
Bombay, Baroda and Central India	17,773	2,215	19,988
Burma	2,777	14,948	17,725
Eastern Bengal	18,378	7,325	25,703
East Indian	1,03,891	27,901	1,31,792
Great Indian Peninsula	44,908	15,396	60,304
Madras and Southern Mahratta	15,706	17,123	32,829
North Western	82,673	54,365	1,37,038
Rohilkund and Kumaon	687	402	1,089
South Indian	10,367	6,044	16,411
Total for all Railways	3,53,472	1,85,229	5,38,701

* The concession to teachers in Railway-aided schools is given only by the Eastern Bengal, East Indian and North Western Railways.

CHAPTER VII.

SUMMARY.

64. *Total number of Railway children receiving facilities for education from the Railways.*—The following tables show the total number of children of (a) European and Anglo-Indian, (b) Indian employes, for whom the Railways provide educational facilities in some form or other :—

(a) European and Anglo-Indian children :—

Railway.	Number in Railway schools.	Number receiving assistance in payment of fees.	Number in Railway-aided schools.	Total.
Assam Bengal .. .. .	..	88	..	88
Bengal Nagpur	593	135	213	941
Bengal and North Western ..	56	44	..	100
Bombay, Baroda and Central India ..	310	133	61	504
Burma	71	19	..	90
Eastern Bengal	69	293	162	524
East Indian	975	290	291	1,556
Great Indian Peninsula	544	331	223	1,098
Madras and Southern Mahratta ..	774	28	308	1,110
North Western	136	751	387	1,274
Rohilkund and Kumaon .. .. .	..	16	..	16
South Indian	460	71	77	608
Total	3,988	2,199	1,722	7,909

(b) Indian children :—

Railway.	Number in Railway schools.	Number receiving assistance in payment of fees.	Number in Railway-aided schools.	Total.
Assam Bengal	579	..	49	628
Bengal Nagpur	1,779	..	79	1,858
Bengal and North Western ..	(a) 2	..	139	141
Bombay, Baroda and Central India ..	(b) 853	..	610	1,463
Burma	(c) 361	415	..	776
Eastern Bengal .. .. .	..	..	1,528	1,528
East Indian	(d) 1,552	180	1,236	2,968
Great Indian Peninsula	(a) 25	103	1,079	1,207
Madras and Southern Mahratta ..	(e) 709	..	650	1,359
North Western	367	..	799	1,166
Rohilkund and Kumaon .. .. .	..	..	..	..
South Indian	91	185	..	276
Total	6,318	883	6,169	13,370

(a) In European (Railway) schools.

(b) 45 in European schools.

(c) 3 in European schools.

(d) There are also 1,198 Railway children in Colliery schools and the Industrial school at Giridih.

(e) 4 in European schools.

65. *Summary of expenditure by the Railways on education.*—A summary of the total recurring and non-recurring expenditure from Railway funds by each Railway Administration on the education of the children of European (and Anglo-Indian) and Indian employes respectively under various heads in 1925-26 will be found in Appendices XXI and XXII.

The following table shows, in brief, the total amounts spent on European and Indian education respectively in the year 1925-26 :—

Railway.	Total expenditure on European education.		Total expenditure on Indian education.		Total expenditure on European and Indian education.	
	Recurring.	Non-recurring.	Recurring.	Non-recurring.	Recurring	Non-recurring.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal ..	17,262	..	17,174	1,244	34,436	1,244
Bengal Nagpur ..	98,727	17,427	67,761	27,323	1,66,488	44,750
Bengal and North Western.	15,874	40	7,550	435	23,424	475
Bombay, Baroda and Central India.	58,874	..	34,120	..	92,994	..
Burma	6,894	..	28,746	..	35,640	..
Eastern Bengal ..	95,812	170	18,812	..	1,14,624	170
East Indian ..	3,65,283	69,497	75,629	3,693	4,40,912	73,190
Great Indian Peninsula	1,45,642	..	31,318	..	1,76,960	..
Madras and Southern Mahratta.	82,138	87	31,446	573	1,13,584	660
North Western ..	2,14,725	..	72,720	..	2,87,445	..
Rohilkund and Kumaon	4,128	..	2,202	..	6,330	..
South Indian ..	47,360	7,873	9,242	144	56,602	8,017
Total ..	11,52,719	95,094	3,96,720	33,412	15,49,439	1,28,506

The total non-recurring expenditure incurred by each Railway from its own resources, on buildings and equipment for Railway schools for Europeans and Indians up to the end of the year 1925-26 is given in the following table. Details of the expenditure from all sources which amounts to Rs. 24,85,587 for European schools and Rs. 7,53,302, for Indian schools will be found in Appendix XXIII.

Railway.	Total non-recurring expenditure from Railway Funds.		
	European Schools.	Indian Schools.	Total for European and Indian Schools.
	Rs.	Rs.	Rs.
Assam Bengal .. .. .	..	75,662	75,662
Bengal Nagpur	2,28,597	1,24,611	3,53,208
Bengal and North Western	52,892	..	52,892
Bombay, Baroda and Central India	1,27,867	61,020	1,88,887
Burma	26,420	43,482	69,902
Eastern Bengal	49,539	..	49,539
East Indian	13,22,096	2,02,514	15,24,610
Great Indian Peninsula	2,84,685	..	2,84,685
Madras and Southern Mahratta	1,84,366	91,906	2,76,272
North Western	69,036	1,394	70,430
Rohilkund and Kumaon .. .. .	..	..	..
South Indian	1,11,623	341	1,11,964
Total ..	24,57,121	6,00,930	30,58,051

66. *Summary of main features of Railway facilities for education.*—In preceding paragraphs an attempt has been made to analyse the educational systems of the various Railway Administrations. It now remains to summarize the main features of the systems, and to indicate points of comparison and contrast. All the Administrations (except the Rohilkund and Kumaon)

maintain schools of some kind or another. But there is a great variety of system. Schools for the children of European and Anglo-Indian employes are maintained by all Railways except two, *viz.*, the Assam Bengal and the Rohilkund and Kumaon. Five Administrations maintain only Primary schools, one has Primary, Middle and High schools, three have Primary and Middle schools, one Primary and High schools. As regards schools for the children of Indian employes, four Railways maintain no such schools, one has a Primary school only, three have Primary and Middle schools, and four Primary, Middle and High schools. Three Railways which maintain both European and Indian schools spend more on their Indian than on their European schools. The others spend more on their European schools. Eleven out of 95 European schools, and 8 out of 57 Indian schools, are situated in Indian States. One European school is in the State of Goa.

All the Railways give assistance to their employes to pay school fees. Two Railways (the East Indian and the Burma) help parents to pay fees of children attending Railway as well as non-Railway schools. The others contribute only in respect of children attending non-Railway schools. The systems of "parental assistance" are almost bewildering in their variety. Some provide for assistance only for children attending schools in the hills, some for children attending boarding schools whether in the hills or in the plains, some for children attending boarding schools or day schools, some for children attending day schools only, some only for European and Anglo-Indian children, some for both European (and Anglo-Indian) and Indian children. The rates of assistance also present considerable variety.

Only two Railways (the Burma and the Rohilkund and Kumaon) make no provision for grants-in-aid to non-Railway schools attended by the children of their employes. Of the rest, two give no grants to European schools, and one gives no grants to Indian schools. The Burma Railways Administration assists employes to pay the fees of their children attending non-Railway and Railway schools. The grant-in-aid rules of the various Railways are marked by great diversity. Some give capitation grants, some lump sum grants, some both, and the rates of grant differ from Railway to Railway and often even on the same Railway.

Few Administrations award "scholarships," and, with the exception of the those awarded by the East Indian Railway to pupils at the Oakgrove School, the scholarships appear to be in the nature of "bursaries," given on account of poverty rather than on account of merit.

All the Administrations grant concessions (where such are required) to the children of their employes to travel by rail to and from school.

67. *Acknowledgments.*—In conclusion, I desire to express my obligation to Mr. K. Ogden, Accounts Officer, East Indian Railway, who was deputed to assist me in collecting and compiling statistical information. Mr. Ogden's work was marked by thoroughness and accuracy, and his collaboration materially lightened my labours. I am also indebted to my office staff who performed their duties with promptitude and efficiency.

C. E. W. JONES.

APPENDIX I.
Number, and kind of Railway schools in each Province.
EUROPEAN SCHOOLS.

Railway.	Number of schools.	Bengal.		Bombay.		Bihar and Orissa.		Burma.		Punjab.	United Provinces.		Central Provinces.		Madras.		Indian States.	
		Primary.	High.	Primary.	Middle.	Primary.	Middle.	Primary.	Middle.	Primary.	Primary.	High.	Primary.	Middle.	Primary.	Middle.	Primary.	
Assam Bengal	No schools ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western	5 Primary ..	..	..	..	..	Sonepur Samastipur.	..	..	..	..	..	Gorakhpur Gonda. Benares.	..	..	..	..	..	..
Bengal Nagpur	6 Primary 2 Middle. 1 High.	Santragaohi ..	Khargpur	..	..	Kurda Rd. Chakardharpur.	Adra ..	..	..	..	..	..	Nainpur Dongargarh. (Ajni) Nagpur.	Bilaspur ..	..	..	..	Sahdol (Central India Agency).
Bombay, Baroda and Central India	11 Primary ..	..	..	Bulsar	..	..	..	..	..	Rewari ..	Fatehgarh	..	..	..	..	..	..	Abu Rd. Gangapur. Bandikui. P. ulera. Mhow. Neemuch. Rutlam.
Burma	1 Primary 1 Middle.	..	..	..	..	..	..	Yamethin	Insein	..	..	..	..	..	..	..	..	Rajputana Agency. Central India Agency.
Eastern Bengal	4 Primary ..	Chitpore Kanchrapara. Saidpur.	..	..	..	Katihar	..	..	..	..	..	..	..	..	..	..	..	..
East Indian	21 Primary 1 High.	Lillooah Bandel. Burdwan. Ondal. Asansol. Rampur Haut.	..	..	..	Dhanbad Madhupur. Gomoh. Jhajha. Sahebgunge. Jamalpur. Gaya. Dinapore. Buxar.	..	..	..	..	..	Moghalserai Mirzapur. Allahabad. Cawnpore. Tundla. Moradabad.	Oakgrove (Jhari- pani).	..	..	..	..	..
Great Indian Peninsula	11 Primary 1 Middle.	..	..	Parel Kalyan. Igatpuri. Manmad. Bhusawal. Dhond. Sholapur.	Lonavla ..	..	..	..	..	..	..	Jhansi	..	Itarsi Bina.	..	..	..	..
Madras and Southern Mahratta	13 Primary 5 Middle.	..	..	Castle Rock Gadag. Hubli. Miraj.	..	..	..	..	..	..	..	..	..	..	..	Arkonam Pakala. Kathpadi. Gooty. Rajamundry.	Haffieldpet Bitragunta. Guntakal. Jalarpet. Perambur.	Arskere. Bangalore. Bowringpet. } Mysore.
North Western	5 Primary ..	..	..	Kotri	..	..	..	..	..	Lahore Khanpur	..	Ghaziabad Saharanpur.	..	..	..	..	..	..
Rohilkund and Kumaon	No schools ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Indian	7 Primary ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Villapuram Negapatam. Tanjore. Madura. Erode. Salem. Podanur.	..	..

M339RD

There is one B. E., and C. I. Railway School at Ajmer and one Madras & Southern Mahratta Primary School at Mormugao (Goa).

APPENDIX II.

Number of children in each Railway School for Europeans and Anglo-Indians by Departments.

Railway and School.	Primary.	Middle.	High.	Total.
<i>Assam Bengal Railway.</i>				
No Schools .. .. .	..	..	..	..
<i>Bengal and North Western Railway.</i>				
Gorakhpur	19			
Gonda	20			
Benares	4			
Sonepur	9			
Samastipur	10			
Total	62	..	..	62(a)
(a) 4 non-railway children and 2 Indian children.				
<i>Bengal Nagpur Railway.</i>				
Santragachi	14	..	..	14
Sahdol	15	..	..	15
Nainpur	5	..	..	5
Khurda Road	50	..	..	50
Dongargarh	34	..	..	34
Chakardharpur	82	..	..	82
Bilaspur	90	..	..	90
Adra	85	8	..	93
Khargpur	162	44	13	219
Total	537	52	13	602(a)

(a) 9 non-railway children.

Number of children in each Railway School for Europeans and Anglo-Indians by Departments—contd.

Railway and School.	Primary.	Middle.	High.	Total.
<i>Bombay, Baroda and Central India Railway.</i>				
Abu Road	51	..	..	51
Bulsar	40	..	..	40
Ajmer	33	..	..	33
Gangapur	38	..	..	38
Bandikui	54	..	..	54
Phulera	32	..	..	32
Mhow	24	..	..	24
Neemuch	23	..	..	23
Rewari	20	..	..	20
Rutlam	34	..	..	34
Fatehgarh	13	..	..	13
Total	362	..	..	362
(a) 7 non-railway children and 50 Indian children.				
<i>Burma Railways.</i>				
Yamethin	46	..	..	46
Insein	80	11	..	91
Total	126	11	..	137
(a) 63 non-railway children and 3 Indian children.				
<i>Eastern Bengal Railway</i>				
Ohitpore	21	..	..	21
Kanohrapara	20	..	..	20
Katihar	7	..	..	7
Saidpur	27	..	..	27
Total	75	..	..	75

(a) 6 non-railway children.

Number of children in each Railway School for Europeans and Anglo-Indians by Departments—contd.

Railway and School.	Primary.	Middle.	High.	Total.
<i>East Indian Railway.</i>				
Lillooah	23	..	..	23
Bandel	14	..	..	14
Burdwan	9	..	..	9
Ondal	26	..	..	26
Asansol	50	..	..	50
Dhanbad	72	..	..	72
Gomoh	15	..	..	15
Madhupur	14	..	..	14
Jhajha	26	..	..	26
Rampur Haut	6	..	..	6
Sahebgunge	12	..	..	12
Jamalpur	99	3	..	102
Gaya	13	..	..	13
Dinapore	46	..	..	46
Buxar	9	..	..	9
Moghalsera	26	..	..	26
Mirzapur	8	..	..	8
Allahabad	85	..	..	85
Cawnpore	18	..	..	18
Tundla	31	..	..	31
Moradabad	40	..	..	40
Oakgrove	245	160	78	483
Total	887	163	78	1,128(a)

(a) 41 non-railway children. 112 of the children in Oakgrove are children of ex-East Indian Railway and North Western Railway employes.

Number of children in each Railway School for Europeans and Anglo-Indians by Departments—contd.

Railway and School.	Primary.	Middle.	High.	Total.
<i>Great Indian Peninsula Railway.</i>				
Parel	76	..	..	76
Kalyan	48	..	..	48
Igatpuri	38	..	..	38
Manmad	36	..	..	36
Bhusawal	94	..	..	94
Dhond	13	..	..	13
Sholapur	32	..	..	32
Bina	35	..	..	35
Jhansi	72	..	..	72
Itarsi	46	..	..	46
Ajni	15	..	..	15
Lonavla	86	17	..	103
Total	591	17	..	608(a)
(a) 39 non-railway children and 33 Indian children.				
<i>Madras and Southern Mahratta Railway.</i>				
Arkonam	38	..	..	38
Arsikere	10	..	..	10
Bangalore City	56	..	..	56
Bowringpet	12	..	..	12
Castle Rock	20	..	..	20
Gadag	19	..	..	19
Hubli	49	..	..	49
Miraj	16	..	..	16
Mormugao	45	..	..	45
Pakala	18	..	..	18
Kathpadi	5	..	..	5
Gooty	55	..	..	55
Rajamundry	68	..	..	68
Haffieldpet	73	19	..	92
Bitragunta	94	14	..	108
Guntakal	29	..	..	29
Jalarpet	94	12	..	106
Perambur	52	14	..	66
Total	753	59	..	812(a)

(a) 34 non-railway children and 4 Indian children.

Number of children in each Railway School for Europeans and Anglo-Indians by Departments—concl'd.

Railway and School.	Primary.	Middle.	High.	Total.
<i>North Western Railway.</i>				
Lahore	69	..	..	69
Ghaziabad	11	..	..	11
Saharanpur	28	..	..	28
Kotri	20	..	..	20
Khanpur	12	..	..	12
Total ..	140	..	..	140(a)
(a) 4 non-railway children.				
<i>Rohilkund and Kumaon Railway.</i>				
No Schools .. .. .	..	..	..	..
<i>South Indian Railway.</i>				
Villapuram	112	..	..	112
Negapatam	72	..	..	72
Tanjore	34	..	..	34
Madura	122	..	..	122
Erode	12	..	..	12
Salem	42	..	..	42
Podanur	111	..	..	111
Total ..	505	..	..	505(a)
TOTAL ALL SCHOOLS ..	4,038	302	91	4,431

(a) 45 non-railway children.

APPENDIX III.
Number, and kind of Railway schools in each Province.
INDIAN SCHOOLS.

Railway.	Number of schools.	Assam.		Bengal.			Bihar and Orissa.			Bombay.	Burma.		Central Provinces.		Punjab.	Madras.		United Provinces.			Ajmer-Merwara.	Central India Agency.		Rajputana Agency.				
		Primary.	Middle.	Primary.	Middle.	High.	Primary.	Middle.	High.	Primary.	Primary.	Middle.	Primary.	Middle.	Primary.	Primary.	Middle.	Primary.	Middle.	High.	Primary.	Primary.	Middle.	Primary.	Middle.	High.		
Assam Bengal ..	3 Primary .. 3 Middle. 1 High.	Kayathali	Lumding Badurpur	Pahartali.. Bhairab Bazar.	Akhaura ..	Pahartali	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western	No Schools ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bengal Nagpur ..	8 Primary .. 5 Middle. 2 High.	..	..	Khargpur	..	Khargpur	Tatanagar Adra.	Khurda Road. Chakardhar- pur.	Adra ..	..	..	..	Nainpur .. Dongargarh. Chhindwara Bilaspur. Nainpur.	Nainpur .. Bilaspur.	..	..	..	..	..	..	..	..	Sahdol ..	..	..	..
Bombay, Barode and Central India.	9 Primary .. 1 Middle. 1 High.	..	..	..	..	..	..	..	..	Sabarmati Godhra. Udhna.	..	..	..	..	..	..	..	..	..	..	..	..	Ajmer (Jonesgang)	Rutlam	..	Phulera .. Gangapur. Abu Road. Kotah.	Bandikui..	Abu Road,
Burma ..	1 Primary .. 1 Middle.	..	..	..	..	..	..	..	..	..	Myitnge ..	Insein ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal ..	No Schools ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
East Indian ..	3 Primary .. 6 Middle. 5 High.	..	..	..	Ondal ..	Asansol	Pathardih Gomoh.	Jhajha .. Jamalpur 2.	Sahebgunge Jamalpur. Dinapore.	..	..	..	..	..	..	..	..	Moradabad	Moghulserai Bareilly.	Tundla ..	..	..	..	..	..	..	..	..
Great Indian Peninsula ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mah-ratta.	4 Primary .. 1 Middle.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Bitragunta Gooty. Jalarapet. Pakala.	Guntakal..	..	..	..	..	..	..	..	..	..	..
North Western ..	1 Primary .. 1 Middle.	..	..	..	..	..	..	..	..	Sukkur .. (Middle).	..	..	..	..	..	Lahore ..	..	..	..	..	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	No Schools ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Indian ..	1 Primary ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Golden Rock, (Trichinopo- ly.)	..	..	..	..	..	..	..	..	..	..	..

APPENDIX IV.

Number of children in each Railway School for Indians by Departments.

Railway and School.	Primary.	Middle.	High.	Total.
<i>Assam Bengal Railway.</i>				
Pahartali	} 479	120	91	690
Bhairab Bazar				
Kayathali				
Akhaura				
Lumding				
Badarpur				
Pahartali				
Total	479	120	91	690(a)
(a) 111 non-railway children.				
<i>Bengal and North Western Railway.</i>				
No Schools .. .. .	..	..	..	--
<i>Bengal Nagpur Railway.</i>				
Chhindwara	138	..	..	138
Tatanagar	76	..	..	76
Dongargarh	104	..	..	104
Nainpur	133	..	..	133
Bilaspur	142	58	10	210
Chakardharpur	86	57	..	143
Nainpur .. .. .	..	36	..	36
Sahdol	64	23	..	87
Khurda Road	127	57	..	184
Adra	161	88	24	273
Khargpur	192	278	237	707
Girls' Schools—				
Adra	52	..	..	52
Bilaspur	40	..	..	40
Nainpur	33	..	..	33
Khargpur	82	2	..	84
Total	1,430	599	271	2,300(a)

(a) 521 non-railway children.

Number of children in each Railway School for Indians by Departments—contd

Railway and School	Primary.	Middla.	High.	Total.
<i>Bombay, Baroda and Central India.</i>				
Abu Road	41	..	..	41
Ajmer	121	..	..	121
Gangapur City	60	..	..	60
Godhra	100	..	..	100
Kotah	54	..	..	54
Phulera	70	7	..	77
Rutlam	36	6	..	42
Sabarmati	124	..	..	124
Udhna	60	..	..	60
Bandikui	146	43	9	198
Abu Road	69	36	21	126
Total	881	92	30	1,003(a)
(a) 195 non-railway children.				
<i>Burma Railways.</i>				
Myitnge	183	..	..	183
Insein	164	61	..	225
Total	347	61	..	408
<i>Eastern Bengal Railway.</i>				
No Schools .. .. .	..	..	..	..
<i>East Indian Railway.</i>				
Asansol	122	222	126	470
Sahebgunge	30	127	95	252
Jamalpur	25	100	182	307
Dinapore	30	115	104	249
Tundla	74	100	50	224
Ondal	87	31	..	118
Jhajha	49	31	..	80
Jamalpur (Behari)	30	122	..	152
Jamalpur (Islamia)	127	20	..	147
Moghalsera	142	38	..	180
Bareilly	92	51	8	151
Pathardihi	45	..	..	45
Gomoh	48	..	..	48
Moradabad	51	23	..	74
Colliery Schools, Giridhi	1,211	..	..	1,211
Industrial School, Giridhi	42	..	..	42
Total	2,205	980	565	3,750(a)
Total excluding Colliery Schools and Industrial School	952	980	565	2,497(b)

(a) 1,000 non-railway children.

(b) 954 non-railway children.

Number of children in each Railway School for Indians by Departments—concl.

Railway and School.	Primary.	Middle.	High.	Total.
<i>Great Indian Peninsula Railway.</i>				
No Schools .. .. .	..	..	..	..
<i>Madras and Southern Mahratta Railway.</i>				
Guntakal	119	69	13	201
Bitragunta	132	48	..	180
Jalarpet	119	48	..	167
Gooty	115	15	..	130
Pakala	64	6	..	70
Total ..	549	186	13	748(a)
(a) 43 non-railway children.				
<i>North Western Railway.</i>				
Lahore	20	5	..	25
Sukkur	327	69	7	403
Sukkur (Girls' School)	111	..	..	111
Total ..	458	74	7	539(a)
(a) 172 non-railway children.				
<i>Rohilkund and Kumaon Railway.</i>				
No Schools .. .. .	..	..	..	..
<i>South Indian Railway.</i>				
Golden Rock, Trichinopoly	133	2	..	135
Total ..	133	2	..	135(a)
TOTAL FOR ALL SCHOOLS..	5,229	2,114	977	8,320(b)

(a) 44 non-railway children.

(b) Excluding children in Colliery Schools at Giridhi.

APPENDIX V.

Statement showing the dates of establishment of Railway schools for Europeans.

Railway.	Name of school.	Date of establishment.
Assam Bengal	Nal .. .. .	..
Bengal Nagpur	Dongargarh	1890
	Bilaspur	1893
	Chakardharpur	1893
	Khargpur	1899
	Khurda Road	1903
	Adra	1906
	Sahdol	1908
	Nainpur	1911
	Santragachi	1912
Bengal and North Western ..	Samastipur	1884
	Gorakhpur	1886
	Gonda	1915
	Benares	1917
	Sonepore	1923
Bombay, Baroda and Central India.	Ajmer	1882
	Neemuch	1883
	Mhow	1896
	Rultam	1897
	Abu Road	1902
	Phulera	1902
	Gangapur	1912
	Bulsar	1919
	Rewari	1924

*Statement showing the dates of establishment of Railway schools for Europeans—
contd.*

Railway.	Name of school.	Date of establishment.
Bombay, Baroda and Central India.	Fatehgarh	1926
	Bandikui	1880—1884
Burma Railways	Yamethin	1890
	Insein	1898
Eastern Bengal	Saidpur	Over 30 years ago.
	Katihar	1907
	Chitpore	1907
	Kanchrapara	1916
East Indian	Jamalpur	1866
	Buxar	1867
	Dinapore	1868
	Tundla	1870
	Cawnpore	1876
	Moghalserai	1876
	Asansol	1879
	Madhupur	1884
	Mirzapur	1886
	Oakgrove	1888
	Moradabad	1892
	Sahebgunge	1903
	Ondal	1904
	Allahabad	1905
	Lillooah	1907
	Bandel	1907
Rampur Haut	1909	
Gomoh	1911	

*Statement showing the dates of establishment of Railway schools for Europeans—
contd.*

Railway.	Name of school.	Date of establishment.
East Indian	Gaya	1912
	Dhanbad.. .. .	1918
	Jhajha	1921
	Burdwan.. .. .	1923
Great Indian Peninsula ..	Sholapur	1868
	Lonavla	1870
	Igatpuri	1873
	Bhusaval	1873
	Parel	1888
	Jhansi	1890
	Bina	1893
	Dhond	1912
	Kalyan	1918
	Manmad	1918
	Itarsi	1921
Ajni (Nagpur)	1922	
Madras and Southern Mahratta	Gooty	Prior to 1887
	Perambur	1887
	Katpadi	Prior to 1891
	Jalarpet	Prior to 1897
	Arkonam	Prior to 1901
	Bitragunta	1905
	Hubli	Prior to 1907
	Araikere	"
	Bangalore City	"

*Statement showing the dates of establishment of Railway schools for Europeans—
concl'd.*

Railway.	Name of school.	Date of establishment.
Madras and Southern Mahratta	Gadag	Prior to 1907
	Miraj	"
	Guntakal	"
	Castle Rock	1908
	Pakala	1908
	Rajamundry	Prior to 1909
	Bowringpet	1917
	Mormugao	Prior to 1920
	Haffieldpet	1925
North Western	Ghaziabad	1870
	Saharanpur	1883
	Lahore	1886
	Kotri	Prior to 1904
	Khanpur	Prior to 1907
Rohilkund and Kumaon	<i>Nil</i>	..
South Indian	Salem	Prior to 1889
	Podanur	Prior to 1894
	Madura	1896
	Negapatam	1898
	Villapuram	1898
	Tanjore	1907
	Erode	1913

Statement showing the dates of establishment of Railway schools for Indians.

Railway.	Name of school.	Date of establishment.
Assam Bengal	Badarpur	1910
	Alice Woods' school (Girls), Pahartali	1910
	Lumding	1915
	Akhaura	1923
	Bhairab-Bazar	1923
	Pahartali (H. E. school)	1924
	Kayatkhali	1924
Bengal Nagpur	Chakardharpur	1895
	Bilaspur	1898
	Khargpur	1900
	Dongargarh	1907
	Sahdol	1908
	Chhindwara	1911
	Khargpur (Girls)	1911
	Adra	1912
	Nainpur (Primary)	1913
	Khurda Road	1915
	Bilaspur (Girls)	1920
	Nainpur (Middle)	1923
	Nainpur (Girls)	1923
	Tatanagar	1925
	Adra (Girls)	1926
Bengal and North Western	<i>Nil</i>	..

Statement showing the dates of establishment of Railway schools for Indians—
contd.

Railway.	Name of school.	Date of establishment.
Bombay, Baroda and Central India.	Bandikui	1923
	Abu Road	1885
	Ajmer	1894
	Phulera	1904
	Sabarmati	1910
	Rutlam	1911
	Udhna	1911
	Godhra	1912
	Kotah	1912
	Gangapur	1914
Abu Road (Girls)	1918	
Burma Railways	Insein	1888
	Myitnge	1924
Eastern Bengal	<i>Nil</i>	..
East Indian	Moghalserai	1876
	Tundla	1882
	Asansol	1883
	Dinapore.. .. .	1889
	Bareilly	1903
	Sahebgunge	1909
	Jamalpur (Islamia)	1910
Jhajha	1915	

Statement showing the dates of establishment of Railway schools for Indians—
concl.

Railway.	Name of school.	Date of establishment.
East Indian	Jamalpur (Keshvapuri Behari) ..	1915
	Jamalpur (High English) ..	1918
	Ondal	1921
	Gomoh	1926
Great Indian Peninsula ..	<i>Nil</i>	..
Madras and Southern Mahratta	Guntakal	1897
	Bitragunta	1908
	Gooty	1909
	Pakala	Prior to 1910
	Jalarpet	1915
North Western	Sukkur	1882
	Lahore	1924
Rohilkund and Kumaon ..	<i>Nil</i>	..
South Indian	Golden Rock	1925

APPENDIX VI.

Statement showing the location of Railway schools for Indian children and the nature of local authority.

Railway.	Location of School.	Nature of Local Authority and name of Province or State.	Number of schools maintained by the Local Authority
Assam Bengal ..	Pahartali P. & H. ..	Bengal.	
	Bhairab Bazar P. (c)	Union Board, Bengal ..	1
	Kayatkhalī P. (c)	Do.	
	Akhaura M. (c) ..	Do. ..	1
	Badarpur M. (c) ..	Local Board, Assam ..	1
Bengal Nagpur ..	Lunding M. ..	Assam.	
	Tatanagar P. ..	District Board, Bihar and Orissa.	
	Nainpur P. ..	District Council, Central Provinces	
	Chhindhwara P. ..	Municipality, Central Provinces	2
	Dongargarh P. ..	Feudatory State, Central Provinces.	
	Khurda Road M. E.	District Board, Puri, Bihar and Orissa.	
	Chakardharpur M. E.	District Board, Bihar and Orissa	6
	Sahdol M. ..	Indian State, Central India Agency.	
	Nainpur M. ..	District Council, Central Provinces.	
	Bilaspur M. ..	Municipality, Central Provinces.	
Bengal and North-Western.	Khargpur P. ..	Railway Station Committee.	
	Adra (1P and 1H) ..	District Board, Bihar and Orissa.	
	No Schools ..	....
Bombay, Baroda and Central India.	Abu Road H. ..	(a) Sirohi State, Rajputana Agency.	
	Phulera P. ..	(a) Jaipur State, Rajputana Agency,	
	Ajmer P. ..	Municipality, Ajmer-Merwara.	
	Bandikui M. ..	Jaipur State, Rajputana Agency.	

Statement showing the location of Railway schools for Indian children and the nature of the local authority—contd.

Railway.	Location of School.	Nature of Local Authority and name of Province or State.	Number of schools maintained by the Local Authority.
Bombay, Baroda and Central India— <i>contd.</i>	Sabarmati P. ..	District Board, Bombay Presidency.	
	Udhna P. (b) ..	Sachin State, Bombay Presidency.	
	Rutlam P. (b) ..	(a) Rutlam State, Central India Agency.	
	Godra P. ..	Bombay Presidency.	
	Gangapur P. (b) ..	Jaipur State, Rajputana Agency	
	Kotah P. (b) ..	(a) Kotah State, Rajputana Agency.	
Burma	Insein M. ..	District Council (d).	
	Myitnge P. (e) ..	....
Eastern Bengal ..	No Schools ..	....
East Indian ..	Asansol H. ..	Municipality, Bengal ..	6 Primary.
	Sahebgunge H. ..	Municipality, Bihar and Orissa.	
	Jamalpur 2M. & 1H.	Municipality, Bihar and Orissa	7
	Dinapore H ..	Municipality, Bihar and Orissa.	
	Tundla H. ..	District Board, United Provinces.	3
	Ondal M... ..	Union Board, Bengal.	
	Jhajha M. ..	Union Board, Bihar and Orissa.	
	Moghalserai M. ..	United Provinces.	
	Bareilly M. ..	Municipality, United Provinces	43
	Gomoh P. ..	District Board, Bihar and Orissa	2
	Pathardihi P. ..	District Board, Bihar and Orissa.	
	No Schools ..	....
	Great Indian Peninsula. Madras and Southern Mahratta.	Bitragunta P. ..	District Council, Madras ..	1
Gooty P. ..		District Council Madras ..	1
Guntakal M. ..		District Council, Madras.	
Jalarpet P. ..		District Council, Madras ..	2
Pakala P. ..		District Council, Madras ..	..

Statement showing the location of Railway schools for Indian children and the nature of the local authority—concl'd.

Railway.	Location of school.	Nature of Local Authority and name of Province or State.	Number of schools maintained by the Local Authority.
North Western ..	Sukkur, M. ..	Municipality, Bombay Presidency.	
	Lahore P. ..	Municipality, Punjab.	
Rohilkund and Kumaon.	No Schools ..	....
South Indian ..	Golden Rock (Trichinopoly).	Railway, Madras.	

P=Primary: M=Middle: H=High.

1P=1 Primary School: 1H=1 High.

- (a) The State maintains schools of its own.
- (b) The schools are stated to be within Railway limits.
- (c) The schools are stated to be situated in the midst of Railway settlements.
- (d) It is stated that no schools are available for *Indians* whose vernaculars are Tamil and Urdu.
- (e) There is apparently a Town Committee which is said to be in a poor financial condition.

APPENDIX VII.

RULES OF THE RAILWAYS FOR FINANCING RAILWAY SCHOOLS
FROM RAILWAY FUNDS.

ASSAM BENGAL RAILWAY.

There are no Railway Schools for Europeans and Anglo-Indians.

As regards schools for Indians there are no prescribed rules. All Railway grants are given by the Railway General Committee on the application of the School committees.

BENGAL NAGPUR RAILWAY.

(i) European Schools.

The Railway grants are calculated in accordance with the following scale, based on the ordinary attendance (as specially defined) at school of children of Railway employes only :—

	Per mensem.		
	Rs.	a.	p.
For each of the first 5 children in ordinary attendance at school	4	0	0
For each of the next 20 children in ordinary attendance at school	3	0	0
For each child after the 25th	1	8	0

The Railway also gives Special and Salary grants, the former when the financial condition of a school is poor.

(ii) Indian Schools.

The grants to Indian schools are in accordance with the following scale :—

	Rs. a. p.		
For each of the first 5 children in ordinary attendance at school	2	0	0
For each of the next 20 children in ordinary attendance at school	1	8	0
For each child after the 25th	1	0	0

Salary and Special grants are also given.

BENGAL AND NORTH WESTERN RAILWAY.

(i) European Schools.

Any deficit after receipt of the Local Government grant and school fees is met by the Railway. Half the contribution is charged to working expenses and half to the Fine Fund.

(ii) Indian Schools.

There are no schools.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

(i) *European Schools.*

The Railway pays the difference between receipts and expenditure.

(ii) *Indian Schools.*

The Railway pays the difference between receipts and expenditure.

BURMA RAILWAYS.

(i) *European Schools.*

There are no definite rules.

(ii) *Indian Schools.*

There are no definite rules.

EASTERN BENGAL RAILWAY.

(i) *European Schools.*

Monthly lump sum grants are paid and in addition a monthly capitation grant of Rs. 2 per child of Railway employes.

(ii) *Indian Schools.*

There are no Indian Railway Schools.

EAST INDIAN RAILWAY.

(i) *European Schools.*

Monthly grants-in-aid are ordinarily calculated as follows :—

Primary.—A minimum grant to each approved school of Rs. 10 per mensem.

For the first 10 pupils Rs. 40.

For each pupil in excess of 10 up to 20 an additional grant of Rs. 3 per mensem.

For each pupil in excess of 20 up to 40 an additional grant of Rs. 2 per mensem. For each pupil in excess of 40 up to 60 an additional grant of Re. 1 per mensem. The maximum grant to any one school to be Rs. 100.

The above is the actual wording of the rules but owing to the small number of children attending the schools a larger grant than is justified by the rules has generally to be given.

High.—There is one High School, viz., Oakgrove. The difference between the expenditure and receipts from other sources, e.g., Fees and Government Grant, is met from Railway Revenue.

(ii) *Indian Schools.*

Monthly grants-in-aid are ordinarily allotted on the following basis, subject to a maximum of Rs. 200 per mensem to a school :—

	Rs.	a.	p.	
Primary Schools	0	8	0	per child per mensem.
Middle Schools	0	12	0	per child per mensem.
High Schools	1	0	0	per child per mensem.

The above scale is not always strictly adhered to, and the amount allotted exceeds the prescribed limit owing to the financial condition of the schools concerned.

GREAT INDIAN PENINSULA RAILWAY.

(i) *European Schools.*

There are no definite rules regulating the grants.

(ii) *Indian Schools.*

There are no Railway Indian Schools.

MADRAS AND SOUTHERN MAHRATTA RAILWAY.

(i) *European Schools.*

There are no fixed rules.

(ii) *Indian Schools.*

There are no fixed rules.

NORTH WESTERN RAILWAY.

(i) *European Schools.*

There are no hard and fast rules laid down for the grant of Railway assistance, but each case is dealt with on its merits, and, in the case of all Railway schools, fixed monthly grants are given to suit the needs of each school.

(ii) *Indian Schools.*

There are no hard and fast rules laid down for the grant of Railway assistance, but each case is dealt with on its merits. The school at Lahore receives a fixed monthly grant of Rs. 130 (which includes rent of building) while in the case of the Middle School at Sukkur a capitation grant of Rs. 2 per railway child per mensem is given.

SOUTH INDIAN RAILWAY.

(i) *European Schools.*

There are no fixed rules.

(ii) *Indian Schools.*

There are no fixed rules.

APPENDIX VIII.

Recurring expenditure in 1925-26 on European Railway schools by sources.

Name of Railway.	Railway.				Government grant.		Fees.		Other sources.		Total.
	(a) Revenue.		(b) Fine Fund.		Rs.	Percentage.	Rs.	Percentage.	Rs.	Percentage.	
	Rs.	Percentage.	Rs.	Percentage.							
Assam Bengal Railway .. ..	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western Railway ..	3,229	24	3,773	29	4,400	33	1,593	12	246	2	13,241
Bengal Nagpur Railway	23,258	31	5,431	7	20,550	27	26,887	35	..	..	76,126
Bombay, Baroda and Central India Railway	22,082	47	1,180	3	6,780	14	16,691	36	120	..	46,853
Burma Railways	2,084	16	..	..	5,089	39	5,733	45	26	..	12,932
Eastern Bengal Railway	7,174	46	..	..	3,364	21	2,286	15	2,792	18	15,616
East Indian Railway	1,74,321	46	..	..	53,116	14	1,42,766	38	9,239	2	3,79,442
Great Indian Peninsula Railway ..	36,205	45	1,079	1	25,710	32	13,252	17	4,144	5	80,390
Madras and Southern Mahratta Railway ..	48,271	61	368	..	15,219	20	13,312	17	1,244	2	78,614
North Western Railway	8,672	40	..	..	7,853	37	3,938	18	949	5	21,412
Rohilkund and Kumaon Railway ..	..	..	..	..	..	..	..	..	..	..	..
South Indian Railway	22,701	64	..	..	6,780	19	4,599	13	1,513	4	35,593
Total ..	3,47,997	46	11,831	2	1,48,861	19	2,31,057	30	20,273	3	7,60,019

APPENDIX IX.

Recurring expenditure in 1925-26 on Indian Railway Schools by sources.

Name of Railway.	Railway.				Government grant.		Fees.		Other sources.		Total.
	(a) Revenue.		(b) Fine Fund.		Rs.	Percentage.	Rs.	Percentage.	Rs.	Percentage.	
	Rs.	Percentage.	Rs.	Percentage.							
Assam Bengal Railway .. ..	..	..	10,897	58	2,041	11	5,501	29	481	2	18,920
Bengal and North Western Railway .. ..	..	..	..	..	..	..	..	..	..	..	..
Bengal Nagpur Railway	21,879	32	9,135	13	16,809	25	17,302	25	3,117	5	68,242
Bombay, Baroda and Central India Railway	23,803	62	805	2	5,553	15	8,318	21	..	..	38,479
Burma Railways	4,194	20	..	..	6,888	32	10,284	48	66	..	21,432
Eastern Bengal Railway .. ..	..	..	..	..	..	..	..	..	..	..	..
East Indian Railway	20,615	18	8,000	7	37,038	33	40,549	35	7,966	7	1,14,168
Great Indian Peninsula Railway .. ..	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta Railway ..	12,510	58	..	..	5,124	24	3,792	17	207	1	21,633
North Western Railway	5,935	50	1,560	13	1,145	10	2,881	25	221	2	11,742
Rohilkund and Kumaon Railway .. ..	..	..	..	..	..	..	..	..	..	..	..
South Indian Railway	501	50	..	..	241	24	244	25	16	11	1,002
Total	89,437	30	30,397	10	74,839	26	88,871	30	12,074	4	2,95,618

APPENDIX X.

Statement showing the number of teachers in Railway schools for Europeans and Anglo-Indians, the average cost of a teacher and the average number of pupils per teacher.

Name of Railway.	Number of teachers.	Total cost of teachers per mensem.	Number of pupils.	Average cost of a teacher per mensem.	Average number of pupils per teacher.
		Rs.		Rs.	
Assam Bengal Railway.	..	..	..	..	..
Bengal and North Western Railway.	7	935	70	134	10
Bengal Nagpur Railway.	43	5,386	602	125	14
Bombay, Baroda and Central India Railway..	27	3,496	361	129	13
Burma Railways	8	930	133	116	17
Eastern Bengal Railway	9	980	75	109	8
East Indian Railway	84	12,349	1,128	147	13
Great Indian Peninsula Railway.	46	5,665	608	123	13
Madras and Southern Mah-ratta Railway.	63	5,201	798	83	13
North Western Railway.	12	1,435	138	120	11
Rohilkund and Kumaon Railway.	..	..	..	..	..
South Indian Railway.	33	2,296	505	69	15
Total ..	332	38,673	4,418	116	13

APPENDIX XI.

Statement showing the number of teachers in Railway schools for Indians, the average cost of a teacher and the average number of pupils per teacher.

Name of Railway.	Number of teachers.	Total cost of teachers per mensem.	Number of pupils.	Average cost of a teacher per mensem.	Average number of pupils per teacher.
Assam Bengal Railway.	36	Rs. 1,389	707	Rs. 39	20
Bengal and North Western Railway	..	..	..	..	..
Bengal Nagpur Railway.	106	5,338	2,290	50	22
Bombay, Baroda and Central India Railway.	55	2,799	963	51	17
Burma Railways	18	1,763	408	98	23
Eastern Bengal Railway	..	..	..	..	..
East Indian Railway.	185*	9,466*	2,750*	51	15
Great Indian Peninsula Railway.	..	..	..	..	..
Madras and Southern Mahratta Railway.	32	1,411	748	44	23
North Western Railway	18	844	539	47	30
Rohilkund and Kumaon Railway.	..	..	..	..	..
South Indian Railway.	5	150	135	30	27
Total ..	455	23,100	8,540	51	19

* Includes the Colliery schools where there are 1,198 children and 49 teachers, costing Rs. 797 per mensem.

TABLE A-11.

Statement of average annual cost of educating a scholar during 1925-26 in the Provinces.

Province.	European schools for boys.			European schools for girls.			Indian schools for boys.			Indian schools for girls.		
	High schools.	Middle schools.	Primary schools.	High schools.	Middle schools.	Primary schools.	High schools.	English Middle schools.	Primary schools.	High schools.	English Middle schools.	Primary schools.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	177.6	117.5	50.07	138.2	73.5	59.6	44.4	39.09	6.8	69.5	42.8	11.4
Bombay	245.08	167.1	..	186	113.9	..	69.3	51.5	18.9	105.5	91.5	25.4
Bengal.. .. .	146.3	..	92.7	117.8	68.8	59.2	34.05	16.3	3.8	95.7	47.9	3.09
United Provinces	226.7	266.08	336.2	254.1	136.2	153.06	63.9	53.03	7.5	83.9	56.1	9.1
Punjab	220.7	162.1	131.2	211.8	94.6	143.8	43.1	26.08	8.6	88.1	42.1	12.3
Burma.. .. .	128.05	98.82	..	117.06	90.6	88.3	81.4	80.9	7.5	79.3	73.05	4.4
Bihar and Orissa .. .. .	..	198.4	115.8	..	144.1	100.2	46.2	23.7	5.5	118.2	51.5	6.3
Central Provinces	276.8	159.2	65.7	293.9	178	82.6	127.2	42.9	10.2	229.8	80.6	13.9
Assam	173.8	..	..	..	252.1	..	43.7	19.7	5.2	39.3	29.7	7.1
Coorg .. .. .	..	..	..	..	..	..	51.2	..	11.7	71.2	..	19.9
Delhi .. .. .	..	..	..	..	..	33.2	69.9	28.7	17.1	75.9	..	28.1
Ajmer-Merwara	147.3	..	125	121.04	..	120.5	73.9	53.1	10.8	..	66.4	43.1
Bangalore	158.8	55.3	91.8	92.5	60.6	53.5	41.7	28.1	14.3	45.5	..	91

APPENDIX XIII.

RATES OF FEES CHARGED IN RAILWAY SCHOOLS.

ASSAM BENGAL RAILWAY.

(i) *European Schools.*

No Schools.

(ii) *Indian Schools.*

The rates of fees charged in Railway schools for Railway children are stated to be as follows:—

Primary.		Middle.		High.	
Rs. As.	Rs. As.	Rs. As.	Rs. As.	Rs. As.	Rs. As.
0 4	to 0 12	Bengal	.. 0 4	to 1 8	0 4 to 2 4
		Assam	.. 1 0	to 1 12	

Rates of fees for non-Railway children:—

Primary.		Middle.		High.	
Rs. As.	Rs. As.	Rs. As.	Rs. As.	Rs. As.	Rs. As.
0 8	to 1 0	0 12	to 2 0	0 4	to 3 0

BENGAL NAGPUR RAILWAY.

(i) *European Schools.*

Fees are levied as follows:—

Primary.		Middle.		High.	
Rs. As.	Rs. As.	Rs. As.	Rs. As.	Rs. As.	Rs. As.
2 0	to 5 0	2 8	to 5 0	4 8	to 8 0

For non-Railway children fees are generally the same as above.

(ii) *Indian Schools.*

The fees levied are as follows:—

Primary.		Middle.		High.	
Rs. As.	Rs. As.	Rs. As.	Rs. As.	Rs. As.	Rs. As.
1 0	to 1 4	1 0	to 2 0	2 8	to 3 0

The fees for non-Railway children are generally the same, though they are slightly higher in a few schools.

BENGAL AND NORTH WESTERN RAILWAY.

(i) *European Schools.*

The school fees are as follows :—

	For first child.		For additional children.	
	Rs.	As.	Rs.	As.
For employes drawing a salary of—				
Rs. 74 and under	1	0	0	8
Rs. 75 to Rs. 109	1	8	1	0
Rs. 110 to Rs. 169	2	0	1	8
Rs. 170 to Rs. 239	3	0	2	0
Rs. 240 to Rs. 319	4	0	2	8
Above Rs. 320	5	0	3	8

To encourage young children, a reduction of these fee rates is permitted.

Non-Railway children pay the maximum scale for Railway children.

(ii) *Indian Schools.*

There are no Railway schools for Indian children.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

(i) *European Schools.*

The following scale of fees is charged :—

1½% of the salary of the parent with the following minima :—

Standard.	Rs.	As.
Infants	2	0
I and II	3	8
III and IV	5	0
V and VI	7	0

Non-Railway children are charged Rs. 10 per mensem per child.

(ii) *Indian Schools.*

The scale laid down is as follows :—

1½% of the salary of the parent with the following minima :—

Standard.	Rs.	As.
Infants	0	4
I and II	0	12
III and IV	1	8
V and VI	2	4
VII and over	3	0

The rates, however, vary according to the locality and according to whether other facilities for education are provided in the same place.

BURMA RAILWAYS.

(i) *European Schools.*

The following are the fee rates :

Standard.						Children of Railway employes.	Children of non-Railway employes.
						Rs.	Rs.
Infants	..	..	..	..	..	3	3
I	..	..	..	..	..	3	4
II	..	..	..	..	..	3	4
III	..	..	..	..	..	3	4
IV	..	..	..	..	..	4	5
V	..	..	..	..	..	4	5

(ii) *Indian Schools.*

Standard.						Fees per mensem	
						Rs.	As.
Infants and I	1 0
II	1 8
III	2 0
IV	2 0
V	3 0
VI	3 8
VII	3 8

Fees for Railway and non-Railway children in Indian schools are the same.

EASTERN BENGAL RAILWAY.

(i) *European Schools.*

The rates for children of Railway employes are :—

					Rs.	As.
Chitpore	2 7 for 1st child.
					..	2 0 for 2nd child.
Kanchrapara	2 8 for 1st child.
					..	2 0 for 2nd child.
Katihar	4 0 for 1st child.
					..	3 8 for each additional child.
Saidpur	2 8 for 1st child.
					..	2 0 for additional child- ren.

For non-Railway children the following rates are charged :—

					Rs.	As.	
Chitpore	..	..	..	..	4	8	for 1st child.
					4	0	for 2nd child.
Saidpur	..	..	..	..	4	8	for 1st child.
					4	0	for 2nd child.

(ii) There are no Indian Railway schools.

EAST INDIAN RAILWAY.

(i) *European Schools.*

Rates of fees are fixed by the local committees of management. Railway and non-Railway children pay the same rate of fee. If two or more children of one family attend a school, a concession is allowed.

The average rate of fees levied in Primary schools is from Rs. 2 to Rs. 4 per mensem.

The fees charged at the Oakgrove Schools are as follows :—

	One child.	Two children.	Three children.	Four children.	Each additional child.
	Rs.	Rs.	Rs.	Rs.	Rs.
Parents on salaries of Rs. 210 and under	14	26	36	45	9
Parents on salaries of Rs. 211 to Rs. 324'	19	34	48	60	12
Parents on salaries of Rs. 325 and over	21	37	52	66	14
Foreign Railway children .. ..	..	..	..	Rs. 49 per head per month.	
Non-Railway children .. ..	..	..	..	Rs. 50 per head per month.	
Musajo Fee .. ..	..	..	..	Rs. 6 per head per month.	

(ii) *Indian Schools.*

Rates of fees for Railway and non-Railway children are fixed by the local committees of management. The rates are fixed generally in accordance with the rules laid down by the Government Education Department of the Province concerned and apply equally to Railway and non-Railway children.

GREAT INDIAN PENINSULA RAILWAY.

(i) *European Schools.*

School fees for Railway children are calculated at one per cent. of the parent's or guardian's taxable income subject to the following maxima :—

Standard.

	Rs.	A.	P.
Infants	2	0	0
I & II	3	0	0
III	3	8	0
IV	4	0	0

For higher standards the full charge at one per cent. of the parent's salary is levied for each child. For 2 children of one parent the above charge is levied for each, but for 3 children of one family two-thirds of the total fee is charged ; for 4 children two-fourths ; for 5 children two-fifths, and so on.

For non-Railway children the following fees are charged :—

Standard.

	Rs.	A.	P.
Infants	4	0	0
I & II	6	0	0
III	7	0	0
IV	8	0	0
Any higher standard	10	0	0

No concession is allowed to non-Railway children when more than one child is sent to a school.

The Railway School at Parel has different rates, the fee ranging from Rs. 3 to Rs. 5 per child.

(ii) *Indian Schools.*

There are no Indian Railway Schools.

MADRAS & SOUTHERN MAHRATTA RAILWAY.

(i) & (ii) *European and Indian Schools.*

Fees in both European and Indian schools are the same. Fees are charged according to an employe's salary as follows :—

Salary.	Rate of fee.
Under Rs. 40 .. .. .	.. As. 2 each child, limit As. 8.
Rs. 40 and under Rs. 50 .. .. .	.. As. 4 each child, limit Re. 1.
Rs. 50 and under Rs. 60 .. .. .	.. As. 6 each child, limit Re. 1-8-0.
Rs. 60 and under Rs. 70 .. .. .	.. As. 8 each child, limit Rs. 2.
Rs. 70 and under Rs. 80 .. .. .	.. As. 10 each child, limit Rs. 2-8-0.
Rs. 80 and under Rs. 100 .. .. .	.. As. 12 each child, limit Rs. 3.
Rs. 100 and under Rs. 200 .. .. .	.. Re. 1 each child, limit Rs. 4.
Rs. 200 and above .. .. .	.. Re. 1-8-0 each child, limit Rs. 6.

NORTH WESTERN RAILWAY.

(i) *European Schools (Primary).*

Lahore	..	..	The fee ranges from Re. 1 to Rs. 2-8-0 according to standards.
Ghaziabad	..	..	The fee is Rs. 3 for all standards but a reduction of 0-8-0 is allowed for a 2nd child of the same family.
Saharanpur	..	..	The fee charged is according to the parent's salary and ranges from Re. 1 to Rs. 5. For an employe drawing Rs. 60 and under the fee is Re. 1 in the case of the first child, and in the case of each additional child 0-8-0. In all other cases the fee for a 2nd child is Re. 1 less than the fee for the first child.
Kotri	..	..	The fee ranges from Re. 1 to Rs. 2.
Khanpur	..	..	Re. 1-8-0 for all standards.

(ii) *Indian Schools.*

Lahore (Primary)	..	..	Re. 1-8-0 to Rs. 2-8-0.
Sukkur (Middle)	..	..	In this school the 1st Standard is free. From Standard II upwards the fee ranges from annas 2 to Rs. 2-8-0.

In both schools the second and other children pay half fees. Employes on less than Rs. 50 per mensem pay half fees.

Non-Railway children are charged Re. 1 extra.

SOUTH INDIAN RAILWAY.

(i) *European Schools.*

The fees for the children of Railway employes are as follows:—

Standard.	Rate.		
	Rs.	A.	P.
Infants
I
II
III
IV

(ii) *Indian Schools.*

The fees for the children of Railway employes are as follows:—

Standard.	Rate.		
	Rs.	A.	P.
Infants
II
III
IV
V

In both (i) and (ii) non-Railway children are charged the same fees as Railway children.

APPENDIX XIV.

Average annual fee for tuition in European and Indian Schools in 1925-26 by provinces.

Province.	European Schools for Boys.			European Schools for Girls.			Indian Schools for Boys.			Indian Schools for Girls.		
	High Schools.	Middle Schools.	Primary Schools.	High Schools.	Middle Schools.	Primary Schools.	High Schools.	English Middle Schools.	Primary Schools.	High Schools.	English Middle Schools.	Primary Schools.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	41·3	13·9	3·3	46·4	12·7	10·7	26·4	14·3	·41	11·8	7·58	·24
Bombay	82·8	36·2	..	74·9	27·6	..	36·2	22·1	·6	35·01	20·8	·55
Bengal	55·6	..	20·7	49·1	32·1	7·5	23·3	8·7	1·6	33·9	8·3	·23
United Provinces	65·9	55·9	25·0	93·1	50·4	31·03	20·6	16·1	·21	9·6	3·5	·02
Punjab	103·8	58·7	43·2	95·0	23·8	36·4	20·4	10·8	·2	10·8	1·6	·04
Burma.. ..	53·5	37·8	..	45·5	34·8	36·2	27·6	27·1	·3	29·9	26·8	·7
Bihar and Orissa .. ..	..	124·6	37·9	..	99·7	33·02	24·1	9·1	1·0	11·5	5·0	·09
Central Provinces	90·1	62·5	24·6	87·2	44·5	29·1	43·01	15·7	·3	26·7	6·5	·08
Assam	111·3	..	..	..	80·8	..	17·4	10·4	·0004	5·3	·4	·001
Coorg .. ..	..	..	..	..	..	..	15·7	..	·8	13·0	..	0·1
Delhi .. ..	..	..	..	..	..	15·8	18·7	6·7	·05	14·4	..	·9
Ajmer-Merwara	110·8	..	42·2	70·8	..	47·8	20·7	14·7	·6	..	7·2	15·3
Bangalore	51·4	12·2	11·0	41·1	10·1	5·5	17·6	12·6	·3	6·4	..	·9

APPENDIX XV.

Rates of assistance to parents in the payment of fees.

ASSAM BENGAL RAILWAY.

Grants-in-aid are given to European and Anglo-Indian employes according to the scale below and not exceeding half the total fees for ordinary tuition and boarding in any case.

Monthly rate of pay of the parent.				Amount of assistance per child for tuition and boarding.
				Rs.
Rs. 150 and under	..	..	--	16
Rs. 151 to Rs. 250	..	..	--	14
Rs. 251 and over	..	..	..	12

The grants are admissible ordinarily in the case of children between the ages of 6 and 16. In exceptional cases the grant may be continued till the age of 18. The grant is given whether a child attends a hill school or a school in the plains.

BENGAL AND NORTH WESTERN RAILWAY.

Grants-in-aid are allowed to European and Anglo-Indian employes in accordance with the scale below and in no case exceed one half of the amount payable by the employe for tuition and boarding respectively. The charges for tuition are exclusive of all extra charges (*e.g.*, music, dancing, etc.), which extra charges must be wholly paid by the parent.

Monthly rate of salary of the parent.	Children of 10 years and above.			Children under 10 years.		
	Tuition.	Boarding.	Total.	Tuition.	Boarding.	Total.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Rs. 150 and under	5 0 0	12 0 0	17 0 0	2 8 0	12 0 0	14 8 0
Rs. 151 to Rs. 200	4 8 0	10 0 0	14 8 0	2 4 0	10 4 0	12 8 0
Rs. 201 to Rs. 250	4 0 0	8 8 0	12 8 0	2 0 0	8 8 0	10 8 0
Rs. 251 to Rs. 300	3 8 0	7 0 0	10 8 0	1 12 0	6 12 0	8 8 0
Rs. 301 to Rs. 350	3 0 0	5 8 0	8 8 0	1 8 0	5 0 0	6 8 0
Rs. 351 to Rs. 450	Rs. 5 per mensem for each child (irrespective of age) for board and tuition: no grant is admissible for tuition only.					

For the purpose of fixing the rate at which grants-in-aid are paid, pay is assumed as pay *plus* 50 per cent. on account of mileage allowances. Grants are not admissible to children below the age of 8 years and beyond the age of 16 years. If a child passes the Matriculation examination or the High School Final examination before attaining the age of 16 years, the grant-in-aid ceases from the time the examination is passed.

The grants are admissible whether a child attends a hill school or a school in the plains.

No grants-in-aid are made to children below Class V of employes stationed in places where there are railway schools.

Grant-in-aid for tuition only is allowed if an approved school is within reach of a child's home.

BENGAL NAGPUR RAILWAY.

Grants limited to one half of the school fees made up of tuition, boarding, washing and fixed medical fees, or to Rs. 15 per mensem, whichever is less, and further limited to a nine months' course in the year, or Rs. 135 per child per annum, are given for children attending approved hill schools.

The grants are given to employes for their own children and not for relations and wards.

Only children of 8 years and over are eligible for grants.

The grants are not confined to European or Anglo-Indian children, but, so far, no application has been received from Indian employes, "possibly," as the Agent says, "for the reason that there are no suitable Indian schools at hill stations on this side of India."

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Grants-in-aid are made to European and Anglo-Indian employes according to the following scale:—

Monthly rate of salary of the parent.	Children of 10 years and above.			Children under 10 years.		
	Tuition.	Boarding.	Total.	Tuition.	Boarding	Total.
	Ra. a. p.	Ra. a. p.	Ra. a. p.	Rs. a. p.	Ra. a. p.	Ra. a. p.
Ra. 150 and under	5 0 0	12 0 0	17 0 0	2 8 0	12 0 0	14 8 0
Ra. 151 to Ra. 200	4 8 0	10 0 0	14 8 0	2 4 0	10 4 0	12 8 0
Ra. 201 to Ra. 250	4 0 0	8 8 0	12 8 0	2 0 0	8 8 0	10 8 0
Ra. 251 to Ra. 300	3 8 0	7 0 0	10 8 0	1 12 0	6 12 0	8 8 0
Ra. 301 to Ra. 350	3 0 0	5 8 0	8 8 0	1 8 0	5 0 0	6 8 0
Ra. 351 to Ra. 650	Ra. 5 per mensem for each child (irrespective of age) for board and tuition: no grant is admissible for tuition only.					

The grants are not admissible to children below the age of 8 years and beyond the age of 16. The grants are admissible only when the children attend recognised schools in certain places in the hills, *e.g.*, Simla, Mussoorie, and in the plains, *e.g.*, Bombay, Ajmer, Agra, Poona, and reside in places where there is no Railway school within easy reach. Apparently grants for tuition only are admissible even if the school attended is within easy reach of the child's home. Employes, however, are encouraged to send their children to hill schools.

BURMA RAILWAYS.

In the case of European and Anglo-Indian parents drawing Rs. 165 or under, and Asiatic parents drawing Rs. 85 or under, the whole of the children's school fees are paid if they amount to Rs. 1/8 per mensem, and otherwise half their fees (subject to a limit of Rs. 3), whether they attend Railway or outside schools. It is stated that, in view of the low fees for day scholars prevailing in Burma, grants to the higher paid staff are not warranted.

These grants apply both to hill schools and to schools in the plains.

EASTERN BENGAL RAILWAY.

The Railway assists employes in the following way. The Railway recognises certain hill schools as schools to which employes may send children and receive assistance in the payment of fees (boarding and tuition). The schools are divided into three classes :—

- (a) Schools charging boarding and tuition fees of Rs. 39 and below. Such schools are classified as "A" schools.
- (b) Schools charging boarding and tuition fees of Rs. 40 to Rs. 49. These are called "B" schools.
- (c) Schools charging boarding and tuition fees of Rs. 50 and over. These are called "C" schools.

The parents pay in fees a certain percentage of their pay which varies with the number of children they have at school. If their children attend schools in classes 'B' and 'C,' they pay in addition a surcharge which is higher in the case of 'C', than in the case of 'B', and which is less proportionately for two children than for one, and for three children or more than for two. The Railway pays the difference between the parents' share (as calculated according to the following scale) and the actual fees charged for board and tuition, use of books and stationery, games, library, gymnasium, medical attendance, washing.

—	Class A School. Rs. 39 and below.	Class B School. Rs. 40 to Rs. 49.	Class C School. Rs. 50 and over.
One child	7½ per cent. of pay	7½ per cent. + 5	7½ per cent. + 10
Two children	12½ per cent. of pay	12½ per cent. + 9	12½ per cent. + 18
Three children or more ..	15 per cent. of pay	15 per cent. + 12	15 per cent. + 29

N.B.—The pay of the employe for the purpose of assessing the parents' share is calculated on actual emoluments and includes mileage allowance, overtime allowance etc.

Assistance in accordance with the above scale is given as a rule in the case of specified hill schools. But assistance is also given for education in European schools in the plains in special circumstances, and only when children are sent as boarders away from the stations at which their parents are employed.

EAST INDIAN RAILWAY.

No assistance is given to the staff of the old East Indian Railway in the payment of school fees, as the Railway provides a High School (Oakgrove) to which the children of the staff are admitted at reduced fees.

Since the amalgamation of the East Indian and the Oudh and Rohilkhand Railways, employes of the Oudh and Rohilkhand Railway appointed prior to the 31st December 1924 are allowed grants-in-aid which are governed by practically the same rules as those of the North Western and the Eastern Bengal Railways. In the case of the Oudh and Rohilkhand Railway employes mentioned, grants are also admissible if their children attend certain specified schools in the plains (*e.g.* the La Martiniere Schools at Lucknow). Grants are also admissible to children attending certain schools for Indian children.

GREAT INDIAN PENINSULA RAILWAY.

Grant-in-aid is admissible if an employe, European or Indian, is stationed where there is no Railway school or other good school and the child is a boarder at an approved school. For example, no employe stationed at Nagpur (where several good schools are available) is ordinarily eligible for grant. But if a child residing at such a place is sent to a school in a hill station *in the interest of health* under a medical certificate, the employe is eligible for a grant.

The subsidy is given to parents sending their children to schools either in the hills or plains. The amount of the subsidy admissible is 50 per cent. of board and tuition fees up to a maximum of Rs. 15 each child per mensem. The subsidy is not admissible if a child is more than 18 years of age.

MADRAS AND SOUTHERN MAHRATTA RAILWAY.

Grants-in-aid are confined in practice to the children of European and Anglo-Indian employes, and are tenable at 13 European schools, *e.g.* in Madras, Bangalore, Coimbatore, Ootacamund, Bellary, Vizagapatam. They are not confined to hill schools.

Where no Railway school exists, or where education higher than that provided for in the local school is required, an allowance is paid to parents covering from 50 to 70 per cent. of the fees for board and tuition according to the following scale:—

Salary. Rs.			Standards V to VII. Infants and Standards I to IV.			
	Rs.	a. p.	Rs.	a. p.		
150 and under	17	0 0	14	8 0
151 to Rs. 200	14	8 0	12	8 0
201 to Rs. 250	12	8 0	10	8 0
251 to Rs. 300	10	8 0	8	8 0
301 to Rs. 350	8	8 0	6	8 0
351 to Rs. 450	Rs. 5 per mensem for each child (irrespective of age) for board and tuition; no grant is admissible for tuition only.			

The grant ceases when the children reach the age of 16 years or pass the Matriculation or High School, or School Final Examinations.

NORTH WESTERN RAILWAY.

Assistance is given for the education of the children of employes at approved European hill schools on the same basis as that in force on the East Indian (in the case of the old Oudh and Rohilkhand Railway employes) and the Eastern Bengal Railways.

In the case of running staff, the pay of the employes for the purpose of assessing the share of the parents in the payment of fees is assumed to be pay *plus* average overtime or mileage allowances subject to a maximum of 75 per cent. of pay.

ROHILKUND AND KUMAON RAILWAY.

Grants are given to European and Anglo-Indian subordinates towards the education of their children attending approved schools to supplement the following scale of fees payable by the parents :—

Parents on salaries of—	Rs. Per child.
Rs. 150 and under	10
151 to 200	12
201 to 250	14
251 to 300	16
301 to 350	18
351 to 400	20
401 to 450	22
451 to 500	24

The above scales are for board and tuition only, all extra charges, *e.g.*, music, dancing, sundries, etc., being paid wholly by the parent.

SOUTH INDIAN RAILWAY.

Assistance to European employes.

The Company pays (a) boarding fees for 5 children at Stane's School at Coonoor or Coimbatore for 3 years (rates Rs. 26-8-0 to Rs. 30), for 3 children in St. Joseph's European School (Rs. 30), for 8 orphans in Madras Civil Orphan Asylum (Rs. 30); (b) tuition fees (without limit of number) of Rs. 4 in two Schools at Coonoor, for 15 children at Rs. 2 in St. Anthony's Poor European School Madras.

Assistance to Indian employes.

The Company awards :—

- (1) Scholarships to children of employes drawing Rs. 100 or below who are of not less than 10 years of service as follows :—
 - (a) about 100 scholarships tenable in the 1st, 2nd and 3rd forms of High Schools;
 - (b) about 60 scholarships tenable in the 4th, 5th and 6th forms of High Schools.
- (2) Scholarships to children of employes on Rs. 50 or below tenable in Intermediate or B. A. classes of colleges.

The scholarships are limited to one half of the school (or college) fees.

APPENDIX XVI.

Statement showing the total number of children of European and Anglo-Indian employes of each Railway at hill schools in respect of whom the Railways give assistance and the number of children classified according to their parents' salaries.

Railway.	Total No. of children.	Number of children whose parents draw—									
		Below Rs. 20	Ra. 20—150	Ra. 151—249	Ra. 250—299	Ra. 300—349	Ra. 350—399	Ra. 400—449	Ra. 450—500	Over Rs. 500	
Assam Bengal	34	..	..	3	2	1	10	3	11	4
Bengal Nagpur	135	..	6	7	7	16	12	7	35	45	
Bengal and North Western ..	*	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	98	..	..	2	4	6	8	28	38	12
Burma .. ..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	279	..	5	90	10	44	15	31	50	34	
East Indian	169	..	2	16	7	17	36	34	28	29	
Great Indian Peninsula	207	..	4	3	7	31	66	14	28	56	
Madras and Southern Mahratta.	0	..	..	..	..	..	..	..	..	0
North Western	588†	..	36	17	18	96	155	120	70	76	
Rohilkund and Kumaon	5	..	..	4	..	..	..	1	..	..
South Indian	71‡	..	21	16	9	15	1	..	8	1	
Total	1,536		74	158	64	226	303	238	266	257	

* Figure not available.

† This figure is probably an understatement.

‡ Approximate figure.

APPENDIX XVII.

GRANT-IN-AID RULES OF THE RAILWAYS FOR GRANTS TO NON-RAILWAY SCHOOLS.

ASSAM BENGAL RAILWAY.

No grants-in-aid are given to non-railway schools for Europeans and Anglo-Indians, assistance being given to the parents in the form of subsidies.

A small amount (about Rs. 900) is given to non-railway schools for Indians. These grants are said to be paid to the school authorities "at a fixed rate". It is stated that on receipt of an application for assistance inquiries are made as to the benefit to be derived from the school by Railway employes, and, if it is found that the school is well patronized and a railway school does not exist at the place, a small grant is given.

BENGAL AND NORTH WESTERN RAILWAY.

The Bengal and North Western Railway does not give grants-in-aid to non-railway schools for Europeans and Anglo-Indians.

Six schools for Indians are given grants-in-aid amounting in all to Rs. 1,380 per annum. Of these, five receive a capitation grant at the rate of 0-8-0 per Railway child per month subject to a maximum in two cases. The other two schools receive a fixed grant per mensem. The determining factor in giving grants-in-aid is whether or not the children of railway employes receive educational benefits from the school in question which cannot be received from a railway educational institution. It is interesting to note that two of these schools are controlled by the General Committee of the Railway although they are not termed Railway schools.

BENGAL NAGPUR RAILWAY.

The Agent represents that there is no fixed principle of grant-in-aid. Grants are given more or less in proportion to the number of children of the Railway attending the schools.

There are eleven non-railway schools for Europeans and Anglo-Indians receiving grants-in-aid from the Railway which amount in all to over Rs. 4,000 per annum. Of these, 10 receive a fixed grant based on the number of Bengal Nagpur Railway children attending these schools, and it is stated in the case of two of these schools that the grant is calculated at the rate of Rs. 2 per child per mensem. The remaining school is given a monthly grant calculated on the same basis as that applicable to Railway schools proper—that is according to the following scale:—

		Monthly grant.		
		Rs. a. p.		
For each of the first 5 children	4	0 0
For each of the next 20	3	0 0
For each child over 25	1	8 0

Two non-railway schools for Indians receive grants-in-aid amounting in all to Rs. 894 per annum. Of these, one is a Municipal school, and the Railway

contributes a fixed annual grant to the funds of the Municipality which in turn provides education for the children of Railway employes. The other school receives a grant based on the number of Bengal Nagpur Railway children attending the school. This is a fixed grant, but the basis on which it is calculated is not stated.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Grants-in-aid are stated to be based on the (a) total expenditure of a school, (b) total receipts of a school, (c) number of railway children attending a school.

BURMA RAILWAYS.

No grants-in-aid are given to non-railway schools, whether for Europeans and Anglo-Indians or for Indians.

EASTERN BENGAL RAILWAY.

Grants are either capitation grants or fixed lump sums. In the case of the lump sum grants, it is stated that they are "necessary, as without them it would not be possible to balance receipts with expenditure". According to the rules, European day schools are given grants at the rate of Rs. 2 per child per mensem.

In the case of non-railway schools for Indians, capitation grants are given at the rate of 0-8-0 per child per mensem. This is sometimes increased to 0-12-0 or Re. 1 when circumstances justify the increased grant.

EAST INDIAN RAILWAY.

According to the rules, grants for European schools are calculated at a rate of Rs. 2 to Rs. 3 per child per mensem subject to a limit according to the financial position of the school and the amount available for distribution, but in no case is it more than Rs. 80 per mensem given. This limit, however, is not always observed.

In the case of non-railway schools for Indians, a capitation grant is given at the rate of 0-8-0 per child per mensem. But this limit is not always observed.

GREAT INDIAN PENINSULA RAILWAY.

It is represented that, in awarding grants, the number of railway children is taken into account, but that there, is no fixed basis on which grants are sanctioned. Grants are usually made as a fixed grant per annum or a grant per child attending per mensem.

A capitation grant of 0-8-0 per child per mensem is given to non-railway schools for Europeans and Anglo-Indians. In the case of two schools, however, this is increased to Rs. 2 per mensem per child and in the case of one school to Rs. 1-8-0 per mensem per child.

A capitation grant of 0-8-0 per child per mensem is given to non-railway schools for Indians.

MADRAS AND SOUTHERN MAHRATTA RAILWAY.

According to the rules, grants are made on one or more of the following conditions :—

- (a) that a school is not provided by the Company ;
- (b) that a Railway school is unable to accommodate all the children of railway employes, provided that in both (a) and (b) the educational facilities in the neighbourhood are so limited that outside schools have insufficient accommodation for the children of railway employes and that consequently a grant-in-aid is necessary to enable such school or schools to afford accommodation for the children of railway employes ;
- (c) that the parents whose children have satisfactorily completed in a railway school the course taught there desire that their children shall continue their education to a higher standard. In such cases a grant-in-aid may be made on account of children up to, but not exceeding, 16 years of age.

According to the rules, grants are given at a rate ranging from Re. 1 to Rs. 2-8-0 per child, and in no case must the grant exceed Rs. 100 per annum. Grants are not however given on this basis in all cases, and lump sum grants are in some cases given.

NORTH WESTERN RAILWAY.

The Agent represents that grants are sanctioned on the recommendation of " School authorities " or of local Railway officers. Grants are in some cases capitation grants and in other cases lump sum grants. The capitation grants vary from Rs. 2 to Rs. 5 per mensem in the case of European schools, and from Re. 1 to Rs. 2 per mensem in the case of Indian schools. In the case of some European schools a monthly conveyance allowance is given in addition.

The following statement shows the rates of grant-in-aid to non-railway schools :—

(a) EUROPEAN AND ANGLO-INDIAN SCHOOLS.

1. Station School, Ambala ..	..	Rs. 4 per child p. m. (Maximum Rs. 40).
2. Station School, Ferozepur ..	..	Rs. 2 per child p. m.
3. Grammar School, Karachi ..	..	Rs. 100 p. m. (fixed) <i>plus</i> Rs. 50 conveyance allowance.
4. St. Joseph's Convent, Karachi ..	..	Rs. 2 per child p. m. (Maximum Rs. 150 p. m.).
5. St. Patrick's School, Karachi ..	..	Rs. 2 per child p. m. (Maximum Rs. 150 p. m.) <i>plus</i> conveyance allowance.
6. St. Mary's School, Kotri ..	..	Rs. 2 per child p. m. (Minimum Rs. 60, maximum Rs. 100) <i>plus</i> conveyance allowance.
7. Convent School, Lahore ..	..	Rs. 2 per child p. m.
8. Cathedral Girls' School, Lahore ..	..	Rs. 2 per child p. m. (Maximum Rs. 60).
9. St. Anthony's School, Lahore ..	..	Rs. 2 per child p. m.
10. Station School, Multan ..	..	Rs. 3 per child p. m. (Maximum Rs. 100 <i>plus</i> Rs. 25 conveyance allowance and Rs. 45 house allowance.

11. St. Mary's School, Multan ..	..	Rs. 2 per child p. m.
12. St. John's Church School, Meerut ..	..	Rs. 2 per child p. m.
*13. Grammar School, Quetta ..	..	Rs. 5 per child p. m. <i>plus</i> Rs. 65 conveyance allowance.
*14. Presentation Convent, Quetta ..	..	Rs. 5 per child p. m.
15. Station School, Rawalpindi ..	..	Rs. 270 p. m. (fixed).
16. Presentation Convent, Rawalpindi ..	..	Rs. 2 per child p. m.
17. Convent School, Sialkot ..	..	Rs. 2 per child p. m. (Maximum Rs. 40.)
18. St. Mary's School, Sukkur ..	..	Rs. 2 per child p. m. <i>plus</i> Rs. 40 conveyance allowance.

(b) INDIAN SCHOOLS.

1. Municipal Primary School, Hyderabad (Sind).	Rs. 1-8-0 per child p. m. (Maximum Rs. 10-8-0.)
2. A. V. M. School, Kalabagh ..	.. Re. 1 per child. (Maximum Rs. 75 per month.)
3. Vernacular School, Loco. Lines, Karachi	Rs. 25 p. m.
4. A. V. M. School, Kalka ..	.. Re. 1 per child p. m.
5. Six Municipal Schools at Kotri ..	.. Rs. 1-8-0 per child p. m.
6. Government Technical School, Lahore	Rs. 2 per child p. m.
7. Kashiram School, Saharanpur ..	.. Rs. 1-8-0 per child p. m. (Minimum Rs. 50, maximum Rs. 80.)
8. Ialamia School, Saharanpur ..	.. Rs. 1-8-0 per child p. m.
9. King Edward's Girls' School, Saharanpur	Rs. 1-8-0 per child p. m. (Maximum Rs. 30.)
10. Railway A. V. School, Samasata ..	.. Rs. 2 per child p. m.
11. Girls' School, Gharibabad (Sukkur) ..	.. Re. 1 per child p. m.

ROHILKUND AND KUMAON RAILWAY.

No grants-in-aid are given to non-railway schools, whether for Europeans and Anglo-Indians or for Indians.

SOUTH INDIAN RAILWAY.

A sum of Rs. 3,960 is expended annually in grants-in-aid to two non-railway schools for Europeans and Anglo-Indians. Of this sum Rs. 3,600 represents the annual grant to St. John's Vestry School, Trichinopoly.

The Agent states that if a non-railway school is given a Government grant and saves the opening of a Railway School, the Railway pays a grant based on the number of Railway children in attendance, a certain minimum number of such children being prescribed.

No grants are given to schools for Indians.

*The grants shewn against these schools are for day scholars. Employees who send their children to these schools as boarders receive assistance from the Railway in the payment of fees in accordance with the rules governing such assistance.

APPENDIX XVIII.

Grants-in-aid given by Railways to Non-Railway Schools for Europeans and Anglo-Indians during 1925-26.

Railway.	School.	Annual grant-in-aid.	
		Rs. A.	Rs. A.
Assam Bengal Railway	No grants-in-aid given .. ..	..
Bengal Nagpur] Rail- way.	Calcutta Boys' School	18 0	
	Calcutta Girls' School	296 0	
	St. Aloysius School, Howrah	600 0	
	St. Francis de Sales' School, Nagpur	300 0	
	St. Joseph's Convent, Nagpur	300 0	
	Bishop Cotton School, Nagpur	1,584 0	
	St. Aloysius' H. E. School, Vizagapatam	300 0	
	St. Aloysius' School, Jubbulpore	150 0	
	Christ Church School, Jubbulpore	300 0	
	St. Joseph's Girls' School, Waltair	300 0	
St. Joseph's Convent, Kamptee	240 0	4,388 0	
Bengal and North- Western Railway.	No grants-in-aid given .. ..	..
Bombay, Baroda [and Central India Rail- way.	Convent School, Mhow	165 0	
	Bombay Educational Society and Indo- British Institution.	288 0	
	Abu High School, Mt. Abu	3,500 0	3,953 0
Burma Railways ..	No grants-in-aid given .. ..	..
Eastern Bengal Rail- way.	St. Paul's School, Calcutta	2,410 0	
	Loretto Day School, Sealdah	2,208 0	
	St. Thomas' School, Calcutta	324 0	

Railway.	School.	Annual grant-in-aid.	
		Rs. A.	Rs. A.
Eastern Bengal Railway— <i>contd.</i>	Calcutta Boys' School	130	0
	Calcutta Girls' School	200	0
	St. Xavier's School, Dacca	528	0
East Indian Railway	Calcutta Boys' School	480	0
	Calcutta Girls' School	480	0
	St. Thomas' School, Howrah	960	0
	St. Agnes' & St. Elizabeth's Schools, Howrah.	840	0
	St. Aloysius' School, Howrah	840	0
	Colvin School, Allahabad	600	0
	Ghaziabad School	450	0
	St. Aloysius' School, Jubbulpore	300	0
	McConaghey School, Lucknow	600	0
	St. Francis' School, Lucknow	360	0
Great Indian Penin- sula Railway.	St. Joseph's School, Sholapur	109	0
	St. Joseph's Convent, Nagpur	4	0
	St. Francis de Sales' School, Nagpur	86	8
	St. George's High School, Agra	84	0
	St. Aloysius' School, Jubbulpore	276	0
	St. Joseph's School, Igatpuri	103	8
	Roman Catholic School, Lonavla	81	0
	St. Joseph's Convent, Harda	115	0
	St. Joseph's Convent, Khandwa	85	8
	Roman Catholic School, Badnera	140	0
St. Joseph's Convent, Jubbulpore	71	8	
Convent School, Igatpuri	2	8	
			5,800 0
			5,910 0

Railway.	School.	Annual grant-in-aid.	
		Rs. A.	Rs. A.
Great Indian Peninsula Railway— <i>contd.</i>	Bombay Education Society, Byonla ..	2,630	0
	Mission School, Bhusaval	180	0
	Christ Church High School, Jubbulpore	2,500	0
	Bishop Cotton High School, Nagpur ..	322	8
	Convent School, Raichur	600	0
Madras and Southern Mahratta Railway.	Presentation Convent, Royapuram ..	1,350	0
	Civil Orphan Asylum, Madras ..	4,907	0
	Atkinson English School, Bezwada ..	359	0
	St. Mary's Convent School, Hubli ..	100	0
	St. John's A. V. School, Gadag ..	70	0
	St. Paul's and St. Joseph's School, Belgaum.	100	0
	St. Mary's Convent School, Raichur ..	600	0
	Station School, Ambala	472	0
North Western Rail- way.	Station School, Ferozepur	160	0
	Grammar School, Karachi	1,800	0
	St. Joseph's Convent, Karachi	1,328	0
	St. Patrick's School, Karachi	1,656	0
	St. Mary's School, Kotri	1,566	0
	Convent School, Lahore	1,248	0
	Cathedral Girls' School, Lahore ..	366	0
	St. Anthony's School, Lahore	1,160	0
	Convent School, Sialkot .. ..	..	..
	Station School, Multan	1,155	0
	St. Mary's Convent, Multan	2,100	0
	St. John's Church School, Meerut ..	174	0
			7,391 0
			7,486 0

Railway.	School.	Annual grant-in-aid.	
		Rs. A.	Rs. A.
North-Western Railway— <i>contd.</i>	Grammar School, Quetta	5,651	0
	Presentation Convent, Quetta	215	0
	St. Mary's School, Sukkur	876	0
	Station School, Rawalpindi	3,240	0
	Presentation Convent, Rawalpindi	198	0
			23,365 0
Rohilkund and Kumaon Railway.	No grants-in-aid given .. ..	..	..
South Indian Railway	St. Anthony's Poor European School, Madras.	360	0
	St. John's Vestry School, Trichinopoly ..	3,800	0
			3,960 0

APPENDIX XIX.

Grants-in-aid given by Railways to Non-Railway Schools for Indians during 1925-26.

Railway.	School.	Annual grant-in-aid.			
		Rs.	A.	Rs.	A.
Assam Bengal Railway.	Dr. Khashtgir's Girls H. E. School, Chittagong.	600	0	900	0
	Public Primary School, Halong ..	300	0		
Bengal Nagpur Railway.	Municipal School, Gondia	850	0	895	0
	Matiaburj H. E. School, Calcutta ..	45	0		
Bengal and North Western Railway.	Primary School, Gorakhpur	536	0	1,383	0
	Middle School, Narkatiaganj	269	0		
	Middle School, Samastipur	260	0		
	Boys' and Girls' School, Samastipur ..	84	0		
	Mission School, Gonda	17	0		
	Mokamehghat High School	217	0		
Bombay, Baroda and Central India Railway.	Mhow Cantonment School	900	0	3,000	0
	Arya Samaj Kanya Patshala, Bandikui	300	0		
	Dayanand Ashram School, Ajmer ..	1,200	0		
	Deccani School, Ajmer	240	0		
	Bengali School, Ajmer	360	0		
Burma Railways ..	No grants-in-aid given.				
Eastern Bengal Railway.	Harnett H. E. School, Kanchrapara ..	2,068	5		
	Saidpur H. E. School	1,736	2		
	Lalmonirhat H. E. School	797	14		
	Paksey H. E. School	900	10		
	Goalundo H. E. School	271	0		

Railway.	School.	Annual grant-in-aid.	
		Rs. A.	Rs. A.
Eastern Bengal Railway—contd.	Siliguri H. E. School	68	11
	Katihar H. E. School	67	0
	Sara Marwari H. E. School	303	7
	Naihaty Mohendra H. E. School	436	12
	Khanjanpur H. E. School	37	9
	Sukanpukar H. E. School	30	6
	Sonatola H. E. School	76	7
	Sodepur H. E. School	146	14
	Majdia Railbagan H. E. School	144	6
	Bell M. E. Parbalipur School	312	11
	Damukdia M. E. School	138	8
	Santahar H. E. School	325	14
	Manihari H. E. School	97	0
	Kaunia H. E. School	49	8
	Katihar H. E. School	363	0
	Fulchari H. E. School	210	1
	Bonarpara T. S. M. M. E. School	218	0
	Katdah M. E. School	39	10
	Shomesapur M. E. School	12	8
	Ratandia M. E. School	65	0
	Kahaloo M. E. School	39	11
	Gabtali M. E. School	23	11
	Urban Girls' School, Rajbari	29	9
Nilohil N. Girls' School, Parbatapur	164	11	
Sara Girls' School, Pabna	13	1	

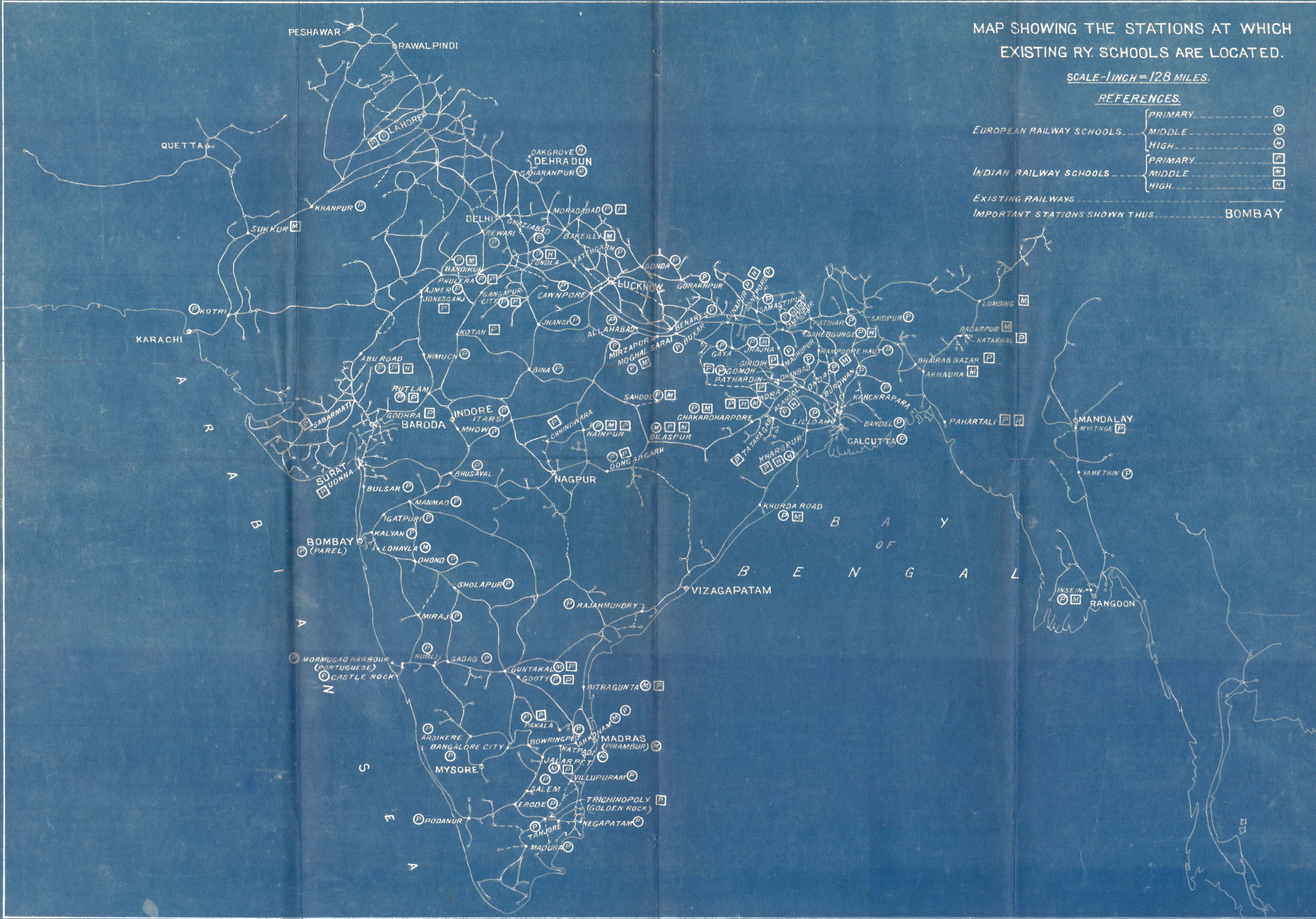
Railway.	School.	Annual grant-in-aid.		
		Rs. A.	Rs. A.	
Eastern Bengal Railway—concl'd.	Sarala Girls' School, Domar, Rungpur ..	5	11	11,497 3
	Saidpur Girls' School	278	0	
	Katihar Girls' School	197	8	
	Lalmonirhat Girls' School	169	0	
	Fulchhari Girls' School	94	0	
	Bunarpara Girls' School	36	0	
	Santahar Infant Girls' School.. ..	154	10	
	Siliguri Girls' School.. ..	43	8	
	Goalundo Primary, Fakirabad	235	8	
	Vernaoular Infants' School, Rajbati	253	0	
	Raja Suryya K. Institution	86	13	
	Khulna Infant Inetituton	269	8	
	Bhabanath Institute, Rahara	37	8	
	Ghola U. P.	49	12	
	Sara Rajar Bazar J. M. Pathsala	130	0	
	Bheramara Ch. J. K. Instt.	39	15	
	Badiakhali Rd. Primary School	22	8	
	Beniatola U. P.	196	8	
East Indiah ..	Hoogly H. E., Bengal	180	0	
	Nalhati H. E., Bengal	180	0	
	Raniganj H. E., Bengal	300	0	
	Dhanbad H. E., Bihar and Orissa	840	0	
	Madhupur H. E., Bihar and Orissa	228	0	
	Giridih H. E., Bihar and Orissa	480	0	
	Rampur Haut H. E., Bengal	342	0	

MAP SHOWING THE STATIONS AT WHICH
EXISTING RY. SCHOOLS ARE LOCATED.

SCALE - 1 INCH = 128 MILES.

REFERENCES.

EUROPEAN RAILWAY SCHOOLS	PRIMARY	(P)
	MIDDLE	(M)
	HIGH	(H)
INDIAN RAILWAY SCHOOLS	PRIMARY	(F)
	MIDDLE	(M)
	HIGH	(H)
EXISTING RAILWAYS	-----	
IMPORTANT STATIONS SHOWN THUS	----- BOMBAY	



Railway.	School.	Annual grants-in-aid.	
		Rs. A.	Rs. A.
East Indian— <i>contd.</i>	Rampur Haut, Union H. E., Bengal ..	282	0
	Mokamejh Ghat H. E., Bihar and Orissa ..	1,640	0 †
	Ghaziabad H. E., United Provinces ..	195	0
	Cawnpore Kanyakubja High, United Provinces.	600	0
	Mokameh M. E., Bihar and Orissa ..	240	0
	Sainthia M. E., Bengal	66	0
	Bally U. P., Bengal	540	0
	Asansol U. P., Bengal	240	0
	Asansol Girls L. P., Bengal	300	0
	Sahebgunge L. P., Bihar and Orissa ..	198	0
	Jamalpur Girls L. P., Bihar and Orissa ..	300	0
	Bhagalpur Girls L. P., Bihar and Orissa ..	120	0
	Colgong Girls L. P., Bihar and Orissa ..	120	0
	Tundla, Girls, United Provinces ..	240	0
	Lucknow Queen's Anglo-Sanskrit, United Provinces.	600	0 *
	Lucknow Kanyakubja College, United Provinces.	480	0 *
	Lucknow Mahila Vidyalaya, United Provinces.	120	0
Lucknow Kanya Pathshala, United Provinces.	360	0	
Lucknow Boys' Anglo-Bengali, United Provinces.	180	0	
			9,371 0

* Towards assistance to parents.

† Includes a special grant of Rs. 950.

Railway.	School.	Annual grant-in-aid.	
		Rs. A.	Rs. A.
Great Indian Peninsula Railway.	C. C. Society, A. V. School, Igatpuri --	240	0
	A. V. School, Bhusawal	2,000	0
	Garhiya Phatak Mission School, Jhansi	1,200	0
	Bhintodi School, Dhond	316	0
	Parsi School, Igatpuri	300	0
	New Municipal School, Igatpuri ..	500	0
	Mission School, Bhusawal	180	0
	Notified Area School, Bina Etwa ..	720	0
	A. V. School, Manmad	739	0
	Zoroastrian School, Jhansi	600	0
	Marathi School, Jhansi	240	0
Saraswati Hindu School, Jhansi ..	360	0	
			7,895
Madras and Southern Mahratta Railway.	Muhammadan School, Hubli	180	0
	Mahrathi Boys' School, Hubli ..	80	0
	" Girl's " "	31	0
			291
North Western Railway.	Municipal Primary School, Hyderabad	126	0
	A. V. M. School, Kalabagh	712	0
	V. School, Loco Line, Karachi ..	300	0
	A. V. M. School, Kalka	473	0
	Six Indian Schools at Kotri	1,303	8
	Government Technical School, Lahore ..	4,756	0
	Kashiram School, Saharanpur	514	0
Islamia School, Saharanpur	805	8	

Railway.	School.	Annual grants-in-aid.	
		Rs. A.	Rs. A
North Western Railway.— <i>concl.</i>	King Edward's Girls School, Saharanpur	195 0	10,399 6
	A. V. School, Samasata	953 6	
	Gharibabad Girls School, Sukkur ..	261 0	
Rohilkund and Kumaon Railway.	No grants-in-aid given		
South Indian Railway	"		

APPENDIX XX.

RULES FOR SCHOLARSHIPS FOR PUPILS OF THE EAST INDIAN RAILWAY SCHOOL
AT OAKGROVE, MUSSOORIE.*Boys' Department.*

1. Two of Rs. 300 each per annum, tenable for two years at any approved Technical School or College, or in any of the East Indian or North Western Railway workshops or departments, to boys passing the Senior Cambridge Local Examination from Oakgrove.

2. One of Rs. 300 per annum, tenable for two years at any University or Training College, to a boy passing the Senior Cambridge Local Examination with Honours from Oakgrove.

3. Two of Rs. 150 each per annum, tenable for two years in any East Indian or North Western Railway workshop or department to *ex*-pupils of the school who pass the examination for apprentices sufficiently high to be eligible for one of the appointments offered, provided they have already passed the Junior Cambridge Local Examination.

4. Two of Rs. 150 each per annum, tenable for two years at Oakgrove School, to the boys passing highest in the Junior Cambridge Local Examination and remaining at school to pursue their studies.

5. Three of Rs. 100 each per annum, tenable for two years at Oakgrove School, to the boys passing highest in the Preliminary Cambridge Local Examination.

6. Four of Rs. 75 each per annum, tenable for three years at Oakgrove Senior Boys' School, to boys not more than eleven years of age on 31st December. The awards to be decided by the results of the Half-yearly Examination of the following session.

7. One of Rs. 100 per annum, tenable for two years at Oakgrove School to the boy who passes best in Urdu in the Junior Cambridge Local Examination amongst those who are not awarded scholarships under item 4.

8. One of Rs. 50 per annum, tenable for two years at Oakgrove School, to the boy who passes best in Urdu in the Preliminary Cambridge Local Examination amongst those who are not awarded scholarships under item 5.

Girls' Department.

9. Two of Rs. 200 each per annum, tenable for two years at any approved Medical, Training or University College, to girls passing the Senior Cambridge Local Examination from Oakgrove.

10. One of Rs. 200 per annum, tenable for two years at Oakgrove School, to a girl passing the Senior Cambridge Local Examination and remaining at the school to obtain higher qualifications in Music or to take Commercial subjects.

11. Two of Rs. 150 each per annum, tenable for two years at Oakgrove School, to the girls passing highest in the Junior Cambridge Local Examination and remaining at the school to pursue their studies.

12. Three of Rs. 100 each per annum, tenable for two years at Oakgrove School, to the girls passing highest in the Preliminary Cambridge Local Examination.

13. Four of Rs. 75 each per annum, tenable at the Oakgrove Senior Girls' School, to girls not more than eleven years of age on the 31st December. The awards to be decided on the results of the Half-yearly Examination of the following session.

14. One of Rs. 150 per annum, tenable for two years, to the girl who qualifies best in Music in the Higher Local or Senior grades. This scholarship is tenable at Oakgrove and elsewhere. The successful pupil will be required to obtain the approval of the Governors to the course of work which she pursues each year.

15. One of Rs. 100 per annum, tenable for two years at Oakgrove School, to the girl who qualifies best in Music in the Junior or Intermediate grades.

16. One of Rs. 50 per annum, tenable for two years at Oakgrove School, to the girl who qualifies best in Music in the Preparatory grade.

APPENDIX XXI.

SUMMARY OF EXPENDITURE FROM RAILWAY FUNDS ON EDUCATION 1925-26.

Europeans and Anglo-Indians.

Railway.	Recurring expenditure.								Non-Recurring expenditure.			Total recurring and non-recurring expenditure.
	Grants to Railway schools.	Grants in aid to non-Railway schools.	Assistance to parents in payment of fees.	Scholarships.	Transportation.	Provident fund and gratuities to teachers at Railway schools.	Maintenance and equipment of school buildings and hostels.	Total.	Railway schools.	Non-Railway schools.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal Railway ..	..	..	10,322	..	6,940	..	..	17,262	..	..	..	17,262
Bengal Nagpur Railway ..	28,689	4,388	15,178	..	44,919	4,237	1,316	98,727	17,427	..	17,427	1,16,154
Bengal and North Western Railway.	7,002	..	3,530	..	4,453	849	40	15,874	40	..	40	15,914
Bombay, Baroda and Central India Railway.	23,262	3,953	9,588	..	17,773	3,280	1,018	53,874	..	..	..	58,874
Burma Railways ..	2,084	..	580	..	2,777	745	708	6,894	..	..	..	6,894
Eastern Bengal Railway ..	7,174	5,800	62,250	..	18,378	1,774	436	95,812	170	..	170	95,982
East Indian Railway ..	1,74,321	5,910	38,110	5,000	1,03,891	14,697	23,354	3,65,283	69,497	..	69,497	4,34,780
Great Indian Peninsula Railway.	37,284	7,391	50,702	..	44,908	5,357	..	1,45,642	..	..	..	1,45,642
Madras and Southern Mahratta Railway.	48,639	7,486	2,401	..	15,706	7,092	814	82,138	87	..	87	82,225
North Western Railway ..	8,672	23,365	87,067	5,000	82,673	1,188	6,760	2,14,725	..	..	..	2,14,725
Rohilkund and Kumaon Railway.	..	..	3,252	..	876	..	..	4,128	..	..	..	4,128
South Indian Railway ..	22,701	3,960	7,312	..	10,367	2,397	623	47,360	7,873	..	7,873	55,233
Total ..	3,59,828	62,253	2,90,291	10,000	3,53,661	41,616	35,069	11,52,719	95,094	..	94,094	12,47,813

APPENDIX XXII.

SUMMARY OF EXPENDITURE FROM RAILWAY FUNDS BY RAILWAYS ON EDUCATION 1925-26.

Indians.

Railway.	Recurring expenditure.							Non-Recurring expenditure.			Total recurring and non-recurring expenditure.	
	Grants to Railway schools.	Grants-in-aid to non-Railway schools.	Assistance to parents in payment of fees.	Scholarships.	Transportation.	Provident fund and gratuities to teachers at Railway schools.	Maintenance and equipment of school buildings and hostels.	Total.	Railway schools.	Non-Railway schools.		Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal Railway ..	10,897	900	..	..	3,840	1,153	384	17,174	1,244	..	1,244	18,418
Bengal Nagpur Railway ..	31,014	894	..	..	29,500	5,490	863	67,761	27,323	..	27,323	95,084
Bengal and North Western Railway.	..	1,380	..	..	6,170	..	..	7,550	..	435	435	7,985
Bombay, Baroda and Central India Railway.	24,608	3,094	..	..	2,215	2,608	1,595	34,120	..	..	..	34,120
Burma Railways ..	4,194	..	7,830	..	14,948	1,525	199	29,746	..	..	..	29,746
Eastern Bengal Railway ..	..	11,487	..	..	7,325	..	..	18,812	..	..	..	18,812
East Indian ..	98,615	8,291	1,080	..	27,901	8,502	1,240	75,629	3,693	..	3,693	79,322
Great Indian Peninsula Railway.	..	8,581	7,341	..	15,396	..	..	31,318	..	..	..	31,318
Madras and Southern Mahratta Railway.	12,510	291	..	..	17,123	1,294	228	31,446	573	..	573	32,019
North-Western Railway ..	7,495	10,321	120	..	54,365	519	..	72,720	..	..	..	72,720
Rohilkund and Kumaon Railway.	..	..	..	1,800	402	..	..	2,202	..	..	..	2,202
South Indian Railway ..	501	..	2,669	..	6,044	28	..	9,342	144	..	144	9,386
Total ..	1,18,834	45,139	19,090	1,600	1,85,229	21,119	4,509	3,96,720	32,977	435	33,412	4,30,132

APPENDIX XXIII.

Total non-recurring expenditure on Railway schools from all sources to the end of 1925-26.

Railway.	European Schools.						Indian Schools.						Total for European and Indian Schools.
	Railway Funds.				Government grant.	Total.	Railway Funds.				Government grant.	Total.	
	Fine fund.	Revenue.	Capital.	Other sources.			Fine fund.	Revenue.	Capital.	Other sources.			
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Assam Bengal ..	..	..	..	..	..	..	..	..	75,662	..	..	75,662	75,662
Bengal Nagpur ..	..	3,971	2,24,626	..	4,282	2,32,879	18,021	3,107	1,03,483	..	11,280	1,35,891	3,68,770
Bengal and North Western.	..	..	52,892	..	..	52,892	..	..	..	..	..	..	52,892
Bombay, Baroda and Central India.	731	1,760	1,25,376	..	1,728	1,29,595	180	..	60,840	..	..	61,020	1,90,615
Burma .. ..	..	..	..	..	..	(a) 26,420	..	..	..	..	..	(a) 43,482	69,902
Eastern Bengal ..	..	..	49,539	..	..	49,539	..	..	..	..	..	..	49,539
East Indian ..	(b) 2,63,829	(c) 74,838	(d) 5,81,331	(e) 4,02,098	(f) 22,456	13,44,552	8,963	7,091	1,74,390	12,070	1,41,092	3,43,606	16,88,158
Great Indian Peninsula	40	..	2,84,645	..	..	2,84,685	..	..	..	..	..	..	2,84,685
Madras and Southern Mahratta.	..	87	1,84,279	..	..	1,84,366	..	573	91,333	..	..	91,906	2,76,272
North Western ..	..	..	69,036	..	..	69,036	949	..	..	445	..	1,394	70,430
Rohilkund and Kumaon	..	..	..	..	..	..	..	..	..	..	..	..	..
South Indian ..	..	..	1,11,623	..	..	1,11,623	..	197	144	..	..	341	1,11,964
Total ..	2,64,600	80,656	16,83,347	4,02,098	28,466	24,85,587	28,113	10,968	5,05,852	12,515	1,52,372	7,53,302	32,38,889

(a) Details of the sources not given.

(b) Spent on Oakgrove School.

(c) Rs. 72,138 spent on Oakgrove School.

(d) Rs. 3,35,408 spent on Oakgrove School.

(e) Rs. 3,85,696 spent on Oakgrove School, including Rs. 2,92,351 from the North Western Railway and Rs. 70,000 from the East Indian Railway Savings Bank.

(f) Rs. 8,680 spent on Oakgrove School.

APPENDIX XXII.

SUMMARY OF EXPENDITURE FROM RAILWAY FUNDS BY RAILWAYS ON EDUCATION 1925-26.

Indians.

Railway.	Recurring expenditure.								Non-Recurring expenditure.			Total recurring and non-recurring expenditure.
	Grants to Railway schools.	Grants-in-aid to non-Railway schools.	Assistance to parents in payment of fees.	Scholarships.	Transportation.	Provident fund and gratuities to teachers at Railway schools.	Maintenance and equipment of school buildings and hostels.	Total.	Railway schools.	Non-Railway schools.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal Railway ..	10,897	900	..	..	3,840	1,153	384	17,174	1,244	..	1,244	18,418
Bengal Nagpur Railway ..	21,014	894	..	..	29,500	5,490	863	67,761	27,323	..	27,323	95,084
Bengal and North Western Railway.	..	1,380	..	..	6,170	..	..	7,550	..	435	435	7,985
Bombay, Baroda and Central India Railway.	24,608	3,094	..	..	2,215	2,608	1,595	34,120	..	..	..	34,120
Burma Railways	4,194	..	7,840	..	14,948	1,525	199	28,746	..	..	..	28,746
Eastern Bengal Railway ..	..	11,487	..	..	7,325	..	..	18,812	..	..	..	18,812
East Indian	28,615	8,291	1,080	..	27,901	8,502	1,240	75,629	3,693	..	3,693	79,322
Great Indian Peninsula Railway.	..	8,581	7,341	..	15,396	..	..	31,318	..	..	..	31,318
Madras and Southern Mahratta Railway.	12,510	291	..	..	17,123	1,294	228	31,446	573	..	573	32,019
North-Western Railway ..	7,495	10,221	120	..	54,365	519	..	72,720	..	..	..	72,720
Rohilkund and Kumaon Railway.	..	..	..	1,800	402	..	..	2,202	..	..	..	2,202
South Indian Railway ..	801	..	2,669	..	6,044	28	..	9,342	144	..	144	9,386
Total ..	1,19,834	45,139	19,090	1,800	1,85,229	21,119	4,509	3,96,720	32,977	435	33,412	4,30,132