

Friday, 19th July, 1957

LOK SABHA DEBATES

Second Series

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SECOND SESSION, 1957

(Vol. III: contains Nos. 1 to 10)

**LOK SABHA SECRETARIAT
NEW DELHI**

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BOB SABHA
ALPHABETICAL LIST OF MEMBERS

‘A’

‘B’

Abdul Latif, Shri (Bijnor).	Badan Singh, Ch. (Bisauli).
Achali Singh, Seth (Agra).	Bagdi, Shri Maganlal (Hoshangabad).
Achar, Shri K. R. (Mangalore).	Bahadur Singh, Shri (Ludhiana— Reserved—Sch. Castes).
Achint Ram, Lala (Patiala).	Bajaj, Shri Kamalnayan Jammalal (Wardha).
Agadi, Shri Sangappa Andanappa (Koppal).	Bakliwal, Shri Mohanlal (Durg).
Agrawal, Shri Manakbhai (Mandu- sur).	Balakrishnan, Shri S. C. (Dindigul— Reserved—Sch. Castes).
Alit Singh, Shri (Bhatinda—Reserved —Sch. Castes).	Baldev Singh, Sardar (Hoshiarpur).
Alva, Shri Joachim (Kanara).	Balmiki, Shri Kanhaiya Lal (Buland- shahr—Reserved—Sch. Castes).
Ambalam, Shri P. Subbiah (Rama- nathapuram).	Banerjee, Shri Santosh Kumar (Cooch-Behar).
Amjad Ali, Shri (Dhubri).	Banerjee, Shri "Pramathanath (Contai).
Amjanappa, Shri B. (Nellore— Reserved—Sch. Castes).	Banerjee, Shri S. M. (Kanpur).
Anthony, Shri Frank (Nominated— Anglo-Indians).	Banerji, Shri Pulin Behari, (Luck- now).
Arumugham, Shri R. S. (Srivilli- puthur—Reserved—Sch. Castes).	Banerji, Dr. Ram Goti (Bankura).
Arumugham, Shri S. R. (Namakkal— Reserved—Sch. Castes).	Bangshi Thakur, Shri (Tripura— Reserved—Sch. Tribes).
Ashanna, Shri K. (Adilabad).	Barman, Shri Upendranath (Cooch- Behar—Reserved—Sch. Castes).
Assar, Shri Premji R. (Ratnagiri).	Barrow, Shri A. E. T. (Nominated— Anglo-Indians).
Atchamamba, Dr. Komaraju (Vijaya- vada).	Barua, Shri Hem (Gauhati).
Awasthi, Shri Jagdish (Bilhaur).	Barupal, Shri Panna Lal (Bikaner— Reserved—Sch. Castes).
Ayyakannu, Shri M. (Nagapattinam— Reserved—Sch. Castes).	Basappa, Shri C. R. (Tiptur).
Ayyangar, Shri M. Ananthasayanam (Chittoor).	Basumatari, Shri Dharanidhar (Gos- para—Reserved—Sch. Tribes).
Asad, Maulana Abul Kalam (Gurgaon).	

'B'—contd.

Beck, Shri Ignace (Lohardaga).
 Bhadoria, Shri Arjun Singh (Etawah).
 Bhagat, Shri Baliram (Shahabad).
 Bhagavati, Shri Bijoy Chandra (Darrang).
 Bhakt Darshan, Shri (Garhwal).
 Bhanja Deo, Shri Laxmi Narayan (Keonjhar).
 Bhargava, Pt. Mukat Behari Lal (Ajmer).
 Bhargava, Pt. Thakur Das (Hissar).
 Bharucha, Shri Naushir Cursetji (East Khandesh).
 Bhatkar, Shri Laxmanyaoji Shrawanji (Akola—Reserved—Sch. Castes).
 Bhattacharyya, Shri Chapala Kanta (West Dinajpur).
 Bhogji Bhai Shri P. B. Banswara—Reserved—Sch. Tribes).
 Bholi Sardar, Shri (Saharsa—Reserved—Sch. Castes).
 Bidari, Shri Ramappa Balappa (Bijapur South).
 Birbal Singh, Shri (Jaunpur).
 Birendra Bahadur Singhji, Shri (Raipur).
 Borooah, Shri Prafulla Chandra (Sibsagar).
 Bose, Shri P. C. (Dhanbad).
 Brahm Prakash, Shri (Delhi Sadar).
 Brajeshwar Prashad, Shri (Gaya).
 Braj Raj Singh, Shri (Firozabad).
 Brij Narayan, Brijesh, Pandit (Shivpuri).

'C'

Chakravarthy, (Shrimati Renu (Basirhat).
 Chanda, Shri Anil Kumar (Birbhum).

'C'—contd.

Chandak, Shri Bhikulal Lakhmichand
 Chandra Shankar, Shri (Broach).
 Chandramani, Kalo Shri (Sundargarh).
 Chaturvedi, Shri Rohanlal (Etah).
 Chaudhuri, Shri Tridib Kumar (Berhampore).
 Chavhan, Shri D. R. (Karad).
 Chawda, Shri Akbar (Banaskantha).
 Chettiar, Shri R. Ramanathan (Pudukkottai).
 Choudhry, Shri C. L. (Hajipur—Reserved—Sch. Castes).
 Choudhury, Shri Suresh Chandra (Dumka).
 Chuni Lal, Shri (Ambala—Reserved—Sch. Castes).
 'D'
 Damani, Shri Surajratan Fatehchand (Jalore).
 Damar, Shri Amar Singh (Jhabua—Reserved—Sch. Tribes).
 Dange, Shri Shripad Amrit (Bombay City Central).
 Dasappa, Shri H. C. (Bangalore).
 Dasaratha Deb, Shri (Tripura).
 Das, Shri Kamal Krishna (Birbhum—Reserved—Sch. Castes).
 Das, Dr. Mono Mohan (Asansol—Reserved—Sch. Castes).
 Das, Shri Nayantara (Monghyr—Reserved—Sch. Castes).
 Das, Shri Ramdhani (Nawada—Reserved—Sch. Castes).
 Das, Shri Shree Narayan (Darbhanga).
 Dasgupta, Shri Bibhuti Bhushan (Purulia).
 Datar, Shri Balwant Nagaria (Belgaum).
 Daulta, Shri Pratap Singh (Jhajjar).

D—contd.

Deb, Shri Narasingha Malla Ugal Sanda (Midnapur).
 Deb, Shri P. G. (Angul).
 Deo, Shri Pratap Keshari (Kala-handi).
 Deo, Shri Shanker (Gulbarga—Reserved—Sch. Castes).
 Desai, Shri Morarji R. (Surat).
 Deshmukh, Shri K. G. (Ramtek).
 Deshmukh, Dr. Panjabrao S. (Amravati).
 Dhanagar, Shri Banshi Das (Mainpuri).
 Dharmalingam, Shri R. (Tiruvannamalai).
 Dige, Shri Shankarrao Khanderao (Kolhapur—Reserved—Sch. Castes).
 Dindod, Shri Jaljibhai Koyabhai (Dohad—Reserved—Sch Tribes).
 Dinesh Singh, Shri (Banda).
 Dora, Shri Dippala Suri (Parvathipuram).
 Drohar, Shri Shivadin (Hardoi—Reserved—Sch Castes).
 Dube, Shri Mulchand (Farrukhabad).
 Dubliah, Shri Vishnu Sharan (Sardhana).
 Dwivedi, Shri M. L. (Hamirpur).
 Dwivedy, Shri Surendranath (Kendrapara).

E

Echaran, Shri V. Iyyan (Palghat).
 Elayaperumal, Shri L. (Chidambaram—Reserved—Sch Castes).
 Elias, Shri Muhammed (Howrah).

G

Gaekwad, Shri Fatesinghrao Pratapsinhrao (Baroda).
 Gaekwad, Shri Bhauraao Krishnarao (Nasik).

G — contd.

Ganapathy, Shri T. (Trichendur).
 Gandhi, Shri Feroze (Rai Bareli).
 Gandhi, Shri Maneklal Maganlal (Panchmahals).
 Ganga Devi, Shrimati (Unnao—Reserved—Sch Castes).
 Ganpati Ram, Shri (Jaunpur—Reserved—Sch Castes).
 Gautam, Shri Chintaman Dhivruji (Balaghat).
 Ghodasar, Thakor Shri Fatehsinhji Ratansinhji.
 Ghosal, Shri Aurobindo (Uluberia).
 Ghose, Shri Bimal Coomar (Barrackpore).
 Ghose, Shri Subiman (Burdwan).
 Ghosh, Shri Atulya (Asansol).
 Ghosh, Shri Mohmdra Kumar (Jamshedpur).
 Godsora, Shri Sambhu Charan (Singhbhum—Reserved—Sch Tribes).
 Gohain, Shri Chowkhamoon (Nominated—Assam Tribal Areas).
 Gohokar, Dr Deorao Yeshwantrao (Yeotmal).
 Gopalan, Shri Ayillath Kuttieri (Kasergod).
 Goray, Shri Narayan Ganesh (Poona).
 Gounder, Shri N. P. Shanmuga (Tindivanam).
 Gounder, Shri A. Doraiswami (Tiruppattur).
 Gounder, Shri K. Periaswami (Karur).
 Govind Das, Seth (Jabalpur).
 Guha, Shri Arun Chandra (Barasat).
 Gupta, Shri Chheda Lal (Hardoi).
 Gupta, Shri Sadhan Chandra (Calcutta—East).

'T'—contd.

T

Hajarnavis, Shri Ramchandra Martand (Bhandara).

Halder, Shri Kansari (Diamond Harbour—Reserved—Sch. Castes).

Harvani, Shri Ansar (Fatehpur).

Hanada, Shri Subodh (Midnapur—Reserved—Sch. Tribes).

Hathi, Shri Jaisukhlal Lal Shanker (Halar).

Hazarika, Shri Jogendra Nath (Dibrugarh).

Heda, Shri H. C. (Nizamabad).

Hukam Singh, Sardar (Bhatinda).

Hynniewta, Shri Hoover (Autonomous Districts—Reserved—Sch. Tribes).

'T'

Imam, Shri J. M. Mohamed (Chitaldrug).

Iqbal Singh, Sardar (Ferozepur).

Iyer, Shri S. Kaswara (Trivandrum).

'Y'

Jadhav, Shri Yadav Narayan (Malegaon).

Jagjivan Ram, Shri (Sasaram—Reserved—Sch. Castes).

Jain, Shri Ajit Prasad (Saharanpur).

Jain, Shri Mool Chand (Kaithal).

Jaipal Singh, Shri (Ranchi West—Reserved—Sch. Tribes).

Jangde, Shri Resham Lal (Bilaspur).

Jadhe, Shri Keshavrao Marutirao (Baramati).

Jena, Shri Kanhu Charan (Balasore—Reserved—Sch. Castes).

Jhunjhunwala, Shri Banarsi Prasad (Bhagalpur).

Jinachandran, Shri M. K. (Telli-chery).

Jogendra Singh, Sardar (Bhauraich).

Jogendra Sen, Shri (Mandi).

Joshi, Shri Anand Chandee (Shahdoi).

Joshi, Shrimati Subhadra (Ambala).

Joshi, Shri Lilaiah (Shajapur).

Jyotishi, Pandit Jwala Prasad (Sagar).

K

Kale, Shrimati Anasuyabai (Nagpur).

Kalika Singh, Shri (Azamgarh).

Kamble, Dr. Devrao Namdevrao Pathrikar (Nanded—Reserved—Sch. Castes).

Kamble, Shri Bapu Chandrasen (Kopargaon).

Kanakasabai, Shri R. Pillai (Chidambaram).

Kanungo, Shri Nityanand (Cuttack).

Kar, Shri Prabhat (Hooghly).

Karmarkar, Shri D. P. (Dharwar North).

Karni Singhji, Shri (Bikaner).

Kasliwal, Shri Nemi Chandra (Kotah).

Katti Shri D. A. (Chitodi).

Kayal, Shri Pareah Nath (Basirhat—Reserved—Sch. Castes).

Kedaria, Shri Chhaganlal Madaribhat (Mandvi—Reserved—Sch. Tribes).

Keshar Kumari, Shrimati (Raipur—Reserved—Sch. Tribes).

Keshava, Shri N. (Bangalore City).

Keskar, Dr. B. V. (Musafirkhana).

Khadilkar, Shri Raghunath Keshav (Ahmednagar).

Khadiwala, Shri Kanhaiyalal (Indore).

Khan, Shri Osman Ali (Kurnool).

Khan, Shri Sadath Ali (Warangal).

Khan, Shri Shahnawaz (Meerut).

Khedkar, Shri Gopalrao Bajirao (Akola).

Khimji, Shri Bhawanji A. (Kutch).

A—contd.

Khude Bukah, Shri Mohammed (Marsabitbed).
 Khaawaaja, Shri Jemai (Aligarh).
 Kistaiya, Shri Surti (Bastar—Reserved—Sch. Tribes).
 Kodiyan, Shri P. K. (Quilon—Reserved—Sch. Castes).
 Koratkar, Shri Vinayak Rao K. (Hyderabad).
 Kotoli, Shri Lladdhar (Nowgong).
 Kottukapally, Shri George Thomas (Moovattupuzha).
 Kripalani, Acharya J. B. (Sitamarhi).
 Kripalani, Shrimati Sucheta (New Delhi).
 Krishna Chandra, Shri (Jaleswar).
 Krishna, Shri M. R. (Karimnagar—Reserved—Sch. Castes).
 Krishnaiyah, Shri D. Balarama (Gudivada).
 Krishnamachari, Shri T. T. (Madras South).
 Krishnappa, Shri M. V. (Tumkur).
 Krishna Rao, Shri Mandali Venkata (Masulipatnam).
 Krishnaswamy, Dr. A. (Chingleput).
 Kumaran, Shri M. K. (Chirayinkil).
 Kumbhar, Shri Banamali (Sambalpur—Reserved—Sch. Castes).
 Kunhan, Shri P. (Palghat—Reserved—Sch. Castes).
 Kureel, Shri Baij Nath (Rae Bareli—Reserved—Sch. Castes).

B—contd.

Laskar, Shri Nibaran Chandra (Cachar—Reserved—Sch. Castes).

Laxmi Bai, Shrimati Sangam (Vicarabad).

C

Maftida Ahmed, Shrimati (Jorhat).
 Mañagaonkar, Shri Bausaheb Rao saheb (Kolhapur).
 Mahanty, Shri Surendra (Dhenkanal).
 Mahendra Pratap, Raja (Mathura).
 Majhi, Shri Ram Chandra (Mayurbhanj—Reserved—Sch. Tribes).
 Majithia, Sardar Surjit Singh (Tarn-Taran).
 Maiti, Shri Nikunja Bihari (Ghatal).
 Malliah, Shri U. Srinivasa (Udipi).
 Malaviya, Pandit Govind (Sultanpur).
 Malaviya, Shri Keshva Deva (Beati).
 Malvia, Shri Kanhaiyalal Bherulal (Shajapur—Reserved—Sch. Castes).
 Malviya, Shri Motilal (Khajuraho—Reserved—Sch. Castes).
 Manaen, Shri T. (Darjeeling).
 Manay, Shri Gopal Kaluji (Bombay City Central—Reserved—Scheduled Castes).
 Mandal, Shri Jailal (Khagaria).
 Mandal, Dr. Pashupati (Bankura—Reserved—Sch. Castes).
 Maniyangadan, Shri Mathew (Kottayam).
 Manjula Debi, Shrimati (Goalpara).
 Masani, Shri M. R. (Ranchi—East).
 Masuriya Din, Shri (Phulpur—Reserved—Sch. Castes).
 Matera, Shri Laxman Mahadu (Thana—Reserved—Sch. Tribes).
 Mathur, Shri Harish Chandra (Pali).
 Mathur, Shri Mathur Das (Nagpur).
 Matin, Shri S. A. (Ghridih).
 Mehdi, Shri Syed Ahmed (Rampur).

D

Lachhi Ram, Shri (Hamirpur—Reserved—Sch. Castes).
 Lachman Singh, Shri (Nominated—Andaman and Nicobar Islands).
 Lakshi, Shri Jitendra Nath (Serampore).
 Lal, Shri Ram Shanker (Domariam).

‘M’ —contd

Mehta, Shri Balwantray Gopalji (Gohilwad).
 Mehta, Shri Jaswant Raj (Jodhpur).
 Melkote, Dr G S (Raichur).
 Menon, Dr K B (Badagara).
 Menon, Shri V K Krishna (Bombay City North).
 Menon, Shri T C Narayananakutty (Mukundapuram).
 Minumata, Shrimati Agamadas Guru (Baloda Bazar— Reserved—Sch Castes).
 Mishra, Shri Bhagwan Din (Kaisarganj).
 Mishra, Shri Bibhuti (Bagaha).
 Mishra, Shri Lalit Narayan (Saharsa).
 Mishra, Shri Mathura Prasad (Begusarai).
 Mishra, Shri Shyam Nandan (Jainagar).
 Misra, Shri Raghubar Dayal (Bulandshahr).
 Misra, Shri Raja Ram (Faizabad).
 Mohan Swaroop, Kanwar (Pilibhit).
 Mohideen, Shri M Gulam (Dindigul).
 Mohiuddin, Shri Ahmed (Secunderabad).
 Munisamy, Shri N R (Vellore).
 Morarka, Shri Radheshyam Ramkumar (Jhunjhunu).
 More, Shri Jayawant Ghanshyam (Sholapur).
 Mukerjee, Shri Harendra Nath (Calcutta—Central).
 Mullick, Shri Baishnav Charan (Kendrapara—Reserved—Sch Castes).
 Murmu, Shri Paika (Rajmahal—Reserved—Sch Tribes).
 Murthy, Shri B S (Kakinada—Reserved—Sch. Castes).
 Musafir, Giani Gurmukh Singh (Amritsar).
 Muthukrishnan, Shri M (Vellore—Reserved—Sch. Castes).
 Nadar, Shri P Thanulungom (Nagercoil).
 Naidu, Shri R Govindarajulu (Tiruvalluvar).

‘N’ —contd.

Naidu, Shri T D Muthukumara-sami (Cuddalore).
 Nair, Shri C Krishnan (Outer Delhi).
 Nair, Shri K P Kuttikrishnan (Kochikode).
 Nair, Shri P K Vasudevan (Thiruvella).
 Naldurgkar, Shri Venketrao Shrinivasrao (Osmanabad).
 Nallakoya, Shri Koyyalat (Nominated—Laccadive, Minicoy and Aminidvi Islands).
 Nanda, Shri Gulzarilal (Sabarkantha).
 Nanjappan, Shri C (Nilgiris).
 Naraundin, Shri (Shahjahanpur—Reserved—Sch Castes).
 Narasimhan, Shri C R (Krishnagiri).
 Narayanasamy, Shri R (Periyakulam).
 Naskar, Shri Purendu Sekhar (Diamond Harbour).
 Nathavani, Shri Narendrabhai P. (Sorath).
 Nath Pai, Shri (Rajapur).
 Nayak, Shri Mohan (Ganjam—Reserved—Sch Castes).
 Nayar, Dr Sushila (Jhansi).
 Nayar, Shri V P (Quilon).
 Nehru, Shri Jawaharlal (Phulpur).
 Nehru, Shrimati Uma (Sitapur).
 Nek Ram, Shri (Mahore—Reserved—Sch Castes).
 Neswi, Shri T R (Dharwar South).

‘O’

Onkar Lal, Shri (Kotah—Reserved—Sch Castes).
 Oza, Shri Ghanshyam Lal (Zalawad).

‘P’

Padalu, Shri Kankipati Veeranna (Golugonda — Reserved — Sch Tribes).
 Padam Dev, Shri (Chamba).
 Pahadia, Shri Jagan Nath Prasad (Sawai Madhopur—Reserved—Sch. Castes).
 Palaniandi, Shri M (Perambalur).

T—contd.

Palchoudhuri, Shrimati Ila (Nabdwip).
 Pande, Shri C. D. (Naini Tal).
 Pandey, Shri Kashi Nath (Hata).
 Pandey, Shri Sarju (Rasra).
 Pangarkar, Shri Nagorao Karojee (Parbhani).
 Panigrahi, Shri Chintamani (Puri).
 Panna Lal, Shri (Faizabad—Reserved—Sch. Castes).
 Parmar, Shri Karsandas Ukabhai (Ahmedabad — Reserved — Sch. Castes).
 Parmar, Shri Deenabandhu (Udaipur—Reserved—Sch. Tribes).
 Parmar, Shri Yeshwant Singh (Mahasu).
 Parulekar, Shri Shamrao Vishnu (Thana).
 Parvathi Krishnan, Shrimati M. (Coimbatore).
 Patel, Shrimati Maniben Vallabhbhai (Anand).
 Patel, Shri Nanubhai Nichhabhai (Bulsar—Reserved—Sch. Tribes).
 Patel, Shri Purushottamdas R. (Mehsana).
 Patel, Shri Rajeshwar (Hajipur).
 Patil, Shri Balasaheb (Miraj).
 Patil, Shri Nana (Satara).
 Patil, Shri Rakhamaji (Dhondiba Bhir).
 Patil, Shri S. K. (Bombay City South).
 Patil, Shri Uttamrao Laxman (Dhulia).
 Patnaik, Shri Uma Charan (Ganjam).
 Pillai, Shri S. C. C. Anthony (Madras North).
 Pillai, Shri P. T. Thanu (Tirunelveli).
 Pocker Sahib, Shri B. (Manjeri).
 Prabhakar, Shri Naval (Outer Delhi—Reserved—Sch. Castes).
 Pragi Lal, Chaudhari (Sitapur— Reserved—Sch. Castes).

T—contd.

Prasad, Shri Mahadeo (Gerakhpur— Reserved—Sch. Castes).
 Prodhan, Shri Bijaya Chandrasingh (Kalahandi—Reserved—Sch. Tribes).
 Punnoose, Shri P. T. (Ambalapuzha).

 Radha Mohan Singh, Shri (Ballia).
 Radha Raman, Shri (Chandni Chowk).
 Raghbir Sahai, Shri (Budaun).
 Raghunath Singh, Shri (Varanasi).
 Raghunath Singhji, Shri (Barmer).
 Raghuramaiah, Shri Kotha (Guntur).
 Rahman, Shri M. Hifzur (Amroha).
 Rai, Shri Khushwaqt (Kher).
 Raj Bahadur, Shri (Bharatpur).
 Rajiah, Shri Devanapalli (Nalgonda— Reserved—Sch. Castes).
 Raju, Shri Pusapati Vijayarama Gajapathi (Visakhapatnam).
 Raju, Shri D. S. (Rajahmundry).
 Rajyalaxmi, Shrimati Lalita (Hazaribagh).
 Ramakrishnan, Shri Peelamedu Rangaswamy Naidu (Pollachi).
 Raman, Shri Uddaraju (Naraspur).
 Raman, Shri Pattabhi C. R. (Kumbakonam).
 Ramanand Shastri, Swami (Bara Banki—Reserved—Sch. Castes).
 Ramananda Tirtha, Swami (Aurangabad).
 Ramaswami, Shri S. V. (Salem).
 Ramaswamy, Shri K. S. (Gobichettipalayam).
 Ramaswamy, Shri Puli (Mahbubnagar—Reserved—Sch. Castes).
 Rameshwar Rao, Shri J. (Mahbubnagar).
 Ram Garib, Shri (Basti—Reserved— Sch. Castes).
 Ram Krishan, Shri (Mahendergarh).
 Rampure, Shri Mahadevappa Y. (Gulbarga).

'R'—contd.

Ram Saran, Shri (Moradabad).
 Ram Subhag Singh, Dr. (Sasaram).
 Ranbir Singh, Ch. (Rohtak).
 Rane, Shri Shivram Rango (Buldana).
 Ranga, Shri N. G. (Tenali).
 Rangarao, Shri M. Sri (Karimnagar).
 Rao, Shri B. Rajagopala (Srikakulam).
 Rao, Shri Devulapalli Venkateswar (Nalgonda).
 Rao, Shri Etikala Madhusudan (Mahbubabad).
 Rao, Shri P. Hanumanth (Medak).
 Rao, Shri R. Jagannath (Koraput).
 Rao, Shri T. B. Vittal (Khammam).
 Raut, Shri Bhola (Champanar—Reserved—Sch. Castes).
 Raut, Shri Rajaram Balkrishna (Kolaba).
 Ray, Shrimati Renuka (Malda).
 Reddy, Shri Chegireddy Bali (Markapur).
 Reddy, Shri K. C. (Kolar).
 Reddy, Shri R. Lakshmi Narasa (Nellore).
 Reddy, Shri T. Nagi (Anantapur).
 Reddy, Shri R. Narapa (Ongole).
 Reddy, Shri Vutukuru Rami (Cuddapah).
 Reddy, Shri K. V. Ramakrishna (Hindupur).
 Reddy, Shri T. N. Vishwanatha (Rajampet).
 Roy, Shri Biren (Calcutta—South West).
 Roy, Shri Bishwanath (Salempur).
 Runglung Suisa, Shri (Outer Manipur—Reserved—Sch. Castes).
 Rup Narain, Shri (Mirzapur—Reserved—Sch. Castes).

'S'

Sadhu Ram, Shri (Jullundur—Reserved—Sch. Castes).
 Sahodrabai, Shrimati (Sagar—Reserved—Sch. Castes).
 Sahu, Shri Bhagabat (Balasore).
 Sahu, Shri Rameshwar (Darbhanga—Reserved—Sch. Castes).
 Saigal, Sardar Amar Singh (Janjir).
 Saksena, Shri Shibban Lal (Maharajganj).
 Salunke, Shri Balasaheb (Khed).
 Salam, Shri M. K. M. Abdul (Tiruchirappalli).
 Samanta, Shri Satis Chandra (Tamluk).
 Samantsinhar, Dr. N. C. (Bhubaneswar).
 Sambandam, Shri K. R. (Nagapattinam).
 Sampath, Shri E. V. K. (Namakkal).
 Sanganna, Shri Toyaka (Koraput—Reserved—Sch. Tribes).
 Sankarapandian, Shri M. (Tenkasi).
 Sarhadi, Shri Ajit Singh (Ludhiana).
 Satis Chandra, Shri (Bareilley).
 Satyabhama Devi, Shrimati (Nawada).
 Satyanarayana, Shri Biddika (Parvathipuram—Reserved—Sch. Tribes).
 Scindia, Shrimati Vijaya Raje (Guna).
 Selku, Shri Mardi (West Dinajpur—Reserved—Sch. Tribes).
 Sen, Shri Asoka Kumar (Calcutta—North-West).
 Sen, Shri Phani Gopal (Purnea).
 Seth, Shri Bishanchandar (Shahjahanpur).
 Shah, Shrimati Jayaben Vajubhai (Girnar).
 Shah, Shri Manubhai (Madhya Saurashtra).

— contd.

Shah, Shri Manvendra (Tehri Garhwal).
 Shakuntala Devi, Shrimati (Banka).
 Shankariah, Shri M. (Mysore).
 Sharma, Shri Diwan Chand (Gurdaspur).
 Sharma, Shri Harish Chandra (Jaipur).
 Sharma, Pandit Krishna Chandra (Hapur).
 Sharma, Shri Radha Charan (Gwalior).
 Shastry Pandit Hiralal (Sawai Madhopur).
 Shastry, Shri Lal Bahadur (Allahabad).
 Shivananjappa, Shri M. K. (Mandy).
 Shobha Ram, Shri (Alwar).
 Shukla, Shri Vidya Charan (Baloda Bazar).
 Siddananjappa, Shri H. (Hassan).
 Siddiah, Shri S. M. (Mysore—Reserved—Sch. Castes).
 Singh, Shri Awadhesh Kumar (Katihar).
 Singh, Shri Babunath (Sarguja—Reserved—Sch. Tribes).
 Singh, Shri Chandikeshwar Saran (Sarguja).
 Singh, Shri Digvijaya Narain (Pupri).
 Singh, Shri Dinesh Pratap (Gonda).
 Singh, Shri Har Prasad (Ghazipur).
 Singh, Shri Kamal Narain (Shahdol—Reserved—Sch. Tribes).
 Singh, Shri Kamal (Buxar).
 Singh, Shri Laisram Achaw (Inner Manipur).
 Singh, Shri Mahendra Nath (Maharajganj).
 Singh, Shri Rajendra (Chapra).

— contd.

Singh, Shri Tribhuan Narayan (Chandauli).
 Sinha, Shri Anirudh (Madhubani).
 Sinha, Shri Banarsi Prasad (Monghyr).
 Sinha, Shri Gajendra Prasad (Palsmau).
 Sinha, Shri Jhulan (Siwan).
 Sinha, Shri Kailash Pati (Nalanda).
 Sinha, Shri Satyendra Narayan (Aurangabad).
 Sinha, Shri Sarangdhar (Patna).
 Sinha, Shri Satya Narayan (Samastipur).
 Sinha, Shrimati Tarkeshwari (Barh).
 Sinhasan Singh, Shri (Gorakhpur).
 Siva, Dr. M. V. Gangadhara (Chittoor—Reserved—Sch. Castes).
 Sivaraj, Shri N. (Chingleput—Reserved—Sch. Castes).
 Snatak, Shri Nardeo (Aligarh—Reserved—Sch. Castes).
 Sonawane, Shri Tayappa (Sholapur—Reserved—Sch. Castes).
 Sonule, Shri Harihar Rao (Nanded).
 Somani, Shri G. D. (Dausa).
 Soren, Shri Debi (Dumka—Reserved—Sch. Tribes).
 Subbaroyan, Dr. P. (Tiruchengode).
 Subramanyam, Shri Tekur (Bellary).
 Sugandhi, Shri Murigeppa Siddappa (Bijapur North).
 Sultan, Shrimati Maimoona (Bhopal).
 Supakar, Shri Shraddhakar (Sambalpur).
 Sumat Prasad, Shri (Muzaffarnagar).
 Sunder Lal, Shri (Sahaspur—Reserved—Sch. Castes).
 Suryanarayananmurthy, Shri Missula (Golugonda).
 Surya Prasad, Shri (Gwalior—Reserved—Sch. Castes).

'S'— contd.

Swami, Shri V. N. (Chanda).
 Swaran Singh, Sardar (Jullundur).
 Syed Mahmud, Dr. (Gopalganj).

'T'

Tahir, Shri Mohammed (Kishanganj).
 Tantia, Shri Rameshwar (Sikar).
 Tangamani, Shri K. T. K. (Madurai).
 Tewari, Shri Dwarikanath (Cachar).
 Thakore, Shri Motisinh Bahadursinh (Patan).
 Thevar, Shri U. Muthuramalinga (Sriviliputhur).
 Thummaiah, Shri Dodda (Kolar—Reserved—Sch. Castes).
 Thirumal Rao, Shri M. (Kakinada).
 Thomas, Shri A. M. (Ernakulam).
 Tiwari, Shri Babu Lal (Nimar Khandwa).
 Tiwari, Shri Ram Sahai (Khajuraho).
 Tiwary, Pandit Dwarka Nath (Kesaria).
 Tripathi, Shri Vishwambhar Dayal (Unnao).
 Tula Ram, Shri (Etawah—Reserved—Sch. Castes).
 Tyagi, Shri Mahavir (Dehra Dun).
 Tyabji, Shri Saif F B (Jalna)

'U'

Uike, Shri M. G. (Mandla—Reserved—Sch. Tribes).
 Umrao Singh, Shri (Ghosi).
 Upadhyaya, Pandit Munishwar Dutt (Pratapgarh).
 Upadhyaya, Shri Shiva Datt (Rewa).

'V'

Vajpayee, Shri Atal Bihari (Balrampur).
 Valvi, Shri Laxman Vedu (West Khandesh—Reserved—Sch. Tribes).
 Varma, Shri B. B. (Champaran).
 Varma, Shri Manikya Lal (Udaipur).
 Varma, Shri Ramsingh Bhai (Nimar).
 Vedakumari, Kumari M. (Eluru).
 Venkatasubbaiah, Shri Pendekanti (Adoni).
 Verma, Shri Ramji (Deoria).
 Vijaya Raje, Shrimati (Chatra).
 Vishwanath Prasad, Shri (Azmagarh—Reserved—Sch. Castes).
 Vyas, Shri Ramesh Chandra (Bhawara).
 Vyas, Shri Radhelal (Ujjain).

'W'

Wadiwa, Shri Narayan Maniramji (Chhindwara—Reserved—Sch. Tribes).
 Warrior, Shri K. K. (Trichur).
 Wasnik, Shri Balkrishna (Bhandara—Reserved—Sch. Castes).
 Wilson, Shri John N (Mirzapur).
 Wodeyar, Shri K G (Shimoga).

'Y'

Yadav, Shri Ram Sewak (Bara Banki).
 Yajnik, Shri Indulal Kanaiyalal (Ahmedabad).

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The Deputy-Speaker

Sardar Hukam Singh.

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Shrimati Renu Chakravarty

Shri Frank Anthony.

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Shri M. N. Kaul, Barrister-at-law.

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Shri S. R. Rane

Shri Shree Narayan Das

Shri B. S. Murthy

Shrimati Sucheta Kripalani.

Shri M. L. Dwivedi

Shri Raghbir Sahai

Shri T. B. Vittal Rao.

Shri Surendranath Dwivedy.

Shri Surendra Mahanty

Shri Jaipal Singh.

Shri Vijayarama Raju.

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Shri Asoka K. Sen.

Pandit Munishwar Dutt Uppadhyay.

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Shri Nemi Chandra Kasliwal.
Shrimati Jayaben Vajubhai Shah.
Shri N. M. Wadiwa.
Shri Sarangadhar Sinha.
Shri Shivram Rango Rane.
Shri Hirendra Nath Mukerjee.
Shri Indulal Kanaiyalal Yajnik.
Shri Bimal Comar Ghose.
Shri Shraddhakar Supakar.
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Shrimati Shakuntala Devi.
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Shri Rungbung Suisa.
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Shrimati Uma Nehru.
Pandit Dwarka Nath Tiwary.

Shrimati Sucheta Kripalani.
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Shri Jiyalal Mandal.
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Shri Nanubhai Nichhabhai Patel.
Shri Pendekanti Venkatasubbaiah.
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Shri Nath Pai
Shri Ram Chandra Majhi
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Shri Sinhaasan Singh
Shri Jitendra Nath Lahiri
Shri Bahadur Singh
Shri T. N. Viswanatha Reddy
Shri Shamrao Vishnu Parulekar
Shri Aurobindo Ghosal.
Shri J. M. Mohamed Imam
Dr. A. Krishnaswami.
Shri Braj Raj Singh

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Shri Mahavir Tyagi.
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Chaudhuri Ranbir Singh
Shri Gopalrao Khedkar.
Shrimati Sucheta Kripalani.
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Shri M. Thirumala Rao.
Shri J Rameshwar Rao.
Shri C R Narasimhan
Shri Amjad Ali
Shri R Ramanathan Chettiar.
Shri Ahmed Mohiuddin
Shrimati Renuka Ray
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Shri Raghbir Saha
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Shri Govind Malaviya
Shri R L Jangde
Shri N C Kasliwal
Shri Doddla Thimmaiah
Shri M L Dwivedi
Shri A E T Barrow
Shri V P Nayar
Shri R K Khadilkar
Shri B K Gaikwad
Shri Shraddhakar Supakar

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Shri Resham Lal Jangde
Shri Digvijaya Narain Singh
Shri Rohan Lal Chaturvedi
Shri Maneklal Maganlal Gandhi
Shri Missula Suryanarayananamurti
Shrimati Ma'moona Sultan
Shri Kamal Krishna Das
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Shri Khushwaqt Rai
Shri Bhausaheb Raosaheb Mahagaonkar

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Shri U Srinivasa Malliah.
Shri Diwan Chand Sharma
Shri Chapalakanta Bhattacharyya
Shri Kanhaiyalal Khadiwala.
Shri Raghbir Dayal Misra
Shri Doraikwani Gounder
Shri Narayan Ganesh Goray.
Shrimati Parvathi M Krishnan.
Shri U Muthuramalinga Thevar

Rajya Sabha

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Shri Amar Nath Aggarwal.
Shri T. J. L. Wilson.
Shri Santosh Kumar Basu.
Shri M. V. Govindan Nair.

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Shri Nibaran Chandra Laskar.
Shri N. G. Ranga.
Shri Radhelal Vyas.
Shri A. C. Guha.
Shri N. R. M. Swamy.
Shri Upendranath Barman.
Shri J. M. Mohamed Imam.
Shri H. C. Dasappa.
Shrimati Tarkeshwari Sinha.
Shri Prabhat Kar.
Shri Jaipal Singh.
Shri N. Siva Raj.
Shri Vijayarama Raju.

Rajya Sabha

Shrimati Pushpalata Das.
Shri P. T. Leuva.
Shri Shyam Dhar Misra.
Shri R. M. Deshmukh.
Shri M. Govinda Reddi.
Shri Jaswant Singh.
Shri J. V. K. Vallabha Rao.

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Shri Satya Narayan Sinha.
Pandit Thakur Das Bhargava.
Shri C. R. Pattabhi Raman.
Shri Tekur Subramanyam.
Shri Radhelal Vyas.
Shri Tayappa Hari Sonavane.
Shri Shivram Rango Rane.
Dr. Sushila Nayar.
Shri K. T. K. Tangamani
Shri Purushottamdas R Patel.
Shri Amjad Ali.
Shri M. R. Masani.
Shri Bheurao Krishnarao Gaikward.

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Minister of Commerce and Industry.—Shri Morarji Desai.

Minister of Railways.—Shri Jagjivan Ram.

Minister of Labour, Employment and Planning.—Shri Gurzirilal Nanda.

Minister of Finance.—Shri T. T. Krishnamachari.

Minister of Transport and Communications.—Shri Lal Bahadur Shastri.

Minister of Steel, Mines and Fuel.—Sardar Swaran Singh.

Minister of Works, Housing and Supply.—Shri K. C. Reddy.

Minister of Food and Agriculture.—Shri Ajit Prasad Jain.

Minister of Defence.—Shri V. K. Krishna Menon.

Minister of Irrigation and Power.—Shri S. K. Patil

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Minister of Parliamentary Affairs.—Shri Satya Narayan Sinha

Minister of Information and Broadcasting.—Dr. B. V. Keskar.

Minister of Health.—Shri D. P. Karmarkar.

Minister of Co-operation.—Dr. Panjabrao S. Deshmukh.

Minister of Mines and Oils.—Shri Keshava Deva Malaviya.

Minister of Rehabilitation and Minority Affairs.—Shri Mehr Chand Khanna.

Minister of Commerce.—Shri Nityanand Kanungo.

Minister of State in the Ministry of Transport and Communications.—Shri Raj Bahadur.

Minister of State in the Ministry of Home Affairs.—Shri B. N. Datar.

Minister of Industry.—Shri Manubhai Shah.

Minister of Community Development.—Shri Surendra Kumar Dey.

Minister of State in the Ministry of Education and Scientific Research.—Dr. K. L. Shrimali.

Minister of Law.—Shri Asoke K. Sen.

Minister of State in the Ministry of Transport and Communications.—Shri Humayun Kabir.

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Deputy Minister of Labour.—Shri Abid Ali.

Deputy Minister of Works, Housing and Supply.—Shri Anil K. Chanda.

Deputy Minister of Agriculture.—Shri M. V. Krishnappa.

Deputy Minister of Irrigation and Power.—Shri Jaisukhlal Lalshanker Hathi.

Deputy Minister of Commerce and Industry.—Shri Satish Chandra.

Deputy Minister of Planning.—Shri Shyam Nandan Mishra.
Deputy Minister of Finance.—Shri B. R. Bhagat.
Deputy Minister of Education.—Dr. Mono Mohon Das.
Deputy Minister of Railways.—Shri Shahnewaz Khan.
Deputy Minister of External Affairs.—Shrimati Lakshmi N. Menon.
Deputy Minister of Home Affairs.—Shrimati Violet Alva.
Deputy Minister of Defence.—Shri Kolha Raghuramaiah.
Deputy Minister of Food and Agriculture—Shri A. M. Thomas.

LOK SABHA DEBATES

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LOK SABHA

Friday, 19th July, 1957

The Lok Sabha met at Eleven of the Clock

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Harnessing of Ravi and Beas

159. Shri D. C. Sharma: Will the Minister of Irrigation and Power be pleased to state

(a) whether Government have taken any steps to harness rivers Ravi and Beas in the Punjab which have irrigation and power generating potentialities,

(b) if so the steps taken so far and

(c) which of these rivers Government propose to harness and the progress, if any, so far made?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) and (b) Investigations are in progress for the preparation of project Reports for storages on the Rivers Ravi and Beas. These investigations are being carried out by the Government of Punjab

(c) Both, proposals for unified development of both the rivers for the maximum development of irrigation and power are in hand

Shri D. C. Sharma: May I know when the Punjab Government took up this investigation in hand, and when it is likely that the Punjab Government will submit its report?

Shri S. K. Patil: I cannot say when the Punjab Government will finish their investigations, but the preliminary surveys have been made and the matter is in progress. How and

when ultimately they will recommend I cannot very positively say at this stage

Shri D. C. Sharma: May I know if the harnessing of these rivers also means that these rivers will be controlled with regard to flood potential and with regard to the amount of harm that they can do to that area?

Shri S. K. Patil: That is also one aspect. In our multi-project schemes flood protection is a necessary aspect and the hon Member is right. Any speed that we can bring about in these matters is always good so far as these aspects are concerned.

Shri D. C. Sharma: Is it not a fact, Sir, that these flood control measures are of such an urgent nature that the Central Government should take certain steps of an urgent kind to bring about control of these floods? I think the Punjab Government may not have the necessary technical personnel to tackle this problem in an urgent way and, therefore, will it not be possible for the Central Government to take over this thing?

Mr Speaker Order, order. What is the answer or the new light which the hon Member expects from the hon Minister on this subject? The hon Member asks whether control of these rivers or flood control is not an important subject. The hon Minister will say 'yes'. Are we to spend our time on such supplementaries? I find sheaves of questions every day unanswered here. Hon Members are blocking some important questions by such supplementaries. Hereafter I will not allow more than one single supplementary. The other day some Members suggested that I should limit the time to one or two minutes for each question. It is very difficult

to do so I am requesting hon. Members to see to it by themselves, to look into the whole thing and not be very anxious only about their own questions

What I am suggesting is this I am not able to get through more than 18 or 20 questions and a number of questions are elbowed out So far as these questions are concerned, hon Members must take a view of the entire questions that are brought up for the day Even though their question might come first on the list they may ignore it in favour of more important questions and limit their supplementaries

As regards this question, whether the Government is aware that flood control is very important, who denies it? What is the new light that is thrown by answering that question This need not be answered We will go to the next question

Shri Jaipal Singh: I hope, Sir, you were not serious when you said that you will restrict the supplementaries to one

Mr. Speaker: No, no The hon Member is well aware that one does not mean one

Shri M. L. Dwivedi: Sir, the Ministers are reading out the replies to the main questions If the replies are supplied to the Members, the time taken by Ministers in reading out the answers may be saved and we will be able to put more supplementaries

Shri D. C. Sharma: Sir, do I take it that nobody will be allowed to put more than one supplementary?

Mr. Speaker: No, no Let us go to the next question

सामुदायिक विकास के लिये प्रविधिक कर्मचारियों की आवश्यकता का अनुमान लगाया है;

के लिये प्रविधिक कर्मचारियों की आवश्यकता का अनुमान लगाया है;

(क) यदि हाँ, तो सरकार इस आवश्यकता को पूरा करने के लिये क्या उपाय करना चाहती है अथवा कर रही है,

(ग) क्या सरकार प्रशिक्षण के लिये नई अध्याय आधिक सुविधाये देने की किसी योजना पर विचार कर रही है,

(घ) यदि हाँ, तो उस योजना की रूपरेखा क्या है ; और

(ङ) क्या सरकार एक ऐसा विवरण सभा पटल पर रखेगी जिस में यह दिया हुआ हो कि इस सम्बन्ध में क्या क्या पर उठाये जा रहे हैं ?

सामुदायिक विकास मंत्री (श्री सुनुष्ठु) (क) जी हा ।

(ल) कुछ मौजूदा सम्बन्धों में अधिक शिक्षा देने के साधन जुटाये जा रहे हैं और कुछ नई सम्बन्धों जैसे जरूरत को पूरा करने के लिये सोली जा रही हैं ,

(ग) जी हा ।

(घ) स्कूलों को नैयार किया जा रहा है ।

(ङ) सदन की बेंज पर एक विवरण रखा गया है । [हेलिये परिक्षिष्ट १, अन्वन्ध संखा ५०]

श्री म. ला. द्विवेदी सदन की बेंज पर जो विवरण रखा गया है उम से यह मानूप होता है कि हमें पचवर्षीय योजना के अन्तर्गत लगभग पाँच हजार ऐसे व्यक्तियों की आवश्यकता होगी जिन के लिये टेक्निकल शिक्षा का कोई प्रबन्ध नहीं किया गया है । मैं बानना चाहता हूँ कि इस कमी को पूरा करने के लिये क्या किया जा रहा है ।

Shri S. K. Dey: Steps are being taken to expand the accommodation of the existing training centres and

*१६०. श्री म. ला. द्विवेदी क्या सामुदायिक विकास मंत्री यह बताने की कृपा करेंगे कि

(क) क्या भारत सरकार ने सामुदायिक विकास के बढ़ते हुए कार्यक्रम को पूरा करने

also to add more training centres as adequate number of trainers become available

Shri M. L. Dwivedi: May I know if the hon Minister is aware of the fact that overhead expenditure on these personnel in the various community projects is much more than the actual work being done and, if so, may I know if economy is being devised by the Ministry to reduce overhead expenditure so that the actual work done is more than what we spend on technical personnel?

Mr. Speaker: What is the answer that the hon Member wants? The hon Member is suggesting to the Government that they must reduce overhead expenditure, effect economy in expenditure and improve efficiency in work

Shri Ranga Let them say that they will do so

Mr. Speaker: Are they to say 'No'?

Shri M. L. Dwivedi: Various Ministries have already devised economy measures. Is this Ministry also doing the same thing?

Mr. Speaker: I am afraid, hon Members are going off the mark

Shri S. K. Dey: As far as we know, the staff that has been provided in the blocks represent the barest minimum of technical personnel that is required if the scheme is to be implemented in the spirit in which it was conceived

Mr. Speaker: I do not know how we have been benefited by this answer or by the question. Steps are being taken, that is all

Shri Ranga: They will at least know our temper, that we do not agree with them

Shri Tangamani: In the statement which is laid on the Table it is said that the information is going to be collected. May I know when the information will be collected regarding the number of extension officers who have already undergone training?

Mr. Speaker: If it is collected, it is not ready now

Shri Tangamani: When is it likely to be ready?

Mr. Speaker: I would request hon. Members to consider my suggestion. It is not that I am suggesting it. Yesterday Shri Mohamed Imam asked why I should not devise ways by which more number of questions can be answered on the floor of the House, because people are anxious to know what exactly the views of the Government are on important matters. He suggested that I should restrict the time for each question to one or two minutes. We cannot rigidly restrict it to one or two minutes. I cannot even restrict the number of supplementaries to one. I, therefore, leave it to the Members themselves to select important questions and restrict their supplementaries

Procurement of Steel

*161 { **Pandit D. N. Tiwari:**
Shri D. C. Sharma:
Shri Shree Narayan Das:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 517 on the 28th May 1957 and state

(a) how far the Procurement Unit of the Railway Board has been successful in obtaining the required steel from foreign countries since the Ministry of Railways took over the work of the steel procurement from the Ministry of Commerce and Industry, and

(b) whether any extra expenditure is involved in this arrangement?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The Ministry of Railways took over only from 1-4-1957 the procurement through import, of specified steel items, namely track materials. A purchase Mission of the Railway Board was deputed abroad to deal with quotations received in response to a global enquiry. The response to

the enquiry and the progress made by the purchase Mission in their negotiations are reported to be satisfactory.

The Ministry of Steel, Mines & Fuel continues to be responsible for items of steel, other than imported track materials.

(b) The total cost of the Mission is estimated to be Rs. 81,000 and the expenditure on the procurement Unit set up in the Board's Office is roughly Rs 9,000 per month

Pandit D. N. Tiwary: What was the difficulty in the Commerce and Industry Ministry that this procurement was taken over? What was the reason for that?

Shri Shahnawaz Khan: The reason was, they could not procure speedily enough the requisite amount of steel required by the Railways. In the year 1956-57, they were able to meet only 50 per cent of the requirement of the Railways. A situation arose in which if these delays continued, the very success of the Second Five Year Plan would have been in jeopardy. In these circumstances, the Railways were asked to take over the procurement of track materials and steel for the use of the Railways. It is in these circumstances that we have accepted this

Dr. Ram Subhag Singh: The hon Deputy Minister said just now that the Ministry which used to import steel could not do so speedily. May I ask from the Ministry which used to import steel what was the difficulty for them in purchasing speedily?

The Minister of Commerce and Industry (Shri Morarji Desai): May I say, the Railways require a large quantity of steel and it was hoped that direct negotiations would lead to quicker procurement. They proposed it and we agreed to it.

Mr. Speaker: What they want to know is, if each department proposes to purchase straightaway, what is the need for this purchasing department

Shri Morarji Desai: There are so many demands from other departments that require to be purchased for those departments.

Mr. Speaker: If the Railways can purchase themselves, why not others use the same channel?

Shri Morarji Desai: They purchase nearly half of the total requirements. In that case, they can do it without a third agency.

Shri Feroze Gandhi: Since Thomas quality steel is available in good quantity and it is also cheaper, may I know if the Railways have now decided to accept this quality for their use?

Shri Shahnawaz Khan: Yes, for certain purposes

Shri Jaipal Singh: Are we to understand that the Purchase Commission which I hope is working efficiently, has also fallen short of the requirements of the Railways and so they have to have a separate purchasing commission?

Shri Shahnawaz Khan: I am not aware of any Purchase Commission that the hon Member is referring to.

Mr. Speaker: India Supply Mission, Washington

Shri V. P. Nayar: We are aware; he is not

Shri B. S. Murthy: The hon Deputy Minister said that a Railway Purchase Mission has gone abroad. May I know whether this Mission is going to purchase or negotiate or take the advice of other Purchase Missions in existence in other countries?

Shri Shahnawaz Khan: I want notice

Shri Feroze Gandhi: The Member for Staff of the Railway Board headed a mission to Europe for the purchase of steel

Shri Shahnawaz Khan: Yes

Shri G. P. Sinha: What amount of steel was available in 1956-57 through the efforts of this Purchase Mission?

Shri Shahmawaz Khan: The purchase was not undertaken in 1956-57.

Pandit D. N. Tiwary: In the case of other materials, the Commerce and Industry Ministry is still purchasing for the Railways. May I know whether the purchase of special steel was not proper to be left there?

Shri Shahmawaz Khan: I could not follow the question

Pandit D. N. Tiwary: The hon. Deputy Minister said just now that the other materials for the Railways, the Commerce and Industry Ministry is still purchasing. Are we to understand that all the steel meant for the Railways is purchased by the Railways or there is still some steel which is purchased by the Commerce and Industry Ministry?

Mr. Speaker: The question is whether this arrangement that the Railways have made to purchase all its steel applies to other requirements also or only a few items specially needed

Shri Morarji Desai. It applies to iron and steel. Now, it is no longer a question of the Commerce and Industry Ministry because the Iron and Steel Controller is under the Steel Ministry. That is different

Some Hon. Members rose—

Mr. Speaker: Next question. Hon. Members are aware that half an hour can be allowed for any important subject

Indigenous Systems of Medicine

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*162. { **Shri Keshava:**
Shrimati Tarkeshwari
Sinha:
Shri S. C. Samanta:

Will the Minister of Health be pleased to state

(a) whether a Committee presided over by one Mr. Dave has submitted any report regarding the ways and means of development of the indigenous systems of medicine and research;

(b) if so, whether Government have arrived at any decision in respect of the recommendations of the Committee; and

(c) if not, the reasons therefor?

The Minister of Health (Shri Karmarkar): (a) Yes

(b) and (c) The recommendations of the Dave Committee are still under consideration in consultation with State Governments, and no decision has been taken so far

Shri Keshava: May we know if the Government is contemplating to establish an Ayurvedic University at Jamnagar and is in consultation with the Bombay Government?

Shri Karmarkar: There is already a Research Institute at Jamnagar being conducted efficiently and adequately financed by the Government of India. I am not yet aware if it is to be constituted into a University. I should like to have notice

भो ब० सा० द्वितीय इस कमेटी की सिफारिशो के अलावा क्या मंत्री महोदय ने कोई दूसरी योजना बनाई है जिस में इन दवाओं का ज्यादा प्रचार और उत्पात नौ यक ।

भी करमचर कमेटी ने जो अपार्ट दी है उस पर भभी विचार हो रहा है। उस के बाद हम लोग यह तय करेंगे कि क्या करना है और क्या नहीं करना है।

Shri V. P. Nayar: I want to know whether these recommendations include any recommendation for a special study of the use and quantity of alkaloids and active principles in drugs as we find in traditional Ayurvedic prescriptions?

Shri Karmarkar: The recommendations cover all the aspects of Ayurveda including the one that my hon. friend has mentioned

भी आंगड भारतीय सरकार अभी तक देशी पद्धति की दवाओं को मान्यता

प्रदान नहीं करती रही है। क्या मैं जान सकता हूँ कि विभिन्न राज्यों के आयुर्वेद कालिजो से जो विद्यार्थी पास हो कर निकलते हैं उन को नौकरी देने का केन्द्रीय सरकार के पास कौन सा साधन है और क्या केन्द्रीय सरकार ने उन को अपने यहाँ केन्द्रीय नौकरी में रखा है?

ओ करबरकर . यह विषय खास तौर से राज्य सरकारों के क्षेत्र में आता है। मुझे भालूम है कि राज्य सरकारे अपने यहाँ के आयुर्वेदक अस्पतालों में इन को नियुक्त करती है।

Grand Trunk Express

*163. Shri T. B. Vittal Rao: Will the Minister of Railways be pleased to state:

(a) whether there is a proposal to replace the air-conditioned coach in the Grand Trunk Express between New Delhi and Madras by a third class bogie in view of the De Luxe train; and

(b) if so, the date from which this will be made effective?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No

(b) Does not arise

Shri T. B. Vittal Rao: May I know if the full capacity of the air-conditioned coaches both in the G.T. Express and De-Luxe trains is fully utilised?

Shri Shahnawaz Khan: It is not fully utilised

Shri T. B. Vittal Rao: In view of the fact

Mr. Speaker: The hon Member may argue it out in the Railway Budget

Shri B. S. Murthy: We want to know whether the Government is going to consider the question whether at least on those days when the De-Luxe train runs, the air-conditioned coach in the G.T. Express could be detached

Shri Shahnawaz Khan: That is the arrangement that we have made. On days when air-conditioned accommodation is available, in the De-Luxe janata train, we do not put in an air-conditioned coach in the G.T. Express. Instead, we put in a third class coach.

Sugar Factories

Shri Vasudevan Nair:
*164. { Shri Punnoose:
Shri Bibhuti Mishra:

Will the Minister of Food and Agriculture be pleased to state:

(a) the number of new sugar factories proposed to be started during the Second Five Year Plan;

(b) the location of these factories; and

(c) whether there are any proposals for starting sugar factories in Kerala?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b) 50 new sugar factories have been licensed for establishment during the Second Five Year Plan. A statement showing the names and locations of these factories is placed on the Table of Lok Sabha [See Appendix I, annexure No 51]

(c) No

Shri Basumatari: May I know whether there is any proposal to start a sugar factory in the State of Assam and if so, the progress thereof?

Shri A. M. Thomas: For Assam, there is a proposal to start one in the co-operative sector

Shri Vasudevan Nair: I would like to know whether licences issued for co-operative sugar mills are also included in this list

Shri A. M. Thomas: In fact, out of the 50 licences that we have issued, 37 are for co-operative societies.

Shri Vasudevan Nair: If there is a fresh application for licence, will Government consider it favourably?

Shri A. M. Thomas: If there is any revocation of any licence already granted, we would certainly consider grant of licence to co-operative societies.

Shrimati Tarkeshwari Sinha: May I know whether it has come to the notice of the Government that the co-operative societies through which it was the policy of the Government to open sugar factories have ordered machinery in foreign markets and their licences have now been cancelled? May I know how many such cases are now before the Government?

The Minister of Food and Agriculture (Shri A. P. Jain): Out of the 24 co-operative sugar factories, where cases were under consideration sometime ago, 12 sugar factories have entered into some sort of contract for the import of machinery. I believe those contracts are going to be honoured; but of the remaining 12 factories none have entered into any contract and it is difficult to say whether they will be allowed to import machinery in the near future on account of the difficult foreign exchange position.

Shri Dasappa: May I know whether these co-operative societies which have been granted licences have been making satisfactory progress in so far as the collection of shares is concerned?

Shri A. P. Jain: Yes, most of them

Shri T. B. Vittal Rao: Are these 50 units to be brand new or do they include some of the factories that are to be shifted from Bihar and UP to the South?

Shri A. M. Thomas: There is no such proposal.

Mr. Speaker: What is the answer?

Shri A. P. Jain: These licences are for putting up new factories.

पंडित द्वादश नाम सिवारी कथा गवर्नरमट को जात है कि बिहार गवर्नरमेंट ने दो को-ऑपरेटिव शगर फैक्टरीज की भाग की थी

और वहाँ के चीफ मिनिस्टर ने नेशनल डेवेलपमेंट कॉर्सिल में भी यह भाग दीहराई थी? यदि हाँ, तो क्या वह भाग मजूर की गई या नहीं?

श्री अ. प्र० जैन एक मन्त्री की गई है और दूसरी का न किसी ने पैसा इकट्ठा किया और न ही काम किया।

Shri Viswanatha Reddy: Just now the hon. Minister said that out of the 24 factories, 12 have entered into some sort of contract for the import of machinery and these will be honoured. What about the rest of the sugar factories which have not yet entered into contracts?

Shri A. P. Jain: The position is that the foreign exchange position of the Government of India is very tight, and if there is no foreign exchange available, well, machinery cannot be imported.

Shri Bibhuti Mishra rose—

Mr. Speaker: Hon. Members who have tabled questions must rise one after the other. If they do not rise in their seats and wait till the end, I cannot go on allowing them an opportunity.

श्री विभूति मिश्र अध्यक्ष महोदय, मैं कहीं बार आप की आई को कंच करने के लिये खड़ा हुआ, लेकिन मुझे इस का सौभाग्य प्राप्त नहीं हुआ।

मैं जानना चाहता हूँ कि जा पचास फैक्टरीज लगाई जा रही हैं, उन के स्थान के सम्बन्ध में निर्णय केन्द्रीय सरकार करती है या प्रान्तीय सरकार।

श्री अ. प्र० जैन इडस्ट्रीज डेवेलपमेंट एड रेगुलेशन एक के नीचे एक कमेटी बनी हुई है। वह इस बात की जाच पड़ताल करती है कि कौन सा स्थान उपयुक्त है और उसी के भुताविक फिर अमल होता है।

X-Ray Units for Railways

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*165. { Shri Warrior:
Shri Kunhan:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Railways have placed orders for a large number of X-Ray Units;

(b) if so, their number and the probable requirements during the current year and the next year; and

(c) whether these X-Ray Units are proposed to be imported or locally manufactured?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes

(b) Total Number	31
During 1957-58	15
During 1958-59	16

(c) Proposed to be imported since locally manufactured good quality X-Ray machines are not available in the country

Shri Warrior: What will the amount of foreign exchange be involved in this transaction?

Shri Shahnawaz Khan: I am sorry to say I do not have the figures with me just now I could give him later on

Shri A. C. Guha: Is it not true that at least one factory in India has been manufacturing fairly good X-Ray units? In view of the present foreign exchange position, why have all the orders been placed with foreign firms, and why has Government not thought it proper to utilise the local product?

Shri Shahnawaz Khan: We want to get the best type of X-Ray machines. The hon Member knows we cannot take any chances with machines like this

Shri A. C. Guha: Is it not true that it has been brought to the notice of the Railway Ministry that there is an Indian manufacturer, that the units manufactured by that company were

examined by Government experts and found to be fairly good, and that their units have been in use in a number of hospitals?

Shri Shahnawaz Khan: We will certainly look into it. If they are good, we will place orders with them when we require more

Shri Banga: What is the practice of Government when they want to place these orders? Is there any Cabinet sub-committee or anything like it to screen these orders in order to see whether they could not be obtained in this country efficiently and properly?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): I can only say there is no Cabinet Committee to consider this. Naturally, Government's policy is to obtain goods in India, even if they are more costly, provided they are good enough for the purpose, but obviously a Cabinet Committee cannot consider every purchase

Shri A. C. Guha: Is it not a fact that the cost of the Indian machine is fairly less than that of the imported one, and is it not true that a number of hospitals in India have been using thus Indian manufactured X-Ray unit?

Shri Shahnawaz Khan: I require notice for that I am unable to say

Shri Thirumala Rao: Are the machines manufactured by the Indian concern certified by the Indian Standards Institution as fit to be taken by our hospital?

Shri A. C. Guha: I hope the Government will look into the matter and see that the Indian manufacturing unit is properly utilised in the service of the nation

Shri Jawaharlal Nehru: Certainly

Mr. Speaker: That is the object of the question

The Minister of Commerce and Industry (Shri Morarji Desai): We have ceased importing these things. So, there will be no question of the Railway Ministry buying

Shri Tyagi: May I inform the House that there is a screening committee already which looks into these cases?

Price of Sugar

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*166. { Shri H. C. Mathur.
Shri Assar:

Will the Minister of Food and Agriculture be pleased to state

(a) the price of sugar (i) in wholesale market and (ii) in retail market before the announcement of fresh excise duty,

(b) what are the present rates, and

(c) the steps taken or proposed to be taken to keep the prices at a reasonable level?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) to (c) A statement containing the required information is laid on the Table of Lok Sabha [See Appendix I, annexure No 52]

Shri H. C. Mathur. It is obvious from the statement that there has been a general rise of Rs 6 per maund. May I know if the Government considers it to be justified, or are they taking any steps to bring down the prices and if so to what level?

Shri A. M. Thomas: We have been taking steps. There has been some increase, not exactly to the extent of the increase in the excise duty. The Government are taking steps. The Reserve Bank has now tightened up its restrictions in the matter of advances. A circular has been issued on June 29, 1957 to all Scheduled and the three State-associated banks requiring them to raise the margin against sugar by 10 per cent subject to a minimum of 35 per cent.

Shri H. C. Mathur. My question has not been fully answered

The Minister of Food and Agriculture (Shri A. P. Jain): This apparent

rise of Rs 6 per maund includes Rs 4-2-0 per maund on account of excise duty

Shri Bishwanath Roy: In view of rise in price the rate of sugar, may I know whether Government would reduce the quantity of sugar to be exported?

Shri A. P. Jain: Government want to encourage as much export as they possibly can, consistent with the maintenance of internal supplies

Shri Heda: Apart from the rise due to this excise duty, may I know whether Government have noticed that even in a city like Hyderabad which is situated within the surplus area, there is normally in a period of two to three months a good rise in the prices, and if so, what steps are they taking to curb this uncalled for rise in prices?

Shri A. P. Jain: In fact, Hyderabad is not a surplus area. The whole of South is a deficit area and it receives about one lakh tons of sugar from the North. There was some difficulty about movement, that difficulty is now being overcome. We are constantly watching the price movement and we propose to regulate it by adjusting our releases. Apart from that, as my colleague the Deputy Minister has stated, the Reserve Bank has applied curb on advances against sugar owned by the traders

Shri Mohiuddin: The hon. Minister has stated that the Reserve Bank has asked that the margin should be increased. Is it a fact that about 40 per cent of the production of sugar is at the disposal of the Government and this sugar stock is not being released?

Shri A. P. Jain: The entire sugar is at the disposal of the Government. It is only after Government issues a release order that sugar can be sold in the market. And we regulate the releases in such a manner that a regular supply is guaranteed all over the year.

Shri A. M. Thomas: I may also add that a special release of the order of 1.64 lakhs of tons has been made on the 29th of May, over and above the ordinary release.

An Hon. Member: In Hyderabad.

हिन्दी टेलीप्रिन्टर

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* १६७ { शा० राम सुभग तिह
श्री नवल प्रभाकर

क्या परिवहन तथा सचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का हिन्दी के समाचार पत्रों को हिन्दी में समाचार भेजने के लिये हिन्दी टेलीप्रिटरों के प्रयोग को प्रोत्साहन देने के लिये कोई कार्यवाही करने का विचार है, और

(ख) यदि नहीं, तो इस के क्या कारण हैं ?

परिवहन तथा संचार मंत्रालय से राज्य-मंत्री (श्री राज बहादुर) : (क) जी हा ।

(ख) यह प्रश्न नहीं उठता ।

शा० राम सुभग तिह : अप्रेजी टेली-प्रिटर की तुलना में हिन्दी टेलीप्रिटर की गति करीब आधी के बराबर है। मैं जानना चाहता हूँ कि क्या जो रेट है उस को भी आधा कर दिया जायगा ?

श्री राज बहादुर रेट जो है वह तो शब्दों की गिनती के ऊपर निर्भीत किया जाता है और मैं समझता हूँ कि स्पोड के ऊपर वह निर्वाचित नहीं किया जाता है ।

श्री शा० लाल हुवेशी क्या मंत्री महोदय को मालूम है कि हिन्दी टेलीप्रिटर की व्यवस्था न होने के कारण जो देश में हिन्दी के दैनिक पत्र हैं उन को अप्रेजी के टेली-प्रिटर से प्राप्त समाचारों का अनुवाद करना पड़ता है और इस कारण से जो समाचार है वे उतने सही और जल्दी नहीं पहुँच पाते

जितनी जल्दी उन्हें पहुँचना चाहिये । ऐसी सुरक्षा में क्या हिन्दी के टेलीप्रिटर की सुविधायें सीधे बढ़ाने का प्रयत्न किया जायगा ?

श्री राज बहादुर : यदायीध इस की व्यवस्था की जाती है । माननीय सदस्य को जात होगा कि हैदराबाद में पहले पहल हम ने एक अधेजी टेलीप्रिटर को कनवर्ट कर के हिन्दी में इस्तेमाल किया था । तब से इस बात की कोशिश हो रही है कि ऐसा टेलीप्रिटर बन जाय जिस में हिन्दी के सारे अक्षर और अक्षर समा सके और उस के लिये एकसेरिमेंट्स हो रहे हैं । साथ ही एजुकेशन मिनिस्टरी द्वारा की-बोर्ड भी तथ होना है ।

प्रधान मंत्री तथा वैदेशिक कार्य मंत्री (श्री जगहरसिंह नंहड़) आगे या पाले अनुवाद तो करना हो पड़ेगा ।

शा० राम सुभग तिह इस टेलीप्रिटर में नां इमी तरह से मैमेजिम दिये जाते हैं ।

National Formulary Committee

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* 168. { Shri V. P. Nayar:
Shri Easwara Iyer:

Will the Minister of Health be pleased to state

(a) whether the National Formulary Committee constituted by Government of India have completed its work, and

(b) whether the list proposed will include only the drugs and formulae used in Allopathy?

The Minister of Health (Shri Karmarkar): (a) The work has not yet been completed

(b) Yes

Shri V. P. Nayar: May I know when we can expect the publication of the Indian formulary?

Shri Karmarkar: We are expecting the conclusion of the labours of the committee within about four months from now

Shri V. P. Nayar: May I know whether there were any special reasons why Government thought it desirable or necessary only to have lists of the formulations in Allopathy, leaving Ayurveda and other indigenous systems alone?

Shri Karmarkar: In the first instance we took up Allopathy, because there we found that there were a number of patent and other drugs which were being imported into India unnecessarily. Therefore, the National Formulary Committee was entrusted with the work of preparing a national formulary containing the list of certain essential combinations which only should be allowed to be imported or manufactured in the country.

Shri V. P. Nayar: The Minister has stated that some drugs of foreign origin are being imported unnecessarily. Do we take it that Government will wait, for the ban on such drugs, until the lists are published, or whether in view of the fact that they have been found to be unnecessary, steps will be taken now itself to prohibit their imports?

Shri Karmarkar. That is in line with the complaint which my hon. friend made the other day in the course of the debate on influenza. Certain people are unnecessarily interested in them by advertisements and the like, and so we have thought of going into the question as to which would be the essential medicines which would either have to be imported or to be manufactured in the country, so that the normal customer, as my hon. friend always desires, should not be deluded into something which is not desirable.

Transport Facilities for despatch of Manganese Ore

*169. **Shri D. V. Rao:** Will the Minister of Railways be pleased to state

(a) whether manganese mine owners and workers' unions have sent representations requesting for provision of transport facilities for despatch

of manganese ore accumulated at railway sidings, and

(b) the action taken by Government?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes

(b) As a result of representations received from the Mine owners and workers from Garividai and Chipurupalli areas, arrangements for movement of traffic in manganese ore from these areas to Vizagapatam port have already been made to the maximum extent feasible consistent with the existing rail as well as port capacity.

Shri D. V. Rao: May I know the pit-head stock at the beginning of June, 1957, and how much of it was transported since then, that is, from the beginning of last month?

Shri Shahnawaz Khan: The quota for export of manganese ore from Visakhapatnam is fixed at 150 wagons per month, and that full quota has been exported.

Shrimati Tarkeshwari Sinha: May I know the quantity that was lying accumulated at the sidings of the railways during 1956-57, and also near the mines? May I also know how much of that stock has been removed, and how much is still lying accumulated?

Shri Shahnawaz Khan: I am not aware of the stocks lying accumulated at the mines.

Shrimati Tarkeshwari Sinha: What about the stock in the railway sidings?

Shri Shahnawaz Khan: I have not got that information with me.

Shri T. B. Vittal Rao: May I know whether representations have been submitted by the workers' unions to Government saying that the mines are being closed, because the pit-head stocks are very heavy, and the railways are unable to transport them?

Shri Shahnawaz Khan: As I have stated already, a representation was received from workers of Garividai

in Waltair district. The output from the mines is approximately 20 wagons a day, and we had been moving enough wagons from that area, to avoid causing any hardship.

Shri Joachim Alva: Has the Railway Board received a large number of complaints from the Londa area around Belgaum and North Kanara, in regard to the Londa coal which is known to be one of the best qualities of coal?

Shri Shahnawaz Khan: That is an entirely different question I shall require notice.

Shri Ranga: Have Government received any representation in regard to the large-scale unemployment that is caused at the Garividi manganese mines because of these difficulties?

Shri Shahnawaz Khan: I would like to submit that the hon Member is fully aware of the pressure on line capacity particularly on that section. I am afraid we cannot do anything more than that. The obvious solution lies in the development of road traffic and in moving the manganese ore by road. The utmost that we can do is to move about 30 wagons per day, and we are doing that.

Assam Rail Link

170. { **Shri Raghunath Singh:**
Shri Heda:
Shrimati Ila Palchoudhuri:

Will the Minister of Railways be pleased to state what special measures are being taken to protect Assam Rail Link from the ravages of the monsoon?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Ever since the construction of the Assam Rail Link, large-scale protection works have been planned and carried out on the link route. Wherever floods and breaches indicated weak bridges or formation, remedial measures were adopted to strengthen them. The Assam Rail Link Stabilisation Committee has submitted its report and

have indicated what further measures are required to strengthen the link. The Report is under consideration. Steps have been taken by posting the necessary staff to maintain this link during the coming monsoon and to formulate detailed schemes for strengthening the route keeping in view the Committee's suggestions.

Shrimati Ila Palchoudhuri: May I know whether the report that has been submitted will be placed on the Table of the House soon, and how soon the recommendations contained therein will be implemented, and also whether the course of the line which is very unsuitable is proposed to be changed to a different terrain?

Shri Shahnawaz Khan: As I have already submitted, the report is under consideration, and I see no objection to the report being placed on the Table of the House, after it has been considered by the railways.

Dr. Ram Subhag Singh: What about the latter part of the question?

Shri Raghunath Singh: What about the change in the course of the line?

Mr. Speaker: If three or four questions are clubbed together, it will not be possible for the Minister to remember everyone of them.

Shri Shahnawaz Khan: May I reply to that question? The committee by a majority of four to two have recommended an alternative route. One of the recommendations is that the present link should be maintained and stabilised. It is also recommended that another alternate route further south should be constructed.

Shri Heda: Is it not a fact that practically the story is repeated every year, even though every year we are told that steps are taken to see that ordinary floods do not cause any breaches? Every year the first monsoons cause the breaches.

Shri Shahnawaz Khan: I recently returned from a tour of those areas. It is true that floods do cause breaches, but I may submit that it is

a very very difficult area and our engineers are doing a very fine job of work in trying to control the rivers. In many places, they have done very successful and remarkable work.

श्री रमेश तिहार मे जानना चाहता है कि जो प्रास्टनेट रुट सर्जेंट की गई है उस में भीर जो भीत्रूदा रुट है, उस के माइलेज मे क्या फर्क होगा ?

श्री चाहूलवाड़ ज्ञानी जो इस की तकनीक है वह अभी वक्त भाउट नहीं की गई है, लेकिन साथ चाला जो नया रुट है, वह गालिबन घोड़ा कम होगा ।

Shri Barman: In view of the fact that the Committee has given a definite opinion that it is not possible to ensure absolute stability of the present route, and the majority have suggested an alternate southerly route, may I know whether, in consideration of the difficulties that the eastern region is experiencing, Government are coming to a final decision to obviate the difficulties as early as possible? How long are Government going to brood over this matter?

Shri Shahnawaz Khan: The difficulties experienced by the eastern region are well known, and Government fully sympathise with them. But I may submit construction of fairly long lines stretching over hundreds of miles cannot be done very quickly, especially when we are short of funds. We do not have the means. I might add that this route would involve construction of at least three or four major bridges.

Shri A. C. Guha: May I know the total expenditure incurred during these years for repair of damages, and also the approximate estimate of cost of the new alignment?

Shri Shahnawaz Khan: This year the expenditure has not been very great.

Shri A. C. Guha: The total expenditure incurred during all these years for repairs

Shri Shahnawaz Khan: I do not have the figures.

Shri Barman: Last time, when the link was constructed, the public were not consulted and the opinion of those who consulted was not accepted because it was thought that experts knew better. May I ask whether this time before deciding upon the new alignment of the southerly route, Government will consult local public opinion?

Shri Shahnawaz Khan: The construction of railway lines and bridges is a very technical job. We will certainly welcome public co-operation to the extent we need it.

Railway Workshop, Jodhpur

*172. Shri M. D. Mathur: Will the Minister of Railways be pleased to state

(a) the strength of labour employed in Jodhpur Railway Workshop, year-wise, from 1951 to 1957 so far;

(b) whether Government have any scheme to extend this workshop, and

(c) if so, how much additional labour it will absorb?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a,

Year (as on)	Strength of labour employed
1-4-1951	1,975
1-4-1952	1,980
1-4-1953	2,030
1-4-1954	2,100
1-4-1955	2,190
1-4-1956	2,460
1-4-1957	2,780

(b) No

(c) Does not arise

Shri M. D. Mathur: In view of the fact that there is a shortage of everything in the railways, why should not the Jodhpur Railway Workshop be expanded to meet the demands of the metre gauge railways?

Shri Shahnawaz Khan: We are expanding the Bikaner Workshop which is quite close, and that will serve our purpose without resorting to expansion of the Jodhpur Workshop.

Shri H. C. Mathur: Is it not a fact that the Bikaner Workshop is intended only for wagon construction, while the Jodhpur Workshop is specialised for carriage construction?

Shri Shahnawaz Khan: Both of them are serving the purpose, and there is no need for expansion of the Jodhpur Workshop.

Shri A. C. Guha: Is there any proposal to nationalise these light railways?

रेलवे भ्रष्टाचार जांच समिति की रिपोर्ट

*१७४ श्री भक्त बहाने क्या रेलवे मंत्री २८ मई १९५७ के तागाकिन प्रश्न संख्या ५२० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) रेलवे भ्रष्टाचार जांच समिति की शेष सिफारिशों पर इस बाब क्या निर्णय किया गया है, और

(ख) उम समिति को जो सिफारिशों पहले स्वीकार कर नी गई थी उन्हें क्रियान्वित करने की दिशा में अब तक क्या प्रगति हुई है?

रेलवे उपर्याक्त्री (श्री शाहनवाज़ लां)

(क) इन पर अभी विचार किया जा रहा है।

(ख) इस मिलसिले में क्या प्रगति (progress) हुई है, इस का ठीक-ठीक अन्दराजा लगाना मुश्किल है।

श्री भक्त बहाने क्या गवर्नेंट के ध्यान में यह बात आई है कि इस समिति के प्रतिवेदन के बाद भी, यानी पिछले दो वर्षों के अन्दर, रेलवे में भ्रष्टाचार की मात्रा में कभी नहीं हुई है, बल्कि वृद्धि हुई है?

क्या गवर्नेंट इस की रोक याम के लिये किसी बड़े उपाय का अवलम्बन करना चाहती है?

Shri S. N. Dwivedy: Another committee will be appointed!

श्री शाहनवाज़ लां मैं इस बात से तो इतका करता हूँ कि भ्रष्टाचार में ज्यादती हुई है। बहर हाल जहां-जहां भ्रष्टाचार के केमेज गवर्नेंट को नजर में पाते हैं, उन में बड़ी मज़बूती के साथ बताये किया जाता है।

श्री भक्त बहाने : समिति में अपनी सिफारिश मंस्त्रा ७६ में यह सुनाव दिया था कि अब तक अधिकारियों को जो दड़ देने की प्रया है वह बहुत ही शिथिल है, और इन शब्दों का प्रयोग किया गया था "The punishment must be swift and deterrent" मैं जानना चाहता हूँ कि इन दो वर्षों में कितन अधिकारियों पर मुकदमे चलाये गये और कितनों को सजा दी गई?

श्री शाहनवाज़ लां इस के आकड़े इस बक्त भेरे पास मोज़द नहीं है। अगर आनेवेळे भेंटवार चाहते हैं तो मैं उन को बाद में दे सकता हूँ।

श्री म० ला० द्विवेदी मैं मंत्री जी से जानना चाहता हूँ कि इस रेलवे करप्रश्न इन्वेष्यरी कमेटी रिपोर्ट को आये हुए कितन महीने हां चुके हैं और अभी इन पर विचार कर के इस को कार्यान्वित करने की दिशा में प्रगति करने में कितने दिन और लगेंगे?

श्री शाहनवाज़ लां ऐसी बात नहीं है कि जो रेलवे करप्रश्न इन्वेष्यरी रिपोर्ट है वह अभी भरी हुई है और उस पर विचार नहीं हो रहा है। जो उस की ज्यादातर सिफारिशात थी उन की बहुत बड़ी ग्राहकीयता को मंजूर कर के उन पर अमल जाती है।

Baba Mahendra Pratap: The system of punishment is wrong. I think they should be taught morals. Is there any plan to teach them morals?

(**Shri Feroze Gandhi:** Is it a fact that a ticket collector once offered to take the hon. Minister without a ticket? If so, may I know what punishment was accorded to that ticket collector?

(No answer was given.)

Shri Feroze Gandhi: He is not answering.

Mr. Speaker: Was it the Minister himself?

Shri Feroze Gandhi: Yes)

Mr. Speaker: Next question

Reserve Stock of Food-grains

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*175. { **Shri H. C. Mathur:**
Pandit M. B. Bhargava:
Shrimati Tarkeshwari Sinha:
Shri Narayanan Kurty Menon
Shri I. Echaran:

Will the Minister of Food and Agriculture be pleased to state:

(a) the total stock of foodgrains in reserve with the Central and State Governments on the 15th May, 1957;

(b) the value of the imports of rice, wheat and other foodgrains from foreign countries in India since 15th May, 1957; and

(c) the reserve stock position in rice, wheat and others at present?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) 523 1 thousand tons

(b) 221 crores for the period 15th May to 30th June, 1957.

(c) On 6-7-57 Government had in stock 317.3 thousand tons Rice; 271.1 thousand tons wheat; and 16.7 thousand tons of other foodgrains.

Shrimati Tarkeshwari Sinha: What is the import programme of the Government for 1957 and 1958, and how much of that is to be met by the negotiated American wheat loan?

Shri A. M. Thomas: We have not got any definite targets now for the purpose of import. All the same, as far as the commitments already entered into are concerned, they cover the years 1957-60. For example, our agreement with Burma for import of 2 million tons of rice is as follows: 1956: 3 lakh tons, 1957: 5 lakh tons, 1958: 5 lakh tons, 1959: 3.5 lakh tons and 1960: 3.5 lakh tons.

Regarding our agreement entered into with the U.S.A. in August 1956 under PL 480, there also we have agreed to take wheat worth \$200 million and rice wheat \$26.4 million in addition to funds for carriage of half these quantities will be in U.S. flag vessels

Shrimati Tarkeshwari Sinha: The hon. Minister, some time back, made a statement that they are negotiating for some wheat loan from America. I want to know what is the position with regard to that and how much do we expect to import under this agreement if it is at all successful

The Minister of Food and Agriculture (Shri A. P. Jain): Some talks are going on. But it is rather difficult to say what we will be able to get and in what period it will be imported unless the talks are completed.

Shri Mohiuddin: May I know what arrangements have been made by the Government of India to see that the quality of wheat imported corresponds to the specification that has been agreed and whether the tests for quality will be made at the exporting point to see that useless and weevil and moth-eaten wheat is not imported into the country?

Shri A. P. Jain: The India Supply Mission take good care that good quality wheat is supplied, which conforms to specifications. It is totally

wrong if the hon. Member implies that we get weevil and moth-eaten wheat

Mr. Speaker: The hon. Member only wants to know whether there is any agency to check it

Shri A. P. Jain: Yes

Shrimati Tarkeshwari Sinha. What is the stock that Government propose to get during 1957 and 1958 and to meet our requirements and how many warehouses Government propose to start this year?

Shri A. P. Jain. The total quantity wheat agreed to be imported under the PL 480 agreement already entered into is proposed to be imported by the end of the present financial year. Government have got enough of store-houses. Maybe if we need more, we shall make arrangements for that

Community Development work in Bombay

*176. **Shri Assar.** Will the Minister of Community Development be pleased to state

(a) whether the entire amount allocated by the Central Government for Community Development work in Bombay State in 1956-57, has been utilised by the State Government and

(b) if not the reasons thereof?

The Minister of Community Development (Shri S. K. Dey): (a) Yes, except that loan funds to the extent of about Rs 26 lakhs could not be utilised out of the amount allocated to the reorganised Bombay State. The loan expenditure booked by the Branch Offices of the Accountant General, Bombay at Rajkot and Nagpur being not available has not been taken into account

(b) The saving in the loan funds is mainly due to reorganisation of the State and lack of adequate public participation

Shri Raghbir Sahai: May I know whether it is true or not that there is

a great anxiety on the part of the Community Development personnel to spend all the sums that are placed at their disposal and to show physical achievements of all sorts without laying any stress on the change of outlook of the people and on building them up as men?

Shri S. K. Dey: The situation is not universal although there is a tendency in this direction. Attempts are always made to correct this tendency.

Railway Amenities

*177. **Shri Bibhuti Mishra:** Will the Minister of Railways be pleased to state

(a) whether Government contemplate to bring at par metre gauge railway with broad gauge in respect of amenities facilities and in other respects, and

(b) if so, the shape of the scheme?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No discrimination is made in regard to the standard of amenities provided for Railway Users on the Broad Gauge and Metre Gauge sections

(b) Does not arise

Shri Chiranjit Singh मदन के जिन सदस्यों ने बाड़ गेज और मोटर गेज दोनों पर सफर किया होगा उन को दोनों का अन्तर मालूम हुआ होगा। मैं जानना चाहता हूँ कि मत्री जी इस सचाई को मानते हैं या नहीं?

Shri Shahnawaz Khan जो इस सचाई को तो मैं मानता हूँ। मैं खूँद अभी नार्थ ईस्टने रेलवे पर जा कर देख आया हूँ। बात यह है कि जिस बक्त हम ने इस रेलवे को लिया उस बक्त इस रेलवे पर एमेनिटीज का स्टडर्ड बहुत घनिया दर्जे का था। हम कोशिश कर रहे हैं कि इस को जल्दी ऊपर उठाया जाय। मौजूदा बक्त में हम कोई फिर-फिरेशन नहीं कर रहे हैं।

Shri C. D. Pandey: May I know if Government is aware of the fact that even on the broad gauge, in the Delhi station proper, the caterers refuse to serve meals in the compartment and many Members have been put to inconvenience because meals are not served?

Shri Shahnawaz Khan: I am sorry I am not aware of this. If the hon. Member would let me know any details of this, I will have it looked into.

ओ सुश्रावरा राय क्या मैं जान सकता हूँ कि मीटर गेज में जो पानी पिलाने वाले रखे गये हैं वे स्टेशन मास्टरों के घरों पर काम किया करते हैं और स्टेशन पर नहीं रहते हैं?

Shri Hem Barua: May I know if the facilities of sleeping arrangements granted to the passengers on the broad gauge lines are also granted to the passengers on the N E Railway?

Shri Shahnawaz Khan: Yes, Sir

Wooden Sleepers for Railways

***179 Shri Bishwanath Roy:** Will the Minister of Railways be pleased to state whether it is a fact that Government have decided to import wooden sleepers for the Indian Railways?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The proposal is under consideration.

Shri Bishwanath Roy: May I know whether the wood available in the Andamans and in India is not fit for this purpose?

Shri Shahnawaz Khan: The wood that is available is very insufficient for our requirements. Our requirements are something like 71 lakhs sleepers a year and the wood available locally is about 22 lakhs.

Shri Ranga: Including the Andamans?

Shri Shahnawaz Khan: Yes

Shri P. Ramaswamy: May I know whether it is a fact that the Government of Andhra Pradesh offered to supply the necessary wooden sleepers cut into size when the Railway Minister was on tour to Hyderabad?

Shri Shahnawaz Khan: We are trying to step up the procurement of sleepers locally. The main difficulty has been one of price. The State Governments are asking a higher price. We are trying as much we can to procure sleepers locally.

Shri B. S. Murthy: How does the rate offered by the Andhra Government compare with the imported price?

Shri Shahnawaz Khan: The general price of local sleepers is between Rs 19 to Rs 21 per sleeper for the broad gauge. The imported price is a little higher.

Shri Punnoose: How does it compare with the imported one?

Mr Speaker: He has said that the imported price is higher.

The Minister of Railways (Shri Jagjivan Ram): The position is this. We are short of sleepers and I have taken up the matter with the State Governments personally and I have had discussions with the Chief Ministers on this point. I have been promised all co-operation from their side. But the position of timber in our country is that in spite of the best efforts of the State Governments and Conservator of Forests there is no chance of the requirements of the Railways being completely met from internal resources.

Raja Mahendra Pratap: Can we not use iron sleepers?

Mr Speaker: It is something like saying 'There is no cake eat the cake'.

Shri Dasappa: Is it not a fact that the Andamans Government was prepared to supply wooden sleepers to

them but the Government of India and the Railway Board would not purchase the same on the ground that the prices were high, and the Andaman Government shipped a lot of timber or used to ship a lot of timber to foreign countries?

Shri Jagjivan Ram No, Sir Very recently, we have sent an officer to the Andamans and we have explored the possibility of the maximum supply from the Andamans. We are going to get a few lakhs from there.

Shri Ranga Now there were two answers given by the hon Minister of Railways and the hon Deputy Minister. Arising out of the answer given by the Deputy Minister are we to understand that although the price of imported sleepers is higher than the price at which we can obtain them from our State Governments, the Government have preferred to import these things and expend their foreign exchange?

Shri Jagjivan Ram No Sir that is not the position. The position as I have explained is this. After exploiting all the available ripe timber at present in the country the requirements of the Railways will not be completely met. Even though the price of imported sleepers is higher than the indigenous sleepers we have in the circumstance to import them even at a higher price.

Shri Ranga May we have an assurance that the Government are not turning down any offer made by the State Governments to supply sleepers simply because the price which some of the State Governments demand is higher than the price at which they can obtain it from other States in our country?

Shri Jagjivan Ram We are prepared to accept every sleeper available in the country we will not refuse a single one.

Railway Accident at Chata Station

+
 Shri Raghunath Singh:
 Shri P. C. Bose:
 Shri D. V. Rao:
 Shri B. J. Rao:
 Shri Vajpayee:

*180.

Will the Minister of Railways be pleased to state

(a) whether there was a Railway accident at Chata Station on the Central Railway on the 22nd June, 1957 involving heavy casualties and

(b) if so the details thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan) (a) and (b) On 22nd June 1957 at about 4.30 hours No 3 Down Pathankot Express on its way from Mathura to Delhi, while approaching Chata station, entered the Up Main line and collided head on with No W 20 Up Goods train which was coming on the same Up Main line in the opposite direction. Three persons received grievous injuries and 44 received minor or trivial injuries.

Shri Raghunath Singh Was there any enquiry and if so what was the result of the enquiry?

Shri Shahnawaz Khan An enquiry was held by the Government Inspector of Railways.

WRITTEN ANSWERS TO QUESTIONS

Light Railways

*171 **Shri Jhulan Sinha** Will the Minister of Railways be pleased to state

(a) the names of the light railways in the country and the route mileage, capital investment and rough estimate of their recurring expenditure per annum

(b) whether the public inconvenience and discontent with the working of these Railways have come to the knowledge of Government, and

(c) the proposal with regard to the future of these Railways?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) A statement giving the information is placed on the Table of Lok Sabha. [See Appendix I, annexure No. 53.]

(b) Certain complaints which have been voiced in regard to some of these Railways have come to the notice of the Government.

(c) Government exercises whatever influence it can, even where no direct government control is permissible, in the matter of improved working of these Railways for as long as possible, until they can be replaced by adequate road transport or by railway lines of wider gauge. For the time being, the limited resources available for the Second Five Year Plan are conserved for the creation of new assets in preference to being spent on acquiring and rehabilitating existing assets, particularly when a number of these assets are old and obsolete.

Howrah-Kharagpur Section of S. E. Railway

*173. **Shri S. C. Samanta:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 56 on the 15th May, 1957 and state:

(a) what preliminary steps have been taken to start work for the electrification of Howrah-Kharagpur Section of the S.E. Railway;

(b) whether it is a fact that all sorts of improvement works of the stations between Howrah and Kharagpur have been stopped for the present;

(c) whether detailed plans and estimates of cost have been prepared; and

(d) if so, when orders for foreign machineries and materials have been placed and when they are expected to be received?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Proposals for carrying out Civil Engineering Works such as respacing of track, extension of culverts, removal of infringements to running dimensions of bridges and structures, remodelling of the yards etc., are under examination of the Railway Board.

(b) Only those works that are likely to be affected by electrification of the section are being kept pending.

(c) Detailed plans and estimates are under preparation.

(d) Does not arise in view of the reply to part (c).

Postal Certificates

*181. **Shri Bahadur Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether any scheme has been initiated for the payment of Postal Certificates through village postmen at the door of the rural investors;

(b) the number and the amount distributed through the scheme since it was started; and

(c) the amount of commission realised from this scheme up-to-date?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes from 26th April, 1957. The scheme covers Postal Certificates up to a value not exceeding Rs. 200.

(b) and (c). The information is not readily available and is being collected.

Rural Indebtedness in Tripura

*182. **Shri Dasaratha Deb:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any survey has been made about the indebtedness of the rural people of Tripura;

(b) whether it is a fact that the rural indebtedness is high both in percentage as well as per head; and

(c) the steps Government propose to take in the matter?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) A survey has been made under the supervision of the Reserve Bank of India

(b) No, Sir. The percentage of indebtedness as well as average debt per family is lower than most of the other districts where the survey was conducted

(c) Tripura Administration have already advanced Rs 3 lakhs to the tribals in specified areas. It is proposed to strengthen and develop co-operative credit structure and also undertake legislation by extending the Bombay Money Lenders Act to Tripura in order to reduce rural indebtedness in Tripura

Electrification of Bangalore-Mysore Line

*183. **Shri Shankariah:** Will the Minister of Railways be pleased to state

(a) whether Government are aware that the Mysore State had proposed and sanctioned to put up an electric line with broad gauge between Bangalore and Mysore just prior to the integration of the State,

(b) if so what action has been taken, and

(c) whether this scheme will be included in the Second Five Year Plan?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b) A survey for electrification of Bangalore-Mysore Section was carried out by the Mysore Government prior to the integration of Mysore State Railway but they themselves on the results of the report had dropped the scheme.

(c) No, Sir

Imported Railway Engines

*184. **Shrimati Ila Palchoudhuri:** Will the Minister of Railways be pleased to state

(a) whether it is a fact that some metre gauge railway engines reported

to have been imported from Japan and West Germany have been lying in an exposed condition near the Kidderpore Docks in Calcutta for the last four-five months;

(b) if so, the reasons for their non-removal from the dock so far, and

(c) the number of Japanese and German engines amongst them?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, the engines are generally stored in the open and no covered accommodation is necessary

(b) The engines were received in a bunch after the re-opening of Suez Canal and because of limited unloading capacity at the port, and shortage of requisite railway wagons for despatch, the clearance has been slow

(c) So far, 110 Japanese engines and 60 West German engines have been received, out of which only 21 engines are at the docks awaiting clearance

Construction of Chamrajnagar-Satyamangalam Railway

*185. **Shri Mohamed Imam:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 541 on the 28th November, 1956 regarding construction of a railway line between Chamrajnagar and Satyamangalam and state whether Government propose to include this work under the Second Five Year Plan?

The Deputy Minister of Railways (Shri Shahnawaz Khan): It has not been possible to include this line in the list of new constructions for the Second Five Year Plan period

River Boards Act, 1956

*186. **Shri D. C. Sharma:** Will the Minister of Irrigation and Power be pleased to state

(a) whether any of the River Boards as envisaged in the River Boards Act, 1956 has started working;

(b) if so, the name of such project and the State concerned; and

(c) the experience of its working?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) No, Sir
(b) and (c). Do not arise.

राष्ट्रीय राज-पथ

*१८७. श्री म० ल० ल० हिंदेशी क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) कानपुर से सागर तक के राज-पथ के मार्ग को बदलने से पूर्व उस की कुल लम्बाई कितने मील थी और अब कितने मील है

(ख) क्या पहले बाला मार्ग भी राष्ट्रीय राज-पथ माना जा रहा है, और

(ग) यदि नहीं, तो इस के क्या कारण हैं ?

परिवहन तथा संचार मंत्रालय में राष्ट्रीय मंत्री (श्री राम बहादुर) (क) कानपुर म मार्ग तक का राष्ट्रीय गतिमार्ग नहीं बदला गया है। इस की लम्बाई २६४ मील है।

(ख) और (ग). मवान ही पंदा नहीं होते।

Go Slow Strike by Telegraphists

*188. { Pandit D. N. Tiwary:
Dr. Ram Subhag Singh:
Shri S. V. Ramaswami:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the telegraphists, even after formally withdrawing their "Go Slow Strike" on the 20th May, 1957, were actually going slow in their work with the result that urgent telegrams reached destinations 3 or 4 days late; and

(b) the total loss to Government during the formal strike period and after?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, the movement had been continued after 20th May, 1957 in ten offices: Bombay, Calcutta, Madras, Agra, Lucknow, Allahabad, Varanasi, Nagpur, Patna and Muzaffarpur

(b) The financial loss to the Government cannot be assessed at present.

Death of Monkeys at Purana Qila Area

*189. { Shri Keshava:
Shri H. C. Mathur:

Will the Minister of Health be pleased to state the result of the complaint made under Section 290 I.P.C to trace the culprits relating to the death of truck loads of young monkeys in the Purana Qila area in New Delhi on the evening of the 20th March, 1957?

The Minister of Health (Shri Karmarkar): As a result of preliminary investigations six persons belonging to a local firm dealing in the export of Monkeys have been prosecuted for offences punishable under section 290 of I.P.C and 7 of the Prevention of Cruelty to Animals Act

The case is still pending in Court

Hyderabad Railway Bridges Experts Committee Report

*190. Shri T. B. Vittal Rao: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 743 on the 31st May, 1957 and state

(a) whether the Railway Board have since completed the examination of the Report of the Experts Committee appointed to examine the railway bridges in Secunderabad Division, Central Railway,

(b) what are the main recommendations of the Committee; and

(c) at what stage is the implementation of those recommendations?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The report is still under examination

(b) The main recommendations are contained in the Report, copies of which have been placed in the Library of Lok Sabha

(c) Pending examination of the Report, the Central Railway Administration has been asked to take advantage of the Report and take action on such of the recommendations as are readily acceptable

Departmental Catering on Railways

*191. { Shri H. C. Mathur:
Shri D. V. Rao

Will the Minister of Railways be pleased to state

(a) whether it is a fact that Departmental catering has resulted in loss to the Railway administration, and

(b) if so, the extent of loss incurred so far and what accounts for it?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The provisional figures for 1956-57 which are available indicate that there has been loss on departmental catering on the Southern, South Eastern, Eastern and Northern Railways, and profit on the other Railways

(b) The accounts have not been audited and finalized but the estimated loss on all Railways taken together during 1956-57, is about 12 lakhs

The main reasons for the loss are sale of better quality of edibles compared to catering by contractors, maintenance of better service and incidence of higher over-head and establishment charges on account of payment to the staff of Central Pay Commission scales of pay, gratuity and contribution to provident fund and application of liberal leave rules

Requisitioning Foodgrains Stocks

*192. { Dr. Ram Subhag Singh:
Shri Keshava:
Shri H. C. Mathur:
Shri Supakar:
Shri R. J. Rao:
Shri Bibhuti Mishra:
Pandit D. N. Tiwary:
Shri Sinhasan Singh:

Will the Minister of Food and Agriculture be pleased to state

(a) whether any State Governments have used the power conferred upon them by the recent notification of the Union Government empowering the State Governments to require any stockist to sell his stocks at the average prices of the past three months

(b) if so, how many State Governments have used that power and

(c) with what result?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Not, so far

(b) and (c) Do not arise

Afforestation in Rajasthan

*193. Shri M. D. Mathur Will the Minister of Food and Agriculture be pleased to state

(a) the progress of the scheme of afforestation carried out by the Government of India to stop the growth of desert in Rajasthan,

(b) the cost of such scheme, and

(c) how much has been spent so far for the purpose?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c) A statement is placed on the Table of Lok Sabha [See Appendix I, annexure No 54]

Research on Fisheries

*194. Shri S. C. Samanta: Will the Minister of Food and Agriculture be pleased to state:

(a) whether fundamental research on fisheries is being carried out in India;

(b) if so, how many research Stations are there in India with their locations;

(c) how many of them belong to State Governments; and

(d) whether there is any co-ordination amongst these research bodies?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Researches undertaken at the Central and State Fisheries Research Stations are primarily of an applied nature but certain fundamental aspects of work essential for developing applied fields are taken up at these Institutes

(b) Sixteen; Central Government Stations at Mandapam and Calcutta; State Institutions one each at Batala, Lucknow, Cuttuck, Balugaon, Tuticorin, Bhawansagar, Kozhikode, Thiruvalla, Ernakulam, Mysore, Bombay, Port Blair and two in Calcutta. Both the Central Stations and the State Institutions have Sub-Stations

(c) Fourteen excluding Sub-Stations.

(d) Yes.

पटसन

*१९५. श्री विभिन्न मिशन का लक्ष्य तथा कृषि मर्दी यह बनाने की कृपा करेगा । क

(क) क्या यह मत है कि अन्तर्वक गर्मी और दर्द के न होने के कारण पटसन का बीज बिहार, बगाल और उड़ीसा के जिनों में बहु जमा है; आ-

(ब) यदि हा, तो इस के पर्याम-स्वरूप पटसन की किलने प्रतिशत फसल भारी गई?

काष और कूवि मर्दी (श्री म० श० जैन) : (क) भारत, राज्य सरकारों से जानकारी मगाई गई है और प्राप्त होने पर नोक-मर्दा की टेबल पर रख दी जायगी।

Central Tourist Advisory Committee

Shri D. C. Sharma:

Shri Bhakt Darshan:

*196. Shri Raghunath Singh:

Shri Ram Krishan:

Shri Ansar Harvani:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the Central Tourist Traffic Advisory Committee met at Simla in the fourth week of June, 1957, and

(b) if so, the decisions taken and the details thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) A statement briefly describing the recommendations and decisions made at the meeting of the Central Tourist Traffic Advisory Committee is placed on the Table of Lok Sabha. [See Appendix I, annexure No. 55]

Telegrams

*197. Shri S. C. Samanta: Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that telegrams are received and sent in any Indian regional language, if the same is written in Devanagari script;

(b) if so, how many such telegrams have been received during 1956-57;

(c) whether telegrams in regional languages written in Roman Script are also received and despatched, and

(d) whether Telegraph Masters of non-Hindi speaking areas have been given special facilities to have training in Hindi Morse in Hindi training centres so far opened?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur) (a) Yes

(b) 4741

(c) Yes

(d) Yes Steps are taken to make up the deficiency if any in the workable knowledge of Hindi

Vegetable Oils

114 Shri V P Nayar Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No 296 on the 28th May, 1957 and state

(a) whether the information furnished regarding the different kinds of oils consumed by the Vanaspathi Manufacturing Industry has been given in the reports of the Industry and

(b) the specific reasons for the decrease in export earnings on vegetable oils in 1956-57 as compared to 1955-56?

The Minister of Food and Agriculture (Shri A P Jain) (a) Yes Sir in the Indian Oilseeds Journal—published by the Indian Central Oilseeds Committee

(b) The main reason for the decrease in export earnings on vegetable oils in 1956-57 was the ban on the export of groundnut rape and mustard and sesame oils imposed during that year. As against 129,898 tons of these oils exported during 1955-56, only 1219 tons were exported during 1956-57. Export of Linseed Oil also fell from 80,967 tons in 1955-56 to 29,037 tons in the first 10 months of 1956-57.

Crop Estimates

115. Shri V. P. Nayar. Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No 297 on the 28th May, 1957 and state whether it is on the basis of the results of trials conducted by the use of chemical fertilizers that the crop estimates are determined?

The Minister of Food and Agriculture (Shri A P Jain) Yes, Sir

Wagons, Locomotives and Coaches

116 Shri Ram Krishan Will the Minister of Railways be pleased to state the total number of railway wagons locomotives and coaches received so far during the year 1957-58 from foreign countries country-wise, and price-wise?

The Deputy Minister of Railways (Shri Shah Nawaz Khan) A statement is laid on the Table [See Appendix I, annexure No 56]

Bhakra Nangal Dam

117 Shri D C Sharma Will the Minister of Irrigation and Power be pleased to state the total acreage of land submerged by the Bhakra Nangal Dam?

The Minister of Irrigation and Power (Shri S K Patil) 43,749 acres

D T S Bus Shelters

118 Shri D C Sharma Will the Minister of Transport and Communications be pleased to state

(a) the number of bus shelters constructed by the Delhi Transport Service so far

(b) the number of bus shelters proposed to be constructed in 1957-58, and

(c) the amount to be spent thereon?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur) (a) 89

(b) 37

(c) Rs 30,000 approximately

Foreign Tourists in Kashmir

119. **Shri D. C. Sharma:** Will the Minister of Transport and Communications be pleased to state:

(a) the number of foreign tourists who visited Kashmir during 1957 so far, and

(b) the facilities that were provided to them?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 2810 in the first half of 1957

(b) (i) The procedure for issuing Kashmir Entry Permits to bona fide foreign tourists has been simplified

(ii) Informative tourist literature on Kashmir has been produced and distributed

(iii) Concessional air and railway fares have been offered. Through Air-cum-rail and rail-cum-air tickets were introduced

(iv) A new Tourist Reception Centre and retiring rooms have been constructed at Srinagar

Electrification of Gurdaspur District, Punjab

120. **Shri D. C. Sharma:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Government of India have given a loan to the Punjab Government for electrification in the district of Gurdaspur,

(b) if so, when this grant was given,

(c) whether electrification work has started there, and

(d) the progress made upto the end of July, 1957?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) Yes, Sir

(b) The loan (not grant) was given in January, 1955.

(c) The work is already in progress.

(d) Information regarding the progress made till the end of July, 1957, is not available. The progress till the end of March, 1957, is indicated below:

(1) H. T. Line erected	304 miles
(2) L. T. Distribution line erected	.. 208 miles
(3) Grid Sub-stations energised	3
(4) Distribution Sub-Stations energised	.. 178
(5) Towns and Villages electrified	.. 231

Official Railway Delegations

121. **Shri Vasudevan Nair:**
Shri Punnoose:

Will the Minister of Railways be pleased to state

(a) the number of official delegations sent abroad by the Railway Board during the year 1956 and so far in 1957,

(b) the purpose for which each delegation went and the names and number of persons included in each of them, and

(c) the expenditure incurred by each delegation during the period?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 1956: 8
1957: 6

(b) and (c) A statement is laid on the Table [See Appendix I, Annexure No 57]

Office of Director General of Shipping

122. **Shri H. C. Mathur:** Will the Minister of Transport and Communications be pleased to state

(a) whether Government propose to shift the office of Director General of Shipping from Bombay to Delhi, and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No.

(b) Does not arise.

Railway Publications

123. Shri D. V. Rao: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the publications,—Indian Railway Establishment Code, Vol I, Accounts Code, Indian Railway Servants' Hours of Employment Rules 1951, etc.,—are not available in the market generally;

(b) whether the Publications are out of print; and

(c) if so, when Government propose to bring new editions of these books?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b) The publications mentioned (except Accounts Code Part II) are not available; other publications, e.g., Indian Railway General Code Vol I & II, etc., are available

(c) The work of reprinting some of the Codes & of bringing out revised editions of others is in hand

Night Train Services

124. Shri Raghunath Singh: Will the Minister of Railways be pleased to state whether it is a fact that on six sections of the Central Railway in the Secunderabad Division, night train services have been discontinued?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Yes. Night running of passenger trains on the following six sections has been curtailed or eliminated by suitable adjustment of timings:—

- (1) Vikarabad-Puri Vajnath.
- (2) Dornakal-Bhadrachellam Road and Singareni Collieries
- (3) Secunderabad-Dronachellam
- (4) Purna-Hingoli
- (5) Parbhani-Puri Vajnath.
- (6) Nizamabad-Bodhan.

This has been done after giving due notice to the public and without any reduction in the number of passenger trains run on each of the above sections

पूर्व रेलवे पर गाड़ी का पटरी से उतर आता

१२५ श्री रघुनाथ सिंह क्या रेलवे मंत्री यह बनाने की कृपा करेंगे कि

(क) क्या यह मत है कि १० जून, १९५७ को पूर्व रेलवे के डायमण्ड हार्बर सेक्शन में एक स्थानीय गाड़ी के पात्र टिक्के पटरी से उतर गये थे, और

(ब) इताहनों की मस्था क्या है और दुर्घटना के बारण क्या थे?

रेलवे उपर्युक्ती (श्री शाहनवाज खान):

(क) ओर (ब) ६-६-१९५७ की शाम को (न कि १०-६-५७ को) जमाकि मवाल में बहा गया है) करीब ३ बजकर २२ मिनट पर जब न० प्रम-२०६ डाउन नोरल मवारी गाड़ी पूर्व रेलवे के कलकना-डायमण्ड हार्बर सेक्शन के बलईपुर स्टेशन में दागिल हो गई थी। उग के इजन में नासरे और गान्धे नम्बर के बीच के पात्र टिक्के पटरी ने उतर गये। यह आदमों का जाविना टिक्के गाड़ी में गफर कर द्वै थे, मार्पन, चांद आई।

दुर्घटना के कारण की जांच की जा रही है।

Derailment on Northern Railway

126. Shri Raghunath Singh: Will the Minister of Railways be pleased to state whether it is a fact that ten wagons of a goods train were derailed near Fatehpur Railway Station on the Northern Railway on the afternoon of the 6th June, 1957?

The Deputy Minister of Railways (Shri Shahnawaz Khan): At about 12-00 hours on 6th June, 1957 while No 305 up Goods train was entering Fatehpur station, on the Allahabad

Kanpur Section, of the Northern Railway, 10 wagons on the train (3rd to 10th and the 13th & 14th from the engine) derailed over points No. 9E, which had been damaged by the pull rod of a wagon on the train.

Ground-nut cake

127. Shri Bali Reddy: Will the Minister of Food and Agriculture be pleased to state the production of ground-nut cake in India State-wise during the years 1955 and 1956?

The Minister of food and Agriculture (Shri A. P. Jain): Precise information about the production of ground-nut cake in the country is not available. According to ad-hoc estimates, the all-India production of ground-nut cake during the years 1955-56 and 1956-57 is estimated at about 1,292,000 and 1,390,000 tons respectively. State-wise data are not available.

Working of the Ministry

128. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No 900 on the 10th December 1956, and state

(a) whether any further improvement has been effected in the working of the Ministry and its Attached and Subordinate Offices since the Vigilance Officer was appointed, and

(b) the number of officers since dealt with for corruption and other irregularities?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes

(b) A statement is laid on the Table of Lok Sabha [See Appendix I, annexure No 58]

New Line between Sukinda Mines and Paradip Port

129. Shri P. K. Deo: Will the Minister of Railways be pleased to state

(a) whether Government propose to construct a railway line between

Sukinda Mines and Paradip Port in Orissa; and

(b) if so, when the line will be completed?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir.

(b) Does not arise.

Bhavnagar-Tarapur Railway

130. Shri M. M. Gandhi: Will the Minister of Railways be pleased to state

(a) whether the traffic survey of the proposed Bhavnagar-Tarapur Railway line has been completed,

(b) if so, whether the report thereof has been submitted to the Government,

(c) whether Government propose to lay a copy of the report on the Table of the Sabha, and

(d) whether the construction of the line will not be taken up during the Second Five Year Plan?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No. (b) and (c) Do not arise.

(d) The construction of this line is not included in the 842 miles of new lines approved by the Planning Commission for construction during the Second Five Year Plan period

Nergundi-Khurda Road Railway Line

131. Shri Mahanty: Will the Minister of Railways be pleased to state:

(a) whether Government propose to double track the Nergundi-Khurda Road Section in the South Eastern Railway, and

(b) if so, when the work is likely to be taken up?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) It is proposed to double only the portion between Retang and Khurda Road of the Nergundi-Khurda Road Section.

(b) The work is included in the 1957-58 Programme and will be taken in hand after the estimates are prepared, examined and sanctioned.

New Railway Line in Kerala

132. **Shri Narayanan Kutty Menon:** Will the Minister of Railways be pleased to state:

(a) whether Government have received any representation from the Kerala Government for survey of a railway line from Kuttippuram to Cranganore in the Kerala State, and

(b) whether Government have taken any decision on that?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir

(b) It has not been possible to include this proposal in the Second Five Year Plan

Grain shop Staff absorbed as Ticket Collectors

133. **Shri Hasda:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 364 on the 28th May, 1957, and state.

(a) the basis on which the ex-grain shop staff absorbed as Ticket Collectors were promoted as Travelling Ticket Examiners; and

(b) whether those promoted Travelling Ticket Examiners have superseded the other Ticket Collectors appointed through the Railway Service Commission?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b) All promotions were made strictly on the basis of seniority and there has been no supersession

पूर्वोत्तर रेलवे पर एलेटकार्म

१३४ श्री विभूति विष्णु क्या रेलवे मंत्री यह बताने की कृपा करेगे कि :

(क) क्या सरकार ने पूर्वोत्तर रेलवे के बगटा, खरपोत्तर भैरोगज, रामनगर,

नरकटिया गज, साठी, सिकटा और मरालवा स्टेशनों के एलेटकार्मों को ढंगा करने की कोई योजना बनाई है,

(ख) यदि हा, तो ये एलेटकार्म कब ढंगे किये जायेंगे, और

(ग) उन का क्रम क्या है ?

रेलवे उपर्यंत्री (श्री शाहनवाज खान) :

(क) जी नहीं। शायद माननीय सदस्य का मतलब बगटा, रामनगर के बजाय बगहा और हरिनगर से है।

(ख) और (ग) सबाल नहीं उठता।

Imphal Telegraph Office

135. **Shri L. Achaw Singh:** Will the Minister of Transport and Communications be pleased to state.

(a) the total amount collected during the year 1955-56 and 1956-57 on account of late fee charges for telegrams despatched from Imphal Telegraph Office

(b) whether it is a fact that a large number of telegrams have been booked after normal working hours i.e. after 6 p.m. in the Imphal Telegraph Office, and

(c) if so, whether Government propose extension of working hours upto 9 p.m. ?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Rs 422 were collected during 1955-56 while Rs. 612 were collected during 1956-57

(b) No such cases have been brought to the notice of the P & T Directorate so far

(c) Does not arise

Rice and Paddy in Manipur

136. **Shri L. Achaw Singh:** Will the Minister of Food and Agriculture be

pleased to lay a statement showing:

(a) the purchasing price of rice and paddy at Imphal and whether the producers can get the minimum economic price for their produce under the State Trading Scheme in Manipur;

(b) the total amount of rice and paddy purchased during the years 1955-56 and 1956-57 and the quantity of rice and paddy sold by auction for export by the private individual and the rate at which it was sold;

(c) the total quantity of rice and paddy supplied by the Manipur Admi-

(b)

(i) Purchase	Rice (In '000 Mds.)	Paddy (In '000 Mds.)
1955-56	93.5	Nil.
1956-57	141.4	70.3

(ii) Sale through auction for export by private individual's.

Year	Quantity ('000 Mds.)	Average rate of sale
1955-56	Rice 58.5 Paddy Nil.	Rs. 10/- to Rs. 12/8/-
1956-57	Rice 120.7 Paddy 24.7	Rs. 13/5/- to Rs. 18/4/- Rs. 6/9/- to Rs. 12/4/-

(c) Quantity supplied to Government Departments and other State Governments.

Year	Quantity	To whom issued
1955-56	Nil.	..
1956-57	Rice 40,900 mds. 9,000 ,,,	Assam Government. Central Government. (Deputy Director of Food, Gauhati).
	2,430 mds.	Government Departments in Manipur.
	Paddy 12,192 mds. 274 ,,,	Assam Government. Government Departments in Manipur.

(d) Quantities of rice and paddy purchased and exported are given in replies to parts (b) and (c).

Rice Smuggling

137. **Shri L. Achaw Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) how many cases of rice smuggling on the Imphal-Dimapur Road have been detected by the Manipur Police from January, 1956 to 31st May, 1957; and

nistration to Government departments and other State Governments; and

(d) the exportable surplus of rice and paddy purchased and exported from Manipur during 1955-56 and 1956-57?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The present Government purchase prices of rice and paddy at Imphal are Rs. 10/- and Rs. 6.12 N.P. per maund respectively including the cost of gunnies. These prices are considered reasonable in the area.

(b) how many of those involved in these cases were arrested and convicted?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) 148 cases were detected.

(b) 158 persons involved in these cases were arrested and 39 persons

were convicted. Cases against 114 persons are still pending in Court.

Railway Wagons

138. Shri Sadhan Gupta: Will the Minister of Railways be pleased to state:

(a) whether numerous railway wagons bringing in rice to Calcutta were left unloaded during the last week of May, 1957 and first two weeks of June by the consignees concerned;

(b) if so, the number of such wagons left so unloaded (i) upto seven days (ii) for more than seven days and upto two weeks and (iii) for more than two weeks; and

(c) the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes

(b) Out of 936 wagons received and detained beyond the usual free time 934 were detained from one to seven days, 2 wagons for more than seven days and upto two weeks and no wagon beyond two weeks.

(c) The reasons for which the consignees delayed taking delivery of the consignments are not known with any definiteness.

C.T.S. Ltd., Tripura

139. Shri Dasaratha Deb: Will the Minister of Transport and Communications be pleased to state

(a) how much loan has been advanced to the Co-operative Transport Society Limited of Agartala (popularly known as C.T.S. Limited) by the State Co-operative Bank, Tripura so far;

(b) whether it is a fact that C.T.S. Ltd has been advanced loan by Relief and Rehabilitation Department also, and

(c) if so, the total amount of loan advanced by Relief and Rehabilitation Departments?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) None.

(b) and (c) A loan of Rs. One Lakh has been sanctioned to the Society by the Rehabilitation Finance Administration, but the amount has not yet been paid.

Railway Works during the Second Plan

140. Shri Narayananarkutty Menon: Will the Minister of Railways be pleased to state what new works are proposed in the stations between Cochin Harbour Terminus and Shoranur and also on the line during the Second Five Year Plan?

The Deputy Minister of Railways (Shri Shahnawaz Khan): A statement giving the required information is laid on the Table [See Appendix I, annexure No 59]

Propagation of Community Development Work

141. Shri D. C. Sharma: Will the Minister of Community Development be pleased to state

(a) whether any steps are being taken to create interest in universities, colleges and institutions of higher learning in connection with community development work and

(b) if so their nature?

The Minister of Community Development (Shri S. K. Dey): (a) and (b) The Universities, colleges and other institutions are being associated with the working of some Development Blocks in the form of representation on Block Advisory Committees. Free literature is also supplied to the Universities to keep them in touch with development work. In addition, this Ministry grants apprenticeships to selected University students and teachers in village development work. In 1956, approximately 1100 apprenticeships were given. The scheme is being continued in 1957 and

2000 apprenticeships have been allotted to various Universities in the country. Besides, the Universities and colleges are associated by organisation of A.C.C./N.C.C./students' camps and camps organised by Bharat Sevak Samaj.

Condemned Wagons used for Accommodation

142. { Shri H. N. Mukerjee:
Shri Jhulan Sinha:

Will the Minister of Railways be pleased to state

(a) what has been the number of condemned wagons used for accommodation purposes by railway employees in the different Zones in 1952-53, 1953-54, 1954-55, 1955-56 and 1956-57, and

(b) when they are to be completely replaced by better living space?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b) A statement giving the required information is laid on the Table [See Appendix I, annexure No. 60] Complete replacement of condemned wagons used as dwellings has already been made on some of the railways. The rest of the railways are also taking similar action on a programme basis.

Railway Quarters

143. Shri H. N. Mukerjee: Will the Minister of Railways be pleased to state the number of quarters built for different categories of railway employees since the Mitra Committee made its recommendations?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The hon Member is presumably asking for information regarding the number of new quarters built for Class III and Class IV railway employees. Approximately 26,000 and 42,000 numbers of quarters have been built for Class III and Class IV railway employees respectively, since the date the Mitra Committee made its recommendation.

Shuttle Trains between Karad and Poona

144. Shri Jadhav: Will the Minister of Railways be pleased to state.

(a) whether Government propose to run shuttle trains from Karad to Poona on the Southern Railway, and

(b) if so, from when?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). There is no proposal to run shuttle trains between Karad and Poona

Quite apart from shortage of coaching stock and locomotives, no spare line-capacity is at present available on the Poona-Mulaj section for the introduction of additional trains

Rayadrug-Bellary Link

145. Shri Shankaraih: Will the Minister of Railways be pleased to state.

(a) whether there is any proposal to link up Rayadrug Railway Station with Chittaldrug on the one side and Bellary via Molakarduru on the other and

(b) what is the length of each line and the estimated cost for connecting?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir. It is not included in the Second Five Year Plan

(b) It is not possible to furnish the requisite information till such time as a survey has been carried out

इन्दौर को विमान सेवा

१४६ श्री ल. दीवासा क्या पर्यावरण तथा संचार मंत्री यह बनाने की कृपा दरेंगे विं

(क) क्या मग्नार इन्दौर को विमान सेवा पुन चालू करने के लिये कोई कदम उठा रही है और

(ख) क्या यह मत है कि यांद इन्दौर से गुजरने वाले विमानों का समय ठीक तरह से बढ़न दिया जाये तो वहां से विमान से यात्रा करने वालों की सूख्या बढ़ जायेगी ?

परिवहन सेवा बंचार बंचालवाल और राज्य-
मंत्री (श्री हुलायू लक्ष्मीर) (क) और
(ल) इंडियन एयरलाइन्स कार्पोरेशन ने
इस मसले पर कई बार यहराई से विचार
किया है और उस की राय यह है कि अभी
इन्हीं का यातायात इतना नहीं कि विमान-
सेवा को पुनः बालू किया जाय, परन्तु न समय
की अनुसूची में परिवर्तन करने के बाद भी
ऐसा कर सकने की सभावना है। फिर भी
राज्य सरकार से कहा गया है कि वह इस
बात की जांच करे कि क्या वह इन्हीं को
भोपाल से यिलाने के लिये एक सहायक
सेवा चला सकती है।

रेलवे में अनुसूचित जातियों के उम्मीदवारों
का चूनाव

१४७ और इन नारायण क्या रेलवे
मंत्री यह बताने की कृपा करें कि रेलवे
सेवा को विभिन्न श्रेणियों में नियुक्ति के
लिये रेलवे सेवा आयोग इलाहाबाद द्वारा
१६५६-५७ में अनुसूचित जाति और पिछड़े
वर्गों के कितने उम्मीदवार चुने गये?

रेलवे उम्मीदवारों (श्री शाहनवाज लां)

रेल सेवा आयोग (Railway Service Commission) केवल
अनुसूचित जाति और आदिम जाति क
उम्मीदवारों और एला-इंडियनों के आकड़
रखते हैं जिनके लिए मनिशन (Constitution)
में विशेष व्यवस्था की गयी है।
इसलिए, पिछड़े वर्गों के उम्मीदवारों क
आकड़ नहीं रखे जाते। साथ नत्यों बयान में
यह बताया गया है कि १६५६-५७ में रेल
सेवा आयोग, इलाहाबाद न उनर और पूर्वों-
क्षर रेलों के लिए अलग-अलग कोटि (Category)
के अनुसूचित जाति के बितन
उम्मीदवार चुने। [दिल्ली परिविष्ट १,
अनुबंध संख्या ६१]

P. and T. Extra-Departmental Staff

148. Shri Tangamani: Will the
Minister of Transport and Communications
be pleased to state:

(a) whether Government propose
to recognise the extra-departmental
staff of the Posts and Telegraphs as
the 10th Unit of the National Federation
of the Posts and Telegraphs-
employees,

(b) the number of Extra-depart-
mental staff in the country, and

(c) when Government propose to
revise their wage scales and working
conditions?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The Extra Departmental employees who are not employees of State Governments, Local Bodies etc have been allowed to be members of other P & T Unions. The question of recognition of a separate union of Extra Departmental Agents of the P & T Department as such bristles with several difficulties and inherent contradictions, and it has not yet been possible to overcome these

(b) Information regarding the number of Extra-departmental staff as on 30-6-57 is being collected and will be placed on the Table of the Sabha as early as possible

(c) The question pertaining to the revision of certain service conditions of Extra Departmental Agents is being examined

MOTIONS FOR ADJOURNMENT

STRIKE NOTICE BY CIVIL AVIATION DEPARTMENT EMPLOYEES UNION

Mr. Speaker: I have received notice
of two adjournment motions. The
first is from Shri Sadhan Gupta and
it relates to "The strike notice given
on behalf of the employees of the
Civil Aviation Department by the

Civil Aviation Department Employees Union on account of the failure of the Government to redress the grievances of the employees concerned"

Department after department of the Government of India is asking for additional wages and we are having an adjournment motion on every such demand in anticipation Is there going to be no end? Are we now substituting the Government by Parliament? The Cabinet is a high-powered Committee of Parliament and it is entitled to negotiate Are we to give them directions even before there are negotiations and hamper that work? What is the object of these adjournment motions?

Shri Sadhan Gupta (Calcutta-East) May I point out that the strike notice has already come in They have given notice that they are going on strike It is not a threatened strike or a decision to strike The notice has already been given The department is an important department

Mr. Speaker. Has notice been given to the Government or to us?

Shri Sadhan Gupta To the Government

Mr Speaker. Therefore, the Government must take action

Shri Sadhan Gupta Government must take action But the point is that action has been pending and the strike notice has been accentuated by the refusal of the Government to consider the grievances over a number of years Certain assurances were given in 1947, for instance, regarding promotions of radio operators and radio technicians and they have not been implemented The promotions or avenues of promotions are very small, yet the applications are not being forwarded to other departments

Mr. Speaker: They have got these grievances So, should I give my consent to the adjournment motion

and go into those details and demands, etc There are these demands Therefore, they have given the strike notice What has this House to do? Are we to say that you must accept these demands and so on—here are demands Nos 2, 3 and 4 and so on—irrespective of the Government's opinion thereon and censure the Government individually and over all the demands which were not accepted? I am not able to follow how we can sit in judgment If strike after strike goes on, the Government will go out and you will take charge It is for the Government to prevent the strike and take every possible step Are we to hamper and embarrass during the course of its negotiations and say that merely because there is a demand, you must admit it and implement it, whatever might be the position

Shri Sadhan Gupta For ten years, these demands have been there

Mr Speaker. Let it be ten years or hundred years Once again, for a second term also, the Government has been voted It is therefore not ten years (*Interruptions*) I am not going to allow this adjournment motion There are certain demands, there are also employees The demands are not met and there is a notice of strike If there is a huge strike and it is going on, then let us see Not that steps ought not to be taken in advance (*Interruptions*) Who has to take steps to prevent it? It is for the Government to do so and we cannot discuss it here in advance and say that it must accept this and that and tie down the hands of Government I refuse to give my consent

Shri Sadhan Gupta On a point of clarification, it has been there for ten years

Mr. Speaker: There is no clarification and I have given my ruling so far as this is concerned

INTER-STATE SALES TAX

Mr. Speaker: Shri S. M. Banerjee has given notice of another adjournment motion to discuss the serious situation created in the country in general and U.P. in particular arising out of the imposition of inter-State sales tax, un-uniform rates of sales tax, etc. There are certain questions as to how far the incidence of this tax is right and also the multi-purpose tax, etc. Shall we have an adjournment motion on this? Then, there is, he says, a serious situation in U.P. Well. The U.P. Government will take care of it. (Interruptions.) Order, order I do not give my consent. We go to the next item of business.

POINT OF INFORMATION

Shri Tangamani (Madurai): May I make a submission? Yesterday, the hon. Minister for Transport and Communications laid a statement on the Table about the post and telegraph department. You were pleased to point out that if there are any clarifications, short notice questions would be allowed. I have tabled certain short notice questions, two questions have not been answered.

Mr. Speaker: I am unable to decide offhand. If they have not been allowed and the points have not been answered, he may write to me and I shall consider.

Shri Tangamani: After the answer was given I have again given two short notice questions. Would they be admitted?

Mr. Speaker: I shall look into it. The hon. Members must give me time for a day or two to look into these matters.

PAPERS LAID ON THE TABLE
REPORT OF TARIFF COMMISSION, ETC.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Sir, I

beg to lay on the Table a copy of each of the following papers, under sub-section (2) of Section 16 of the Tariff Commission Act, 1951:

(1) Report (1957) of the Tariff Commission on the revision of the retention prices of steel produced by Tata Iron and Steel Co. Ltd., and Indian Iron and Steel Co., Ltd.

(2) Government Resolution No. SC (A)-2(177) 55, dated the 1st July, 1957

(3) Statement under proviso to Section 16(2) of the Tariff Commission Act, 1951, explaining the reasons why the documents referred to at (1) and (2) above could not be laid within the period prescribed under the said section.

[Placed in Library See No. S-121[57]

INDIAN MEDICAL COUNCIL RULES

The Minister of Health (Shri Karmarkar): Sir, I beg to lay on the Table, under sub-section (2) of Section 32 of the Indian Medical Council Act, 1956, a copy of the Indian Medical Council Rules, 1957, published in the Notification No. S.R.O. 1319, dated the 27th April, 1957.

[Placed in Library See No. S-122[57]

REPORT OF TARIFF COMMISSION, ETC

The Minister of Industry (Shri Manubhai Shah): Sir, I beg to lay on the Table a copy of each of the following papers, under sub-section (2) of Section 16 of the Tariff Commission Act, 1951:

(1) Report (1957) of the Tariff Commission on the continuance of protection to the Bicycle Industry

(2) Government Resolution No. 7(1)-TP and 57 dated the 18th July 1957

[Placed in Library. See No. S-123[57]

AMENDMENTS TO COMPANIES (CENTRAL GOVERNMENT'S) GENERAL RULES AND FORMS

The Deputy Minister of Finance (Shri B. R. Bhagat): Sir, I beg to lay on the Table, under sub-section (3) of Section 642 of the Companies Act, 1956, a copy of the Notification No. S.R.O. 2105 dated the 29th June, 1957 making certain further amendment to the Companies (Central Government's) General Rules and Forms, 1956.

[Placed in Library. See No. S-124/57]

DIRECTIONS ISSUED BY THE SPEAKER UNDER THE RULES OF PROCEDURE

Sardar Hukam Singh (Bhatinda): Sir, I beg to lay on the Table a copy each of Directions Nos. 96A and 108A issued by the Speaker under the Rules of Procedure and Conduct of Business in Lok Sabha.

[Placed in Library. See No. S-125/57]

BUSINESS OF THE HOUSE

Shri Warior (Trichur): In view of the fact that resolution on the appointment of a Second Pay Commission is coming up for discussion today and it has been allotted only 2½ hours, may I make a submission? I was not able to attend the meeting because I did not get notice.

Mr. Speaker: The hon. Member may say that when we come to that.

Shri Warior: An extension of time may be granted because the House is very much interested in that. When the Resolution was considered by the Committee at 3-30 P.M., I got notice that it was only at 4-00 P.M.

Mr. Speaker: The hon. Member must have waited until we came to that. When we take up the private Members' business, he may make that submission.

The Minister of Parliamentary Affairs (Shri Satyanarayan Sinha): Sir, with your permission, I beg to announce that the Demands for

Grants in the General Budget of 1957-58 will be taken up for discussion and voting in the following order:—

Ministry of External Affairs; Department of Atomic Energy; Ministries of Defence, Education and Scientific Research, Health, Community Development, Food and Agriculture, Irrigation and Power, Law, Communications and Transport, Information and Broadcasting, Rehabilitation and Minority Affairs, Steel, Mines and Fuel, Works, Housing and Supply, Home Affairs, Labour and Employment, Commerce and Industry and Finance.

The allocation of time for the discussion and voting of Demands for the various Ministries will be announced shortly.

I beg to announce also the programme of Government business for the week commencing Monday, July 22.

After the conclusion of the voting of Demands for Railways, the Navy Bill will be brought forward on Monday with a motion for its reference to a Joint Committee. Thereafter, discussion of Demands for Grants in the General Budget will commence on Tuesday, July 23 with those in respect of the Ministry of External Affairs, followed by Demands in respect of the Department of Atomic Energy and the Ministries of Defence, Education and Scientific Research, Health and Community Development.

Shri T. B. Vittal Rao (Khammam): Among the Ministries he has mentioned there is no reference to Planning.

Sardar Hukam Singh (Bhatinda): It has been taken notice of and an amendment to that effect will be made.

ELECTION TO COMMITTEE

DELHI DEVELOPMENT (PROVISIONAL)
AUTHORITY

The Minister of Health (Shri Karmarkar): Sir, I beg to move:

"That in pursuance of clause (g) of sub-section (2) of Section 3 of the Delhi (Control of Buildings Operations) Act, 1955, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Delhi Development (Provisional) Authority."

Mr. Speaker: The Question is:

"That in pursuance of clause (g) of sub-section (2) of Section 3 of the Delhi (Control of Buildings Operations) Act, 1955, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Delhi Development (Provisional) Authority."

The motion was adopted.

***DEMANDS FOR GRANTS—
RAILWAYS—Contd.**

Mr. Speaker: The House will now proceed with further discussion of the Demands for Grants—Railways. Six hours were allotted for Demand No. 1; the House has already taken six hours and two minutes. The hon. Railway Minister.

The Minister of Railways (Shri Jagjivan Ram): Sir, quite a number of Members have spoken on this Demand and several useful suggestions have been made. If, I were to mention the various points covered, they would come under the following categories: Railway Board, the question of unions and Federation, staff matters, passenger amenities, over-crowding, planning and development,

Shri Tyagi (Dehra Dun): And averaging the fares.

Shri Jagjivan Ram: and certain other minor matters of local importance.

Sir, I will start with the Railway Board. My hon. friend Shri Vittal Rao and some other hon. Members referred to the question of the expansion of the Railway Board. Perhaps, Mr. Vittal Rao's was the most objective criticism. He asked whether before strengthening the Railway Board the question of work load was examined. It was done. We should not forget that the work of the Railways have tremendously increased. The mileage may be more or less the same, as when Pakistan was part of India. There might not have been appreciable increase in the mileage of the railways, except that a few State Railways which were not the direct responsibility of the Railway Board at that time have since been taken over by the Government of India. That has to some extent increased the mileage of the railways. But that I am not urging as a justification for strengthening the Railway Board. If you look to the volume of traffic that has been generated since then and the responsibility that has devolved upon the Railway Board as a consequence of that, it will be appreciated that the strengthening of the Railway Board was necessary and it has been done.

There were four Members in 1939; in 1947 it was increased to five and that number continues. Five Additional Members were added to it in 1956 and they are continuing. We have increased the strength and the level of Directors and Joint Directors as well. This was necessitated by the volume of traffic and also earnings. Apart from the figures of 1939, if we take the figures of 1951-52 and compare them with the figures of 1957-58, the earnings have gone up from Rs. 291 to Rs. 378. There has been a corresponding increase in the working expenses also. The number of the staff has also increased.

*Moved with the recommendation of the President.

Shri Bimal Ghose (Barrackpore). What about increase of rates and fares?

Shri Jagjivan Ram: There has been increase in rates and fares also I was not saying that the earnings have been increased simply by the appointment of the members of the staff My hon friend will appreciate that if earning increases, it means that larger volume of traffic, either goods or passenger, has been carried and if larger volume of traffic has been carried, it means that there should be persons to look after that efficiently Apart from that I can say from my own personal experience that the number of letters and representations that I receive to which I try to give answer within a reasonable period of time, average about 250 to 300 every day Some of them have to be dealt with by the Board, either by the Additional Members, or in some cases by the Members themselves where it involves broader questions of policy, or by the Directors and Joint Directors So, there was necessity for strengthening the Railway Board

Even the Estimates Committee which went into this question recommended that the Railway Board should be strengthened We should not forget that there has been increase in the responsibility of the Railway Board consequent upon planning—the First Five Year Plan, the Second Five Year Plan, and now we will have to undertaken in the near future the preparation of the third Plan All these things add to the work of the Railway Board and so it was necessary to strengthen the Railway Board When it was decided to strengthen the Railway Board It was done so after taking into consideration the increase in work load We have in the Railway Board an organisation for planning My hon friend Shri Bimal Ghose enquired whether something like planning was done in the Railway Board I want to inform him that there is a Planning Organisation in the Railway Board itself He raised a further question as to how it was

done I may tell him that the overall planning is done by the Planning Commission They take the requirements of the country as a whole and they plan, but we have to do the detailed planning The overall planning is done by the Planning Commission, but the detailed planning has to be done by the Railway Board and the individual railway administrations It is a constant and continual process

He raised the question of production of locomotives and the number of wagons that are being purchased during the second Plan period and enquired whether we have the capacity and the lines to use them For this very purpose a constant and continual process of planning is required and we have got that organisation in the Railway Board We had planned to have 200 average size locomotives being made in the Chittaranjan equal to 168 W G's per annum against the previous target of 300 average size locomotives which was programmed in January, 1955 This has since been altered in view of the need for greater electrification and dieselisation consequent on the steel target, finalised at 5 million tons, during the Second Plan, being raised to 15 million tons Ultimately it would have meant that we may for a short time need a few more steam locomotives But the equipment necessary to produce the target of 300 average size locomotives would have meant infructuous expenditure With the increased steel target it would have been more economical to start with diesel and subsequently to run on electrical traction

Shri Bimal Ghose: In May, 1956 it was given out that there would be 300 diesel-engined locomotives produced in Chittaranjan Before that electrification had already started When was it found out that for electrification and dieselisation that plan had to be modified? Why was it not thought of when electrification was started, which was before May 1956?

Shri Jagjivan Ram: I do not think there has been any delay in this matter There has been no delay The

[Shri Jagjivan Ram]

question was taken up and we have decided that we cannot manufacture diesel engines or electrical traction locomotives in the initial stages. As soon as we decided about electrification and we found that electrification and dieselisation on a larger scale was possible, we altered the programme of Chittaranjan locomotives. I do not think there has been any delay.

The hon Member also raised the question of large number of wagons and whether there will be capacity on the railways to accommodate that much number of wagons.

Sh. Bimal Ghose: In the Third Plan

Shri Jagjivan Ram: About the Third Plan it is too premature for me to give any definite estimates.

Shri Bimal Ghose: That is the trouble.

Shri Jagjivan Ram: As I have said, we have not as yet started planning for the Third Plan. Though it cannot be either an approximate or accurate judging, we can very well imagine what will be roughly the traffic that will possibly be generated during the Third Plan.

I will request my friend to look into the statistics and see how many of the existing wagons are over-aged and how many require replacements. Of these one lakh wagons produced during the Second Five Year Plan not all would be added to the existing holdings of wagons on the Railways. As a matter of fact, there are nearly 24,000 wagons which require to be replaced on account of the fact that they are over-aged and will have to be thrown out of actual service. We are left with a balance of nearly 82,000 wagons and for that enough traffic is to be generated.

I do not want to take the time of the House, but by the Second Five Year Plan itself we roughly know that the additional traffic which the Railways will be called upon to carry will

be 18 million tons for the steel factories, 20 million tons of coal, 5 million tons of cement and 17.8 million tons of miscellaneous goods. So, roughly we know what traffic is sure to be generated by the industries or the projects that we are going to undertake during the course of the Second Five Year Plan, or which are likely to be completed during the course of the Second Five Year Plan. When we think of generating additional capacity on the Railways, it is not that we have no picture before us. As a matter of fact, as I informed the House during the general discussion on the Budget, the capacity that will be created with the money that has been allotted to us will not be enough to cope with the demand of the country, either of goods traffic or of passenger traffic.

This leads me to the question of over-crowding on the railways. It is correct that I have on more than one occasion said that there is no chance of over-crowding on the railways being reduced to any appreciable degree. As a matter of fact, I also said that there is every likelihood of the over-crowding being accentuated at the end of the Second Five Year Plan.

I have reasons for that. I do not want to keep the country in the dark. I do not want to make promises, which I feel the Government will not be in a position to fulfil. What is the position today? We have not got sufficient track capacity. We are utilising the track capacity to the fullest. It is not only the shortage of coaches that stands in our way. The real problem is the track capacity, and unless we increase that we will not be in a position to offer substantial relief to over-crowding.

Having said so, I am thinking of certain measures, which in certain quarters may be regarded as even unpopular measures, to relieve over-crowding to some extent. We have already decided that air-conditioned

coaches will not be manufactured any further. There will be no addition to air-conditioned coaches.

Shri Goray (Poona): How does that help to remove over-crowding?

Shri Jagjivan Ram: I am coming to that. If additional coaches are manufactured they will be put on the Railways. To that extent the capacity of the trains to carry passengers in larger numbers will be reduced.

I am taking a further step in this direction. We are examining on what Railways these air-conditioned coaches are not being fully utilised. Then we will decide what are the air-conditioned coaches which should be cut down in order to add additional bogies for third-class passengers.

Another thing is with regard to dining cars. We have dining cars attached to several trains on several Railways. It is some sort of a passenger amenity. I am examining on what trains we can conveniently cut down these dining cars. As I have said, this may be considered as an unpopular measure.

Shri M. R. Masani (Ranchi-East): Progress backwards.

Shri Jagjivan Ram: But this will release something like 100 to 125 seats and to that extent it will relieve over-crowding.

I am further thinking whether we can have additional coaches attached to the trains even if their speed is reduced to some extent.

These are the measures that I am examining in order to relieve over-crowding to some extent. But, as I have said, even after effecting all these measures I do not think there will be any appreciable decrease in over-crowding.

Another thing that we are doing is this. We are constantly watching the incidence of over-crowding in particular sections and divisions. Where we find that the incidence of over-crowding is accentuated in particular

sections in comparison to other sections, we are trying to reduce over-crowding. That would give some relief in those sections. As I have said, I do not see how I can promise that there will be any appreciable relief in over-crowding when we know that the implementation of the Second Plan itself is going to generate more traffic, both goods and passengers. We have planned for a certain percentage of increase. We know that the increase is going to much more than what we have provided for. At present, it is not a question only of securing additional money from the Planning Commission for the Railways. It is a question of materials also. The position of materials is rather very acute. We are short of iron and steel. As the House has learnt in the Question Hour, we are short of timber as well. We are short of wooden sleepers. We are short of many critical materials.

Some Members suggested that the funds provided for amenities may be diverted towards the creation of additional mileage. That is a very tempting suggestion. As a matter of fact, at one stage, I was tempted myself to this idea that we can divert some of the funds meant for passenger amenities for the construction of additional mileage or the creation of additional track capacity. But the shortage of materials stand in the way. Even today, if we have some funds, we have not the necessary materials to construct additional lines or create additional track capacity. We have been trying our best to secure materials. As a matter of fact, we have sent a Steel procuring Mission to Europe. Their visit to Europe has been of some help to us.

Connected with that is the question of passenger amenities. When there is over-crowding there are certain concomitant difficulties which the passengers will have to face either in the trains or in the platforms or in the waiting halls. These are concomitant difficulties. We are trying to provide amenities as far as we can, in the circumstances of shortage of raw materi-

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als which are also necessary for providing additional amenities to the passengers.

Complaints have been made about some sheds or passenger halls not having been repaired or maintained as they should be maintained, or some defects in the lights or fans or water tap in the trains. I am not defending these things. As a matter of fact, I say there is no defence for them. Why should they not be properly maintained? It indicates that there is somewhere some laxity among the staff which is meant for maintaining these things. The Railway Board has been constantly bringing these matters to the notice of the Railway administrations. We are going to see what further measures we can take to ensure that all these defects are not allowed, to the discomfiture of the railway passengers.

I have decided that we will form joint committees with railwaymen so that we can have their full co-operation in the efficient running of the Railways. These committees will be at all levels, even in the biggest stations. I am thinking whether we cannot have a small committee consisting of the officers directly concerned and the staff directly concerned, five or six persons, who will see to it that, not only in theory, but in actual practice, every train is examined before it leaves the station where it originates, and everything is as it should be according to standard. I want to take the co-operation of the staff in all matters. I want to create conditions by which they will feel that they are also responsible for the running of the Railways, they are also responsible to see that the amenities which are meant for passengers are kept in a condition in which no passenger will have any scope or reason to complain. That I feel can be done only if the staff councils are also made responsible and they feel that they have a share in the responsibility. I propose to constitute such committees at all levels. When I say, at all levels,

I do not mean at the General Manager level or the Divisional Superintendent level, but even at the stations, workshops, running shed, sick lines, levels. We will have all these committees where the workers can be enthused to feel that they are also responsible for the running of railways and they have a share in it.

This leads me to the question of the Union and the Federations. Some of the Members have made some criticism with no justification against the Government and the Railway Board for not recognising certain Unions or for discriminating between Union and Union. I said there was no justification for that criticism. I have made no discrimination between Union and Union. I have never cared to know whether a Union is sympathetic to a particular political persuasion or not.

Shri S. N. Dwivedy (Kendrapara): Why then are the present negotiations carried on with the other Federation.

Shri Jagjivan Ram: If my hon. friend will have a little patience, he will get an answer to that. I would advise my friend to devote some time to acquaint himself with the history of the Unions and Federations.

Shri S. N. Dwivedy: I know it very fully.

Shri Jagjivan Ram: If he has any appreciation of the developments of the Railwaymen's Federation, I think he will himself find an answer to the question that he has put.

I have not discriminated between a Union and Union. If those who have criticised the Government or the Railway Board on that score will examine the credentials of the unions that have been recognised when I took over charge of this Ministry, they will themselves admit that there is no scope for such a criticism. I have given recognition to Unions which are not affiliated to the Federation, which

did not owe allegiance to the Federation. In the face of that, to blame the Railway Ministry or the Railway Board of discrimination is unjustified and without any basis.

Now, I come to the question of the Federations. In the first place, I believe that there should not be multiplication of Unions in the same trade or industry. That weakens the ranks of the workers.

Shri S. N. Dwivedy: There is no disagreement on that point.

Shri Jagjivan Ram: That is never conducive to the strength and welfare of the employees. If anybody pleads for recognition of more than one union in a particular industry, I doubt his motive for the welfare of workers. The history of the Railway men's Federation is, there was one Federation. Then, another Federation came into being. Both of them negotiated. In the first instance, there was only one federation. Both of them negotiated for a complete merger and as a matter of fact on certain railways the unions amalgamated and one union was formed. The federations also merged and one federation was formed. For some time they carried on as one federation. After that questions not much related to the benefit or the welfare of the railway employees probably arose and they were at loggerheads. The Railway Minister and the then Labour Minister tried to intervene and see that the amalgamated federation functioned efficiently. Certain terms and conditions were agreed upon between the two leaders. When I took over, I met both of them because I honestly and sincerely believe that in the interests of railwaymen there should be only one federation. If I tried to behave like an ordinary employer, I should perhaps give recognition to the other federation without any delay or hesitation because that will be in certain respects to my advantage but, I do not want to play the two federations against each other. I do not propose to weaken

the ranks of the railways. That is why I have been hesitant in giving recognition to the federation which is known as Guruswamy's federation.

Shri S. N. Dwivedy: All India Railwaymen's Federation

Shri Sadhan Gupta (Calcutta-East): Why not to the other?

Shri Jagjivan Ram: The other is recognised already. I have been trying to see whether the two will come nearer and function as one federation as they did for some time. I may tell the House that quite a large number of railwaymen are dissatisfied, exasperated, due to these internecine quarrels among the two federations and perhaps it will be no news to the House if I say that a vast number of railwaymen are members of neither of the two federations. The majority of the men, on account of these quarrels among the various unions, have decided not to join either this union or that. On the figures that the federations themselves claim, the membership of the federations combined is less than 50 per cent of the total number of employees on the railways, and therefore I say that the majority of the railwaymen, being disgusted with these quarrels among the various unions, have decided not to enrol themselves as members either of this or that union, because they feel this quarrel is not in the interests of railwaymen, and this quarrel has not been motivated to safeguard the genuine trade union rights and interests of the railwaymen, but by considerations extraneous to them. I do not want to be a party to the division of the ranks of the railwaymen, and that is why I am very reluctant to be instrumental in recognising two federations and thereby weakening the ranks of the railwaymen. I am still trying to see whether they will come together and implement the conditions of their agreement, and it was only during the course of this month that I received intimation from Shri Guru-

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swami asking whether I will extend his pass as it was expiring by the end of June so that he might go and see Shri Vasavada and discuss things, and he was to meet Shri Vasavada on the 5th July. I have no information as to what transpired at that meeting.

Shri S. N. Dwivedy: I may tell the hon: Minister that I have got a telegram from Shri Guruswami telling me that on the 5th July Shri Vasavada informed him that negotiations had broken down and that he did not want to continue the talks.

Shri Jagjivan Ram: As I said, I have no information as to what transpired, but the information that I have got I am giving to the House.

In the last week of June I received a telegram from Shri Guruswami that as his railway pass was expiring by the end of June and as he was to go to meet Shri Vasavada at Ahmedabad on 5th July he would like me to extend the pass. And the pass was extended. Now, when we see that efforts are being made on both sides for rapprochement and for the functioning of a united federation, to blame me for not recognising the other federation is not justified and fair efforts are still being made I say. He was to meet on the 5th. I have not heard anything from either side as to whether they met, or what transpired at that meeting. I have no information. I have not heard anything from Shri Guruswami.

Shri Goray: Why not withdraw the recognition of both the unions so that they would be compelled to come together.

Shri Jagjivan Ram: This is the position at present. Because I do not want to be a party to the creation of this division on the railways.....

Shri S. N. Dwivedy: By recognising one, you are encouraging the division.

Shri Jagjivan Ram: My dear friend, I have not recognised. The recognition continues. Recognition was there when both the groups were in one union.

Then about the strength of the two parties, some friends raised that question and said that he was more representative, he had a larger membership. Well, we have at no stage verified the strength. We have taken them as gentlemen on their word. Each was saying: "I have so many members in my federation". And my friend should be aware whether the strength of Shri Guruswami's, federation has decreased or increased after the decision of the two unions on the Southern Railway to amalgamate into one. Obviously, the strength of Shri Guruswami has decreased.

Shri Tangamani (Madurai): That decision is questioned before the High Court. That decision was imposed and is being challenged before the High Court today.

Shri Jagjivan Ram: Which decision?

Shri Tangamani: The decision to amalgamate.

Shri Ranga (Tenali): You do not want amalgamation?

Shri Jagjivan Ram: The unions have decided to amalgamate. Whether it is by a decision of the High Court or by a decision of the unions, it is immaterial. What I was saying was that after the amalgamation of the two unions on the Southern Railway, the membership claimed by Shri Guruswami will suffer a decrease. That is obvious. But I am not going into that question. If I at any stage find that it is necessary to verify the relative strength of the two unions, that may be done. As I said, I have taken them on their own word, and on the basis of the membership claimed by the two federations I say more than 50 per cent of the railwaymen are members of no union.

Shri S. N. Dwivedy: That is the position everywhere, in other organised industries also.

Shri Jagjivan Ram: That being the position, I may repeat what I said on the occasion of the general discussion of the Railway Budget, namely that I do not discriminate between unions and unions on the ground of the allegiance which they may be owing to one leader or to another leader of different political persuasions. That is immaterial for me, so long as they function as trade unions for trade union purposes and for securing additional facilities and improved working conditions for the railwaymen. As I have said I recognised some unions which were existing. We have been blamed that this recognised federation was formed at the instance of Government and that we recognise only unions which are amenable to Congress and the INTUC.

That is far from the truth. While that has been my policy, I want to make it clear that I do not propose to recognise the splinter groups among the railwaymen. That will be disastrous for them.

The tendency that has been noticed in the recent past is the formation of large number of sectional unions, and unions categorywise among the railwaymen. I regard this as a painful development among the railwaymen. That will disintegrate their ranks, and weaken them, and perhaps there will be nothing like an organisation left.

So, I would appeal to all those labour leaders and trade unions that believe in unity in the ranks of workers not to try to have sectional unions and unions categorywise amongst the railwaymen because that will weaken them. I have told such unions and the railwaymen also that I will not give any recognition to any such sectional unions. As a matter of fact, I shall not countenance this development, because I regard that as suicidal for the railwaymen.

Shri Frank Anthony had also raised this question that for some people it was difficult to make any representa-

tions. It may be so, but at the same time, we shall have to consider whether the organisation of the railwaymen should be strong one, or whether there should be splinter groups, and weak organisations, and small organisations.

Whereas the employees are free to represent their grievances, whereas I entertain representations even from individuals and examine them and send them replies at times, it so happens that in the case of any particular employees, approaches are made from so many quarters that sometimes it causes annoyance. About the same man, at least 30 Members of Parliament go on writing after every week; perhaps, all the Members do not know who has already written. In the course of these five or six days, I have received at least a dozen representations or letters or even more from more than a dozen Members of Parliament about a particular employee.

Shri Ranga: That is why you are provided with personal assistants and private secretaries.

Shri Jagjivan Ram: That is not my grievance. My grievance is, my dear friend, that you do not know the position.

Shri Ranga: But you should not be disgusted.

Shri Jagjivan Ram: You do not know the position. You do not know that the fellow that has approached you has already approached eleven other Members of Parliament.

Shri Ranga: What does it matter if so many Members write that an injustice has to be righted? Why should you get disgusted?

Shri Jagjivan Ram: Perhaps, if you look into it, you will see whether it is injustice or not. You do not care to read the representation but merely sign it and send it on to me. (Interruptions)

I have had instances like that. What I was going to say was that it increases the work of the Members of Parliament. If the employee were

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honest and he said 'I have already got this matter represented to the Minister by Professor Ranga', then perhaps Pandit Thakur Das Bhargava will think twice before he sends it to me, because it has already been brought to my notice. But the employee does not bring to his notice that he has already approached eleven Members of Parliament, and they have separately sent it to the Minister or to the Railway Board.

That means that I have to go into that matter twelve times instead of once.

Shri B. S. Murthy (Kakinada-Reserve-Sch Castes) Perhaps, the employee thinks that so many Members' supporting him will give him a greater weight, so that the Minister may be influenced earlier than otherwise would be the case.

Shri Jagjivan Ram: That was what I was going to say. I was going to make it clear that once I have seen a representation sent by one Member of Parliament, when it comes to me again within the next three or four days, I simply look at the name of the employee, and I know what the representation is. I do not go through the whole thing. All that is waste of time of the member of Parliament.

Shri Mohiuddin (Secunderabad) May I know whether the railway rules also lay down that no employee of the railway should get recommendations from the Members of Parliament for his grievances, and that if he does so, disciplinary action will be taken against him?

Shri Jagjivan Ram I am not raising the question of rules or regulations; I was talking about matters of convenience. I am not raising that legal question as to whether I should take disciplinary action against that employee, perhaps, I shall not suggest anything like that.

So, we have channels of representations, and I am prepared, as I have said on more than one occasion, that I do go into individual representations also, whether they come to me

through proper channels or not, because wherever an employee feels aggrieved, if there is substance in his grievance, it should be looked into, and it should be redressed, whether it comes through proper channel or not. That is my stand on that point.

Shri B. S. Murthy: That is what we want.

I now come to the question of development works. Quite a large number of Members spoke about difficulties in regard to their own areas or other areas which were backward from the railway point of view. I myself feel that there is need for the construction of railways in many areas in this country.

Shri B. S. Murthy: That is very generous of you.

Shri Jagjivan Ram. I was just doing some mental arithmetic. We have got 35,000 miles of railways, and we have got 36 crores of people. So, it works out roughly to one mile per ten thousand of population. Thus there is much scope for development of the railways. There are areas where for miles and miles, you have no railways. There are areas where a person will have to travel forty miles or so before he can reach the railway station.

Shri Achar (Mangalore) 85 miles in some places.

Shri Jagjivan Ram. And there are places where a man has to travel five or six or even ten miles before he can reach a road, not to talk of reaching a railway station. That is the state of development of our country, and there is scope for any amount of development.

There are many places where there is very great urgency for the opening up of railway lines, whether it be the State of Andhra after its expansion and growth in size, or whether it is new Madhya Pradesh.

An hon. Member: Mysore also

Shri Jagjivan Ram: I am talking of all States which have become inflated in recent times. There is necessity for greater means of communication, and more railway facilities in those States.

Then, there are States which, due to historical reasons, were neglected in the matter of development of railways, like Assam and Orissa. There are rich places with plenty of resources mineral and forest like Assam and Orissa. There is necessity for the development of railways in those areas. Then, take Kashmir for example. They have nothing like the railways. There is need for the construction of adequate mileage. Then the cases of individual railways were also pleaded, whether it was by Mr. Vittal Rao or Shrimati Parvathi Krishnan or Shri Thakur Das Bhargava, who pleaded the cause of Hariana.

Shri B. S. Murthy: I wanted not a new line, but the restoration of an old line.

13 hrs.

Shri Jagjivan Ram: When I say additional railways, it covers the restoration of the dismantled railways and the doubling of the track, because the money or material required, whether it is doubling, restoration of a dismantled line or the construction of new lines, is more or less the same. The only question is whether the money provided in the second Five Year Plan permits me to undertake all these railways.

Shri Ranga: Is there not that possibility of having to spend less on light railways, a little more on metre gauge and very much more on broad gauge? Yet these lines are not being considered and some of them are even dismantled.

Shri Jagjivan Ram: Certain lines were dismantled; I have not got the full details. Quite a large number of them have been restored and only those which were considered not economic have not been restored. As I said during the general discussion, I am myself anxious, if we can secure additional allotments from the Planning Commission and get the necessary material required for the construction of new railways. I will try to take up some of these railways. I know there is necessity for that. I

was recently in Hyderabad and also in Orissa. I met all the Ministers of the Cabinet of the Andhra Government and the Orissa Government. I know how anxious they are for the construction of certain lines, for the provision of certain fast trains or linking of certain areas in their States with other areas. I had a conference with the Chief Ministers of all the States and I know how anxious they were. Whether it is the case of Kerala or Madhya Pradesh, all the Chief Ministers are anxious for the construction of new railways in their territories and rightly so, so that certain industries may be developed and certain natural resources may be exploited.

I am trying to cut down certain expenditure and save some money. As the House is aware, I have stopped the construction of prestige buildings. I have stopped the use of iron and steel and also cement in any appreciable quantity for the construction of platforms and waiting halls, thereby trying to save some money and material. If I find that I have saved some money, I will see that some additional mileage in addition to what has been provided in the Second Five Year Plan is also undertaken. (Interruption). Wherever it has been possible to stop the construction, I have stopped it. I have stopped the construction of buildings even if they had come up to the plinth. But where it has gone beyond that, it is a little difficult to stop it; it will be a loss. We have called for a detailed list of all the construction programmes which were likely to be undertaken by the different railways administrations. We have issued general orders to them. So, we are taking all these measures to save money, so that we can think of creating additional mileage over and above the 832 miles provided in the Second Five Year Plan.

Shri S. V. Ramaswamy (Salem): I asked about dismantled railways.

Shri Jagjivan Ram: I have said that the question of dismantled railways is being examined in great detail. Quite

[Shri Jagjivan Ram]

a large number of them have already been restored, certain more lines are to be restored and some of them are to be discarded altogether

Shri B. S. Murthy: Sometimes a bad name is given before hanging the dog. Similarly some of the dismantled lines which are not wanted may be said to be uneconomic. I want that this question should be reviewed and revised

Shri Jagjivan Ram: I will take up the question of some of the dismantled railways. As a matter of fact, their number is very small. I will get them examined

Dr. P. Subbarayan (Tiruchengode): There is the line from Morapur to Husur

Shri S. V. Ramaswamy: It is partly restoration of the old line and partly linking up Salem and Bangalore. That line has been approved by the Railway Board, but I do not know why priority is not given

Shri C. R. Narasimhan (Krishnagiri): The line that both the Members are asking lines in my constituency. It amounts to 100 miles

Shri Jagjivan Ram: This is a line in which many personalities are interested. I do not know, Sir, what is your reaction

Mr. Speaker. Between the two Andhra seems to be coming

Dr. P. Subbarayan: The Speaker is interested because he wants Husur for Andhra

Shri Jagjivan Ram: So, this is one line in which many personalities are interested. This line has all my sympathy

Shri Achar: What about west coast?

Shri Jagjivan Ram: I know my friend means the line joining Bombay and Mangalore. In that also many personalities are interested and I feel that there is necessity for that line

Shri M. D. Mathur (Nagaur): What about under-developed areas?

Shri Sadhan Gupta: It is all a question of interest of personalities.

Shri Jagjivan Ram: Everything is examined on merits. There are many areas which require to be developed in spite of personalities on account of economic developments. Some areas are backward because they have not economically developed, their economy did not develop, because there were no lines and no means of communication. If you provide them with means of communication and transportation, the resources there will develop, whether it is mineral, agricultural or forest. Whether it is Harijan of Punjab or some areas in Rajasthan or Madhya Bharat, in every State you find certain areas which have not been developed. So, it becomes very difficult to remember the names of the individual lines. As I said I am trying to secure some more allotment from the Planning Commission. The difficulty is this, namely, that the prices have gone up so much that when we plan for Rs. 1,100 crores the implementation of this itself is going to cost us not less than Rs. 200 crores, more

If in addition to that, I am able to secure some more allotment and I am also in a position to secure the necessary material for the construction of railway line. I may assure the House that I am anxious to see if I can add even 50 miles to the mileage already provided in the Second Five Year Plan and in that case I will regard it as an improvement

Shri T B Vittal Rao: Per year?

Shri Ranga: No, for all the five years

Shri Jagjivan Ram: As regards staff matters, certain things were raised by my hon. friend, Shri Frank Anthony, and others. Shri T B Vittal Rao raised the question of the discrimination in certain respects between class III and class IV. I may tell the House that I have already asked the Railway Board to do away with all

discrimination between classes III and IV, whether it is respect of leave, officiating allowances, medical facilities, PTO, educational facilities etc wherever there is any discrimination as between class III and IV, that should be done away with I think in many respects, we have already issued orders to that effect

Dr. P. Subbarayan: What about the World Bank loan? It is of great interest to the House

Shri Jagjivan Ram: I am coming to that

I am myself convinced that whatever amenities I can provide for the employees in the railways will be to the benefit of the railways themselves if I can add to the betterment of the condition of railwaymen, perhaps nobody will be happier than myself

I am not trying to answer all the points that have been raised by my hon friend, Shri Frank Anthony, or other hon Members. What I will say is that I will get all these points examined and try to take quick decisions in all those matters. Many of them appear to me quite reasonable. But before committing myself, I want to get them examined and pass necessary orders

Just now an hon Member enquired about the World Bank loan. Though the question has not been raised during the debate, it is an important matter. But I doubt very much whether I will be able to give any information additional to what has already appeared in the press

We sent a team of officers to negotiate a loan from the World Bank. Before that, the Bank sent some persons here to see the railways in India. Perhaps it was with a view to see whether they could recommend a loan for the Indian railways. After their return, we sent a team of officers of the Finance and Railway Ministries to negotiate a loan with the Bank, and I am glad to inform the House that they have been able to secure a loan of \$90 million

What I have heard from the officers is that there is a possibility of getting some loans in future years also—during the Second Plan period. Though the present loan of \$90 million does not meet our requirement to the full—we had expected something more—in the situation of foreign exchange difficulty we are placed in, this will ease the position to some extent, because on the railways we require a higher percentage of exchange in comparison to the total amount that we spend on the railways. The element of foreign exchange is quite appreciable in railway requirements, and if we do not succeed in securing a loan of a sizeable quantity, perhaps our plan will be adversely affected. So this loan that we have been able to secure from the World Bank will ease our situation and we will be in a position to implement our programme for the present year without curtailing it in any direction. So it has been a great relief

My hon friend, Shri Yajnik—he is not here—raised the question of platforms, sheds etc. Others also referred to them. I have no hesitation in admitting that in many places, the condition of these sheds and waiting rooms is deplorable. We will see what we can do to improve them

Then he drew a graphic picture of the condition of the employees in a particular shed in Ahmedabad. He said that the water cooler, which was provided for the workers, was taken away by the clerical staff. Now here is a question between two categories of railway employees

Shri T. B. Vittal Rao: Why provide only one water cooler?

Shri Jagjivan Ram: Then again in the *mudka* which was there, was no water. Fortunately, he admitted that the Railway Administration provided a waterman there. Perhaps the waterman was not of the rank of an administrator, but was of the rank of the workers. He thought perhaps that water was not required during the months of May and June for the workers there. So he kept the *mudka* empty

[Shri Jagjivan Ram]

These are things for which anybody should feel sorry. I will see to it that such lapses do not occur. There is no justification for such things. We are trying to provide water cooler wherever we have our employees in appreciable numbers.

After all, arrangements for drinking water, urinals and things like that should be provided at any cost. These are basic amenities, for the non-provision of which there should be no excuse. We will see that at all our workplaces arrangements for wholesome drinking water, for urinals, even for tiffin and for a little rest during the break hours, are provided.

I think I have covered all the important points.

Shri Radhelal Vyas (Ujjain) One important point remains unanswered. There is a general complaint that the goods and parcels that are despatched are not sent in time. They are generally carried over and they take months together to cover a distance of even 25 or 50 miles. Moreover, at most of the places there are no parcel rooms, goods sheds or goods siding resulting in pilferage and theft of goods entailing huge losses not only to the consumers and parties concerned, but to the railways also who have to pay compensation. Nothing has been said about that. I wish the hon. Minister would throw some light on it.

Shri Jagjivan Ram: There are cases of over-carriage and misdespatches, but I do not admit that is on a large scale. There are cases where sometimes wagons are carried to a destination for which they are not meant and cases where parcels are carried to a destination for which they are not meant. I do not, however, admit that these things are widespread. In some cases this may happen. With regard to certain instances mentioned by Shri Radhelal Vyas, as I have said, I will get all these individual cases examined and see why such lapses have taken place. I have one instance of one of the hon. Members of this House

She comes from Madhya Pradesh. She put her luggage in the luggage van. She reached Delhi, but it was found that her luggage did not arrive in Delhi. I got a letter from her. The next day I enquired into the matter, and I found that at a certain place the luggage was put in the parcel van instead of the luggage van.

Shri Ferose Gandhi (Rai Bareli) Were the contents safe?

Shri Jagjivan Ram: Everything was safe. But when there is the human element, at times these mistakes are likely to happen. But whenever such things are brought to our notice we go into those matters and try to rectify them. But with all the care and vigilance at times individual cases of a parcel having been carried beyond its destination or a wagon having been carried beyond its destination may happen. At times passengers are carried beyond their destination (*An Hon Member: They voluntarily travel!*) As I said, I will look into all these individual cases and try to see that there is no scope for such complaints in the future.

Shri T. B. Vittal Rao: Will we get a reply after the examination is over?

Shri Jagjivan Ram: Perhaps individual reply may not be necessary to the Members if we decide to implement those things. Members will know that these things have been implemented.

Mr Speaker: So far as the general points are concerned, there will be a press conference, so far as individual cases are concerned, there will be replies.

Shrimati Parvathi Krishnan (Coimbatore): The hon. Minister has not touched on the question of Railway Servants' Conduct Rules. He has covered most of the points but he seems to have left that one.

Shri Jagjivan Ram: The matter relating to the Railway Servants' Conduct Rules was discussed. I have not mentioned that because I have nothing to add to what I stated in my reply to the general discussion on the railway budget. But the question was

raised by some friend that hundreds of railway employees have been penalised by the President's special power. And I intervened and said let him send me a list. I think there have been a few cases, but to say that there are hundreds of them is not correct. And he made bold to say that if he sends a list of less than hundred employees he will withdraw this. I am waiting for that list and I will formally write to him

Mr. Speaker: We are at Demand No. 1. A number of cut motions relate to matters of policy, others seem to touch on economy, and some others refer to individual grievances. If the Opposition or any Members of the House wants any particular motion to be put to the vote of the House separately I shall do so. Otherwise I will put all of them together

Shri T. B. Vittal Rao: We want to press for division on three cut motions. The first is cut motion No. 115 regarding overcrowding in trains. Here, if you permit a slight modification, it may be put in the modified form. The cut motion is worded as "Overcrowding in the trains on Southern Railway". The words "on Southern Railway" may be omitted

Mr. Speaker: You mean "Overcrowding in the trains" in general?

Shri T. B. Vittal Rao: Yes, if you permit

Mr. Speaker: Oh, yes

Shri T. B. Vittal Rao: The second is cut motion No. 182 moved by Shri B. C. Ghose relating to Planning regarding expansion of Railways. And the third is cut motion No. 184 moved by Shrimati Parvathi Krishnan regarding the use of the President's Special Powers under article 311 of the Constitution in the case of Railway Employees

Mr. Speaker: Article 311 relates to punishments, is it?

Shrimati Parvathi Krishnan (Coimbatore): Summary dismissals.

Mr. Speaker: Will they be satisfied if I put these cut motions now?

Shri T. B. Vittal Rao: All the Members have gone for lunch. The other cut motions may be put now.

Mr. Speaker: Very well. I will now put all the cut motions to Demand No. 1 other than cut motions Nos. 115, 182 and 184.

All the cut motions were put and negatived.

Mr Speaker: Cut motions Nos. 115, 182 and 184 will stand over till 3 o'clock, that is after hon. Members have come back from lunch

The House will now take up discussion of the Demands for Grants Nos. 2 to 20 in respect of Railways for which nearly 4 hours and 45 minutes are now available

Hon. Members may hand over at the Table within fifteen minutes the numbers of the selected cut motions which they propose to move. I shall treat them as moved if the Members in whose names those cut motions stand are present in the House and the motions are otherwise in order.

I find from the list of Members who have spoken yesterday that there has been no representation so far either for Rajasthan or Assam. So I would like to call those two representatives first and then allow other Members to speak

Shri Radha Raman (Chandni Chowk) And Delhi:

Mr. Speaker: Delhi is merged. And it is the headquarters of the Railway Board

Shri Radha Raman: It is most important, Sir.

Shri T. B. Vittal Rao: May I know how this four hours and forty-five minutes has been arrived at, because it is six hours for the first set of demands and six hours for the second set of demands. Is the time taken by the Minister also included in this?

Mr. Speaker: Yes, the Minister is also a Member of the House.

Shri T. B. Vital Rao: That is generally omitted

DEMAND NO 2—MISCELLANEOUS EXPENDITURE

Mr. Speaker: Motion moved

"That a sum not exceeding Rs 98,79,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Miscellaneous Expenditure' "

DEMAND NO 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Speaker: Motion moved.

"That a sum not exceeding Rs 25,23,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Payments to worked lines and Others'"

DEMAND NO 4—WORKING EXPENSES—ADMINISTRATION

Mr. Speaker: Motion moved

"That a sum not exceeding Rs 17,91,51,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Administration'"

DEMAND NO 5—WORKING EXPENSES REPAIRS & MAINTENANCE

Mr. Speaker. Motion moved

"That a sum not exceeding Rs 54,78,63,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Repairs and Maintenance'"

DEMAND NO 6—WORKING EXPENSES—OPERATING STAFF

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs 34,84,52,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operating Staff'"

DEMAND NO 7—WORKING EXPENSES—OPERATION (FUEL)

Mr. Speaker. Motion moved

"That a sum not exceeding Rs 30,03,64,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operation (Fuel)'"

DEMAND NO 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Speaker Motion moved

"That a sum not exceeding Rs 9,81,37,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operation other than Staff and Fuel'"

DEMAND NO 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Speaker Motion moved

"That a sum not exceeding Rs 14,18,02,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Miscellaneous Expenses'"

**DEMAND No. 10—WORKING EXPENSES—
LABOUR WELFARE****Mr. Speaker:** Motion moved.

"That a sum not exceeding Rs. 4,18,63,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Labour Welfare'".

**DEMAND No. 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION
RESERVE FUND****Mr. Speaker:** Motion moved.

"That a sum not exceeding Rs. 26,25,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'".

**DEMAND No. 12—DIVIDEND PAYABLE
TO GENERAL REVENUES****Mr. Speaker:** Motion moved

"That a sum not exceeding Rs. 43,78,73,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Dividend payable to General Revenues'".

**DEMAND No. 13—OPEN LINE WORKS
(REVENUE)—LABOUR WELFARE****Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 80,28,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending 31st day of March, 1958, in respect of 'Open Line Works (Revenue)—Labour Welfare'".

**DEMAND No. 14—OPEN LINE WORKS
(REVENUE)—OTHER THAN LABOUR
WELFARE****Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 8,23,73,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending 31st day of March, 1958, in respect of 'Open Line Works (Revenue)—Other than Labour Welfare'".

**DEMAND No. 15—CONSTRUCTION OF
NEW LINES****Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 9,47,38,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending 31st day of March, 1958, in respect of 'Construction of New Lines'".

**DEMAND No. 17—OPEN LINE
ADDITIONS****Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 2,16,78,25,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works—Additions'".

**DEMAND No. 17—OPEN LINE WORKS—
REPLACEMENTS****Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 37,67,04,000 be granted to the President to complete the sum necessary to defray the charges which will come

[Mr. Speaker]

“in course of payment during the year ending the 31st day of March, 1958, in respect of ‘Open Line Works—Replacements’”

DEMAND NO. 18—OPEN LINE WORKS—DEVELOPMENT FUND

Mr. Speaker: Motion moved:

“That a sum not exceeding Rs. 18,88,23,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of ‘Open Line Works—Development Fund’”

DEMAND NO. 20—APPROPRIATION TO DEVELOPMENT FUND

Mr. Speaker: Motion moved:

“That a sum not exceeding Rs. 30,83,11,000 be granted to the President to completed the sum necessary to defray the charges which will come in course of payment during the year ending 31st day of March, 1958, in respect of ‘Appropriation to Development Fund’”.

Shri S. V. Ramaswami: May we know whether we can cover the entire field because the whole thing is lumped together under Demands Nos 2 to 20? Practically we will have to cover the whole thing

Mr. Speaker: Oh, yes

Shri Barman (Cooch Behar—Reserved—Sch. Castes): In the list of those to be called, will you kindly include West Bengal also, because the northern portion of West Bengal is cut off from the rest, and I want to say a few words with respect to the needs of that area.

Mr. Speaker: I have noticed that there has not been a single Member either from Assam or Rajasthan. If they stand I will call them first. The others I shall call next

Shri Mohiuddin: If they have not come forward to speak, I do not think any preference need be given to them.

Mr. Speaker: One lady Member from Assam came to me and said she wanted to speak on Demands Nos. 1 to 20.

Shrimati Parvathi Krishnan: If I may point out, the hon. Member from Tripura may also be given a chance because it was not represented.

An Hon. Member: What is the time-limit for speeches?

Mr. Speaker: Fifteen minutes each.

Shrimati Mafida Ahmed (Jorhat): Mr. Speaker Sir, the Indian Railways play an important and vital role not only in the developing economy of the country but also in the day-to day life of the nation

While I do not claim to know much about the general administration of the Indian Railways, yet I do know something about the working of the railways in Assam. So, I take this opportunity to draw the attention of this House to the very unsatisfactory state of affairs in railway travel in my own State

The railway in Assam is a section of the North Eastern Railway. It may be recalled that the Assam section was originally laid by a British Company to meet the needs of the British tea planters and the British administration. It had then limited objective and burden. But, since independence, many new events have taken place in Assam such as the establishment of NEFA, the onrush of people from other sister States in search of business, oil prospecting, movement of refugees, transport of foodgrains etc. In the absence of any improvement in the Assam section, railway transport has suffered inefficiency. More so because, the railway has come to assume these inevitable burdens and loads. On the top of this, the use of this single track railway by hundreds of military personnel has further aggravated the situation. The result is that railway travel in Assam has become a hazardous affairs. I

hope the Hon. Railway Minister would examine this aspect in its proper perspective.

The curtailment of train services owing to hostile Naga activities between Pandu and Tinsukia from 3 to 2 is causing great inconveniences to the travelling public. May I therefore suggest to attach additional coaches to these two services to reduce overcrowding, which is a deplorable sight in that part of the country.

The cost of living in Assam is comparatively higher than in other States of India. My Hon'ble predecessor, Shri Debeswar Sarmah, now the Finance Minister of Assam, drew the attention of the Railway Ministry on the floor of this House on the 8th March, 1956, to the allotment of wagons to Assam. I may not be wrong if I endorse his views that the soaring prices of foodstuffs in Assam are mainly due to the inadequate and unsatisfactory movement of wagons. I am confident, that the Railway Ministry and the Railway Board will take up the matter expeditiously. If the reported measure of the Railway Ministry to protect the Assam rail link from the ravages of floods, after examining the recommendations made by the experts to stabilise the link, would be a step in the right direction. And, as a preliminary step, to safeguard it, this year, the appointment of a senior Engineer is heartening to us. Because, this stretch of railway was constructed after partition to provide the all weather surface only link between Assam and the rest of the country.

To speak a few words on the question of improvement of communication and passenger amenities, I would say, Assam is sadly deprived of them. The railway travellers in this region are struck by the age and decay of the bogies. It is indeed a pity that all discarded bogies are sent there from other sections of the North Eastern Railway. In fact, the Assam public have never known passenger amenities. In my constituency, an important station like Jorhat town station, there is hardly any waiting room for either gents or for ladies. I

may mention another railway station of commercial importance in my constituency Baruabarngaon, which is nearest to the proposed Assam sugar mill. There is no provision even of a single shed to protect the passengers from sun and rain. I believe the Railway Ministry will give due consideration to this matter.

Besides, it is common knowledge to what extent Assam's railway communication has lagged behind because of the lack of a bridge over the Brahmaputra. All talk of improvement and development in Assam is useless until this bridge is built. Allow me to say with all the emphasis that this can no longer be postponed.

We are told about the transport bottleneck when the question of the oil refinery or any other such major industry arises. If Assam's development is solely dependent on the improvement of railway communication, then, may I ask why no provision has been made in the Second Five Year Plan? After all, let me say, Assam's prosperity is India's prosperity. We are thankful for the decision of the Government to establish a separate railway zone for Assam. We are eager to see it functioning as early as possible. We are also thankful that the Deputy Minister for Railways was pleased to visit our area and has got a comprehensive idea of its urgent necessities.

Sir, Assam's peculiar railway problems are to be isolated and dealt with accordingly. A larger initiative is to be conceded to the Assam zone.

Lastly, I am thankful to you, Sir, for allowing me to speak these few words in this hon House. I conclude.

Shri M. D. Mathur: Mr. Speaker, Sir, Rajasthan has been very underdeveloped so far as railway communication is concerned. And, we have been agitating with the Railway Ministry by correspondence and deputations that the under-developed areas,

[Shri M. D. Mathur]

particularly Rajasthan, should be given a fair deal.

In Rajasthan, we had a number of State Railways known as the Jaipur, Bikaner and Udaipur Railways in the past. After integration, all these railways were taken over by the Union Government and today, we in Rajasthan feel that the expansion of the railway—which we could do at the time of the Princes—particularly, the new lines, has been completely neglected in the First Five Year Plan as well as in the Second Five Year Plan, on the ground that the area is under-developed and no industry is going to come forward. On such grounds we are not given any preference and, so, the under-developed area remains under-developed. That is why I want to submit that when the allocation of funds are made for constructing new lines, consideration should be given to the under-developed areas.

For example, there was a proposal to construct a rail link from Pokaran to Jaisalmer, a part of the country where life is very difficult. But, since the Government of India has accepted a scheme of the Rajasthan canal and in view of the exploration that Government are making for petroleum and iron, the area is going to develop from 1960 to 1965. It is high time the Government of India, particularly the Railway Ministry, gives thought to the construction of the rail link from Pokaran to Jaisalmer, a distance of 70 miles.

Not only this; but the various projects which were surveyed at the time of the States before integration, those projects have been dropped. For example, a project was surveyed, commercially as well as technically, between Merta City and Ajmer. That has been dropped by the Railway Ministry. People feel that even after the advent of freedom, there has been absolutely no development of the railway communications in that part of the country. Millions of people there have not seen a railway engine. It is a desert part and it is very difficult for the people to come 75 miles on the

camel's back to have a look at the engine. In order to create faith in democracy and a feeling in their minds that they are better off than they were in the old days of the princes, it is necessary that this area should be developed and the Ministry should give preference to it.

In the past, Rajasthan was poor so far as personnel and minerals were concerned. Now, we have found a number of minerals and so railway communications are all the more necessary so that they can be carried to other parts of the country, particularly to ports. About a year ago, the then Railway Minister ordered certain areas to be surveyed for new lines. After the new Railway Minister has come in, those surveys were not proceeded with. When Shri Lal Bahadur Shastri was there, he himself said that these areas would be surveyed. But with a change in the personnel of the Ministry, the policy has also been changed. It should not be so. The surveys which were ordered should be carried out. That area is mostly populated by the Bhils and other Scheduled Castes.

I submit that in the formation of railway zones, Rajasthan has been placed in two zones—Northern and Western. Sometimes, the managements do not see eye to eye. The railway time-table is not well adjusted and people have to wait for hours to catch connecting trains. We have been pressing very hard that the railway administration of Rajasthan should be under one zone—the metre-gauge zone in which the Northern and Western zones—from Abu Road to Alwar coming up to Delhi—should be merged. It is a very big strip and I think a separate and independent zone should be formed.

It has been said that amenities in the metre-gauge railways had been neglected compared to broad-gauge. Those railways which are at the headquarters definitely get more attention. For instance, the headquarters of the Western Zone are in Bombay and that

of the Northern Zone, at Delhi. The areas round about these places have developed much more while the areas forming distant patches, particularly the desert part of Rajasthan, do not get so much attention. The administration should look into the matter and give more amenities to the people travelling in the metre-gauge trains in Rajasthan. We see new bogies and new wagons being attached to broad-gauge trains every day. But, we find that old and dilapidated—bogies which could be declared sick or useless—are still attached even as first class compartments. The plight of the third class passenger could be imagined.

There was a breach of a line recently near Jodhpur and a train was delayed for the whole night. It was raining and the people who were sitting in the railway compartments were feeling as if there was no roof above. A number of people fell sick for being in that condition for about 24 hours. That is the condition of the metre-gauge section and people feel that discrimination is going on compared to the amenities available to the broad gauge sections.

The officers of the Railway Administration rarely visit that part. Especially in summer, it is very hot. They do not get ice cold water. Water arrangements are not there in most of the stations. Usually, we find that the water of the wells which are adjacent to the railway station could not be drunk. So, water has to be brought by train. Sometimes trains do not arrive with water wagons. All these things happen. My submission is this. After all, the people of Rajasthan pay the same railway fare as others. Then, why are they neglected? Is it because it is a State which had been suffering under the feudal rule for a number of years? They suffered for over 600 years under the feudal rule. We are now having a democratic set up and if things do not improve, they will lose faith in demo-

cracy itself. So, even from the political point of view, in fact, from every point of view, it is necessary that the Railway Administration should give priority to such matters in Rajasthan rather than neglect it as an under-developed area.

Nobody is going to raise a hue and cry on behalf of Rajasthan. The hon. Speaker said: 'Nobody has spoken from Rajasthan'. We feel ashamed. There is not one problem. There are hundreds of problems over which we can speak. We are very much under-developed and so I would request the hon. Deputy Minister to take special care and have a soft corner for Rajasthan. It is the western part of our country. The eastern and western part of our country should be well-protected and they must be given all amenities so that people may have faith in democracy. Otherwise, the people outside will try to exploit the situation.

I had tabled a question this morning about the Jodhpur workshop. The Deputy Minister has said that there is no scope and that the Government has no desire to expand the workshop. Employment opportunities are very limited in that part and it is not an industrialised region. The only industry or the agency for employment is the Government and the Railways. Labour in abundance is available. If the workshop is expanded—it is one of the good workshops technically also and engineers also tell, that it is a good workshop—there can be more employment opportunities; there are already over 2,000 workers employed. In the war time, bomb shells were prepared in that workshop. Cannot that workshop be used now for preparing, not bomb shells, but at least engines or something of that sort. We hear quite often that we are short of this and that. Then, why not expand the capacity of the workshops at Jodhpur, Bikaner and Ajmer—the three important workshops there. You will solve the problem of unemployment; you will also give an incentive to the people there. Instead of rejecting our suggestions and saying that we cannot

[Shri M. D. Mathur]

develop and that it will not serve any purpose, I would request the hon. Deputy Minister who is present in the House to give due consideration to the expansion of the railway workshops in the interest of the Railway Administration itself and also to allay the feeling in the minds of the people that they had been neglected so far by the Railway Administration.

I would, in the end submit that the Planning Commission may divide the country into two parts—developed and undeveloped. The personality cult also comes in. There are people coming from UP and Bengal and all those important parts of the country I do not say that they should not be developed. Yet, the personalities are there, the Ministers are there, the leaders are there.

An Hon. Member: Rajasthan is second to none.

Shri M. D. Mathur: They get things done and they have more influence on the administration. After all, there are under-developed areas like Assam and Rajasthan. A percentage should be fixed for the developed and under-developed areas and the new railway lines and other amenities should be made available to the under-developed areas. We have handed over to you the huge buildings in Jodhpur and other places. You are the custodian of that valuable property. At least for that consideration let something be done for us. That part of the country should be looked into. Today industries are developing everywhere. The best marble in our country is available in Jodhpur and areas round about. It is from the marble of that area that your Taj Mahal and the Victoria Memorial have been constructed. But the dealers do not get wagons to send marble from Makrana. Yellow stone is available in abundance. In fact that is the main industry of that part of the country. But we have no wagons and a lot of stone is lying at the station. That is why I suggest that for the development of the

marble industry, the manganese industry and the mica industry of Rajasthan more wagons should be made available.

Shri Barman: Mr Speaker, Sir, in the midst of demands from all parts of the country and the various grievances that have been put forward I find a little difficulty in impressing upon the hon. Minister the special case of the Assam link. I may in this connection tell the House that though the name is Assam link, it is really a railway line that traverses my part of the country, that is West Bengal. I do not wish to go into past history, because after a lapse of some eight or nine years the administration had been pleased to set up a committee and that committee has recently submitted its report. Still I want to impress on the hon. Minister the difficulties experienced by the region and the urgent necessity of having a second link in that part of that country.

As has been stated by the hon. Minister in reply to a question put by my hon. friend Shri S. K. Banerjee, the committee is unanimously of the opinion that the terrain is such that it is not possible to ensure absolute stability of the present route. When that line was about to be constructed, we from that part of the country objected to authorities about the alignment that was going to be accepted. But our opinion was rejected, because it was said that laymen cannot give a valid opinion in those matters, and that it was a technician's job. In the course of the Question Hour to-day I put a question to the hon. Deputy Minister whether before coming to a decision on the 2nd Alignment the public would be consulted. He replied reiterating the earlier view that this is a highly technical job.

I do confess that we laymen cannot give any opinion about how a bridge should be constructed. But certainly we know the conditions of the country and the behaviour of the rivers. That

was the point of view that we placed in the beginning when the railway link was going to be constructed and it is the experts' opinion that has proved to be wrong and defective and it is the general public's opinion that has proved correct, with the result that ultimately the Stabilisation Committee also has come to the conclusion that the existing link cannot be a sure line of communication

The Deputy Minister in the course of his reply gave one of the reasons why there is delay in accepting the majority recommendation of the Committee. He said that apart from the question of finance, there are three difficult rivers to be crossed and there would be difficulty of construction. I think some six months back, it may be a little more, the Railway Board issued a questionnaire, of which they sent a copy to me also. I then made a suggestion and that suggestion had also the support of the people there that while fixing the next alignment, it should run through a certain territory. I do not mean to say that my suggestion should be accepted, but if the public opinion is accepted and implemented, one of the big rivers would be totally eliminated. In Demand No 2 there is an amount provided for surveying the difficult rivers Toshia and Jaldhara. If our suggestion is accepted the bridging of Toshia can be eliminated, not only that several other rivers would be eliminated. You need have only one major bridge at Jaladhora near the sub-divisional town of Mathabhanga

I have an alternative route to suggest. There is already a link. Below that is the national highway No 31. If the new alignment be a little southwardly than the existing No 31 national highway, the State of Cooch Bihar which in the year 1950 was merged with the Indian union will be served, and a vast agricultural area will be benefited. Therefore while taking a decision on the report of the enquiry committee, they may give due consideration to expert technical advice, they shall also take the view of the common people into

consideration, because they are likely to know the terrain better than newcomers from any other place

Since the year 1950 when this link was constructed my part of the country has been suffering many hardships as a result of the floods. The eastern part of my district is completely cut off during the rains. Every year, except perhaps the last, there had been floods and crores of rupees have been spent in repairing the bridges

My submission is that the Railways have taken almost ten years, since the partition of the country when we were absolutely cut off by the creation of Pakistan, to come to the same decision which we advocated at that time, that that link cannot be a sure link and it cannot stand in the face of heavy floods coming down from the Himalayas. I would earnestly appeal to the Railway Administration, now that they have got the opinion of their own committee, not to further delay the matter. It may be that in other matters because of paucity of finance, because the Railway demand of Rs 1400 crores has been reduced to Rs 1100 crores for the Second Plan certain amenities will take some time to be provided. But, so far as that part of the country is concerned, which is cut off during the rains due to breaches here and there, the matter should not be delayed on the ground of finance. We have suffered so long since the partition of the country. Let us not suffer any more. That is all my submission, Sir, through you to the Railway Administration

14 hrs.

Shrimati Ila Palchoudhuri (Nabadwip) Mr Speaker, Sir, the Railways form the biggest Government enterprise. Their potential for employment is also the greatest, and their variety of services is also the greatest. Our Indian Railways compare with the world railways anywhere, and we have had very good Ministers and Deputy Ministers

There are certain things which I would like to bring to their notice

[Shrimati Ila Palchoudhuri]

The first point is about the extreme shortage of wagons that we experience today. It cannot be gainsaid by the Ministry. Even Shri K. B. Mathur, Member of Transportation, Railway Board, has admitted that our wagon shortage would be something due to which we will not be able to cope with the 38 million tons of freight which has to be transported. According to the Plan, if it goes as it should, it will be near about 45 million tons that will have to be transported. I do not think we have wagons to do that. Therefore, I would ask the Ministry, when there is such a shortage of wagons, why do we take on the onus of supporting Nepal's Five Year Plan and give wagons to Nepal when our own shortage is so great? Should we not look to our own needs?

Wherever there is wagon shortage, it is a direct cause for corruption. There are commodities that must get wagons, particularly where there is wagons shortage. Take the case of the tea districts. If you go to Siliguri you will find piles of tea chests lying there and there are no wagons for them until a little unfair means is resorted to. I know it is very difficult to prove these things, but these things do happen and the Ministry knows it. The public is aware that it is doing a wrong thing, but when commodities have to reach a market at the saleable time and when auctions are taking place, whether it is tea business or any other business, people will resort to unfair means to get wagons allotted to them. The only thing to prevent this is to increase the number of wagons, and not go out to help others when our priorities are so great.

Then, we lose a lot of foodstuff in transit. Nearly 30 per cent. of fresh fruits, vegetables and many other commodities are wasted, because they get spoiled in transit. Fresh fruits and vegetables are roughly handled in transit and in many instances they do not reach their destinations. I would ask the hon. Minister, when

we have gone in for so much improvement on the Railways, should we not consider having some sort of refrigeration or cold-storage transport for fruits and vegetables?

Shri C. D. Pande (Naini Tal): Fish also.

Shrimati Ila Palchoudhuri: Yes, because that does constitute a large part of our diet. In the present food crisis, if all this wastage could be avoided we might tide over the crisis to a great extent.

Today, the hon. Minister in his reply said, that there may be claims that were paid by the Railways but they were not so bad. If you look into this little book that has been circulated to us you will find that the claims for losses and damages paid by the Railways is Rs. 2,56,48,304 as against the previous year's figures of Rs. 2,55,45,000

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The hon. Member is imagining things. There was no question about claims today.

Shrimati Ila Palchoudhuri: The Minister did say about claims in his reply. It is loss of revenue. It has to be paid by the Railways.

With regard to catering, Sir, I would like to bring to your notice the difficulty that is felt by passengers. Sometimes the food offered is not palatable and not according to the tastes of passengers. If Annapurna could get some more of the catering that is given to contractors, I think everybody would feel better. Annapurna does cater in certain cases. If they could be asked to do more catering I think the public would find it very much more convenient, because I think Annapurna is one of our best public catering departments. It works very well and the very name suggests that it will satisfy the public.

Shri Shah Nawaz Khan: Our experience at Ghaziabad is a little different.

Shrimati Ila Falchoudhuri: If you will give a chance, I think it will live up to its name

Under Demand No 15 you find mention of electrification of various lines, but there is no mention as to when the Sealdah Section, which has been given a token grant of Rs 2,50,000 or so, will be taken up. There is no extension up to Ranaghat or Krishnanagar mentioned. The Sealdah section of the Eastern Railway has been left absolutely unattended. The Sealdah section has the greatest number of passenger traffic. It is one of the busiest sections in the country if not in the world. It caters to border districts.

You must give some sort of priority and see that the light suburban railways are also looked after by the Railway Ministry. Do you know that on the Krishnagar and Nabadwip Ghat line there are engines that are 28 years old and they very often fail?

Shri Shah Nawaz Khan: There are engines aged 70 years, 28 years is very young

Shrimati Ila Falchoudhuri: A 28 year old light railway engine must be in a very bad state. It often breaks down and I have had experience of it myself.

Then I come to lighting arrangements at railway stations. There is electricity right up to Sarupganj Ghat, yet the lighting arrangements at the stations in between are abnormally bad. Thieves loot the passengers. It is positively dangerous to go by the last train which goes at 22 hours. If the hon. Minister will kindly see that the stations are provided with proper lighting arrangements, I think much trouble could be avoided.

There is no place provided for women at the stations. I think that covers the whole category; I won't mention 'women', there is no waiting room of any kind at the small sta-

tions. That is a matter which deserves to be looked into.

16.00 hrs.

[MR. DEPUTY-SPEAKER in the Chair].

Nabadwip Dham itself is a very important station, because lakhs and lakhs of pilgrims go there at all times of the year for various festivals. The arrangements for food and drinking water at this station are really deplorable. There is not enough space. I would ask the Deputy Minister, if the Minister himself cannot find time, to go there and see the things for himself. I would like him to see whether the ladies waiting room there is adequate. It is not.

A long time back there was talk of a survey for a railway line up to Karimpur. This is absolutely a border town. That proposal is lying in the files of the Ministry for many years. I do not know why that is not pursued. Even in the time of my hon. predecessor, the late Lakshminarayan Maitra, this thing was taken up and there was talk of a railway line up to Karimpur. The Minister said that if the Planning Commission will give some more money he will look into these things according to priority. I hope this will be one of them, because a border district must have as many modes of transport as possible; not only road transport, but railway transport also.

Again, I appeal for the students' train from Krishnagar to Shantipur. Road transport cannot cope with that. They are not given monthly tickets. Colleges cannot accommodate the students. Education suffers. In every country, there are students' trains, special trains that cater for students. I would request the Minister to consider if it would be possible to run shuttle trains for the students from Krishnagar to Shantipur. The public will be greatly benefited by this line. I say this, not only because it is my constituency. It is also a border district and it needs particular attention, and quick electrification.

[Shrimati Lila Palchoudhuri:]

I also support my friend Shri Barman when he says that when we attend the various committees, it never seems to them that the general public has an expert opinion. I agree that they have no expert opinion. But, they are in direct contact with the wants of the people. When we sit on these committees, for time table or catering, etc., I hope our suggestions will receive due consideration and not just be taken and thrown into the waste paper basket or not considered as very often happens.

I have no other particular points to bring to your notice except to state again that more wagons should be provided, and that electrification should be carried on right up to Ranaghat and Krishnagar as quickly as possible so that the daily passengers may be benefited. They form the largest number of people that come to Calcutta daily. If they can only go back quickly by electric trains, their health will be safe, their work will be easy. Really then we shall be working with a transport mind and not look at small things, but look at the general welfare of all concerned.

Shri Dasaratha Deb (Tripura): Sir, my problem is quite different from that of others. In the case of those hon Members, they have already their railway lines and their demand is extension of these facilities to other areas. But, in our State there is no railway link, not a single railway line. From the first session of Parliament, we have been expressing our desire and communicating to you the desire of the people of Tripura that Tripura should at least have a railway line in our territories. When the First Five Year Plan was framed, there was some provision made for establishing a link via Assam. During the working of the First Plan itself, it was postponed. Now we have completed our First Plan. We have begun the working of the Second Plan. Even in this Second Five Year Plan, that provision is not there. The Government

of India are planning to take up some development works in our State. Without establishing a railway link, how can the Government of India execute those works and how can Tripura prosper? In our State, due to the absence of the rail link, our difficulties are growing more and more every year. You know it is a border area surrounded by Pakistan on three sides. There is one small narrow link with Assam. There is a national highway. But, that road is not an all weather road. Only in summer that road can be used. During the winter, it is very difficult to drive even a jeep on that road.

For the last three or four years, Tripura has suffered from food shortage. Even this year, the Central Government has sanctioned 20,000 tons for the Tripura State. That rice has not reached Tripura in time. Some six or seven days ago, I met the Chief Commissioner of Tripura and the district magistrate. I had a talk with them on this. The people in that State are suffering. Even at present in the rural areas, rice is being sold at the rate of Rs 26 or 36 or 38 per maund. The minimum is Rs. 25 per maund. The rice sanctioned by the Government of India did not reach in time because of the communication difficulties. The Pakistan Government could not supply a sufficient number of wagons to carry our rice. If this transport problem is neglected, if we are not given a rail link, our problem could not be solved. We are going to suffer more and more. Even the other essential goods, we have to import from India. For that, we have to depend on air lift which is very costly. The price index in Tripura is so high and the poor people are not able to bear the expenses. In Tripura, we have some raw materials, jute, pineapples, bamboo and other things. We have to export them to other States. But, we are not able to export due to communication difficulties. If a rail link is not established, our miseries will increase, and people will not be satisfied. On be-

half of the people of Tripura I urge upon the Railway Minister to go into the question and take it up in the Second Five Year Plan itself.

A number of people in Tripura have already formed a railway committee,—congressmen, non-congressmen and people representing all political parties—and that committee has submitted a memo to the Government of India five years ago. From that time repeatedly, they are reminding the Central Government to take up the problem. In that memorandum, we have sufficiently set out the need for a railway, how that problem should be tackled and solved. Even now, we have not received any favourable reply from the Government. Every time we express our desire and make a demand in this House, we are told that funds are short, and for establishing a rail link for a backward area like Tripura, they will have to incur heavy expenses. On the plea of heavy expenses, Tripura should not be deprived of a rail link and Tripura should not be deprived of improvements in the Second Plan.

Even now, there are certain national highway road works. The Central Government has already taken up the work and some work is nearing completion. Even in the national highways, there are certain rivers. Bridges could not be constructed over these hill rivers because bridge construction materials could not be brought into Tripura on account of communication difficulties. All these problems are there. Considering all these problems, I again request the Ministry of Railways to consider our case very sympathetically and impress upon the Planning Commission the necessity of taking up this work even during the working of the Second Plan. I submit that this railway line in the Tripura State should be undertaken.

श्री राजा रमेश उपाध्यक्ष महोदय, बहुत सी बाते मेरे साथियों ने रेलों के सम्बन्ध में कही है और उनका कुछ उत्तर मर्मी-मर्मी

माननीय मंत्री जी ने दिया भी है। लेकिन कुछ ऐसी बातें हैं जिनका जिक्र मैं करना चाहता हूँ और चाहता हूँ कि माननीय मंत्री जी उन पर भी विचार करें।

कुछ वर्ष हुए रेलवे बोर्ड ने भारतवर्ष की रेलों को कुछ हिस्सों में बाटा था जिसको रिस्पॉन्स का नाम दिया गया था। इस रिस्पॉन्स से यह प्राशासा की गई थी कि जो रेलों का इतिजाम है, उसमें कुछ सुधार होगा लेकिन मैं यह देखता हूँ कि इससे कर्मचारियों में ही नहीं बल्कि प्रायः सभी लोगों में असन्तोष अधिक बढ़ा है। और फिर यह भी है कि जब सरकार ने रिस्पॉन्स किया तो उस वक्त यह फैसला किया कि सारे भारतवर्ष की रेलों को पाल सूप्त में बाटा जाएगा, लेकिन फिर उसके बाद उसको छँ सूप्त में बाटा, और छँ सूप्त हुए। अब मैं देखता हूँ कि यह बात का विचार किया जा रहा है कि यह के बजाए सात सूप्त कर दिए जाएं। मैं इस चीज के विरोध में कुछ नहीं कहना चाहता, लेकिन यह जहर चाहता हूँ कि इन रिस्पॉन्स में भारतवर्ष में जो सबसे बड़ी दिक्षित पैदा हुई है वह यह कि बहुत सारे सीनियर और जूनियर प्राफिसर्स हैं, जिनकी एक श्रृंखला बड़ी हुई थी, जिनकी एक लड़ी थी, उन तमाम कर्मचारियों में एक किस्म की निराशा और एक किस्म का असन्तोष सा प्रकट होता है। उसको निकालने की कोई तदबीर या तरीका हमारे रेल मत्रालय को अस्वार करना चाहिए। मैं तो समझता हूँ कि यह रिस्पॉन्स का ही सवाल नहीं है, हमारे देश के अन्दर रेलवे मत्रालय कई बार ऐसे फैसले करता है जिन पर वह कायम नहीं रहता, उनको जल्दी-जल्दी बदलता है। मसलन् रिस्पॉन्स के सिलसिले में यह हुआ कि जब सूप्त बनाए गए थे, तो जो डिवीजन्स के कार्यालय थे, उनको एक उरह से समाप्त कर दिया गया था, लेकिन देखा गया है कि अब उनको फिर चालू किया जा रहा है। इसी प्रकार के कई

[भी राजा रमण]

फैसले पिछले बर्बो में रेलवे मंत्रालय ने किये हैं और उन्हें थोड़े ही दिन बाद बदला है। इससे मैं समझता हूँ कि बड़ी कठिनाई होती है। जब हम किसी मामले पर विचार करें तो हमारा फैसला काफी निर्णयात्मक होना चाहिए और उसके ऊपर हमको कायम भी रखना चाहिए ताकि उसका आम लोगों पर और जनता पर असर पड़ सके।

दूसरे मैं यह देखता हूँ कि हमारे देश के अन्दर जो रेलवे कर्मचारी हैं, उनमें एक लास फिल्म का कर्क भी है। फैर इस लिहाज से कि कुछ कर्मचारी ऐसे हैं जिनकी तमस्वाहें बहुत ऊँची हैं और कुछ ऐसे हैं जिनकी तमस्वाहें बहुत कम हैं। उनके दर्घनियाँ में बहुत अन्दर हैं, जो अन्दर उनके बीच रहा है, वह उनको हमेका असरता रहता है। मैं चाहता हूँ कि इस अन्दर को जितनी जल्दी कम किया जा सके, उतनी जल्दी कम किया जाए। क्योंकि जब हम यह चाहते हैं हमारे देश में एक सोशल बेलफ्रेंडर स्टेट हो, एक ऐसा राज्य हो जिसमें सब लोगों को पूरा आराम बिल सके, और उनके अन्दर समानता हो और इस बात का एहसास हो कि वह अपने मुल्क के लिए काम कर रहे हैं। मैं देखता हूँ कि जो बेंजेज के अन्दर डिस्ट्रिटी है वह कभी उनमें ज्यादा काम करने की इच्छा पैदा नहीं कर सकती।

आप देखिए कि दिल्ली में जो बड़ा स्टेशन है उसके सामने दहा के कर्मचारियों की तीन कालोनीज है। अगर आप वहा जाएं तो आप देखेंगे कि जो लाइन मैन हैं, प्रायर मैन हैं, या छोटे छोटे कर्मचारी हैं उन की प्रबस्था इतनी शोचनीय और चू आजनक है कि उस को देख कर दिल में बड़ा दुःख होता है। हम देखने हैं कि करोड़ों हप्ते मुल्क की रेलवेज के लिए लंबे होता है, लेकिन इन छोटे छोटे कर्मचारियों की तरफ जितना ध्यान दिया जाना चाहिए, उतना नहीं दिया जाता। जब कभी हम कोई प्रोग्राम बनाते हैं तो उसमें ऊपर की ओरी के लोगों पर अधिक बन लंबे

किया जाता है, नीची ओरी के लोगों पर उसका नहीं किया जाता। इसी सिलसिले में मैं यह मार्फ़ करना चाहता हूँ कि हमारे यहाँ ऐसे बहुत से अकसर हैं जो जब सकर करते हैं तो उन के लिए बड़े आराम के सैकून्त लगाए जाते हैं, एधर कंडिशन्ड कोवेज लगाई जाती है, मैं समझता हूँ कि हमारा देश गरीब है और यहाँ के लोगों को आम तौर से बड़ी तकलीफ में अपनी जिन्दगी गुजारनी होती है। जब हम यह चाहते हैं कि नीचे के दर्जे के लोग ऊपर उठें, उन के अन्दर अपने ऊपर भरोसा भाए, वह लोग अपने अन्दर कुछ ज्यादा उत्साह पैदा कर सके, तो हमारे लिए रह बहुत आवश्यक है कि हम इस अन्दर को कम करें। और ऐसी जीजों को जो उन्हें आरामतलब बनाती है, उन्हे कम करें। मैं यह कहना चाहता हूँ कि जो लोग पहले से अपने देश में इस तरह रहते थे, उनके आराम में कोई कर्क नज़र नहीं आता और जो लोग मेहनत करते हैं, मशक्कत करते हैं, तकलीफ उठते हैं, अपने शरीर की पूरी शक्ति को देश के कामों में लगाते हैं, उनकी तकलीफे कायम हैं, उन के लिए आराम नहीं है, उनकी कठिनाइया ज्यादा है। जो कुछ हम उन के लिए कर रहे हैं वह काफी नहीं है, सन्तोषजनक नहीं है। मैं समझता हूँ कि जो लोग भिज़े जमाने में काफी आराम में रहे हैं हम उस की तबज्जह नीचे के लोगों के त्याग, तपस्या और तकलीफों की तरफ दिलाएं। इस से लोगों के ऊपर और हमारे देश के कर्मचारियों के ऊपर बड़ा अच्छा असर पड़ेगा और बड़ा स्वस्थ बातावरण बनेगा।

हमारे कई मित्रों ने यहाँ जिक्र किया कि हिन्दुस्तान की रेलगाड़ियों में बड़ी ओवर-क्राउडिंग होती है। इस की बजाह से छोटे दर्जे के यात्रियों को बहुत तकलीफ होती है। इस सम्बन्ध में मैं यही कहना चाहता हूँ कि हमारे रेलवे मंत्रालय की तरफ से ऐसे बहुत सारे नियम बनाए गए हैं कि जो लोग विवाड़ टिकट ट्रैवल करते हैं, या टिकट नहीं रखते

है जब पर सुनीना किया जाय, पर इस तरफ कम व्याप दिया जाता है कि हजारों की तादाद में जो रेलवे के कर्मचारी सफर करते हैं वह समस्यावराइज होते हैं। वह जब सफर करते हैं और साथ में अपने परिवार को भी साथ रखते हैं। इस कारण भी ग्रोवर-कार्डिंग होती है। इस तरफ भी हमें तबज्जह देनी चाहिए। जहा हम विद्याउट टिकट ट्रैक्ट करने वाले आदमियों को सजा देते हैं वहां हमें ऐसे कर्मचारियों को भी पकड़ना चाहिए जो कि सफर करने के मुस्तहक नहीं हैं, लेकिन सफर करते हैं। वह इस बास्ते बिना टिकट सफर करते हैं कि वह समझते हैं कि रेल गाड़ी उन के घर की जायदाद है और जहा उन्हें तनाव्याह मिलती है वह इजाजत मुफ्त चलने की भी उन को होनी चाहिए। मैं देख्यास्त करूँगा कि रेलवे मंत्रालय को इस और भी व्याप देना चाहिए।

इतना कहने के बाद मैं अब दो चार बातें दिल्ली के बारे में मशी महोदय के सम्मुख रखता चाहूँगा। कई बार मैंने इस बात का जिक्र किया है और पहले भी यह चीज़ सदन के सम्मुख रखली चा चूँकी है। हमारे रेलवे मंत्रालय ने इस बात को कबूल भी किया था कि दिल्ली के अन्दर जनस्थान काफ़ी सेषों से बढ़ती जा रही है। उस की जनस्थान इस बक्त करीब २१ लाख के है। यहां पर ट्रास्पोर्ट का जो बन्दोबस्त है वह बहुत नाकाफ़ी है। वसें बरीह जो चलती हैं वह बहुत नाकाफ़ी है। इस की जबह से काफ़ी तकलीफ़ रहती है और यहां पर जो हमारा पुनर्वास मंत्रालय है उसने कई कालोनीज़ पूर दूर पर बसा दी है, जैसे कि तेहाड़ है, कालका जो है, मालवीय नगर है, लाजपत नगर है। कई कालोनीज़ तो ऐसी है जहा पर बड़ी बड़ी तादाद में लोग रहते हैं, पचास पचास हजार और एक एक लाख तक लोग रहते हैं। पटेल नगर आदि ऐसी ही जगहें हैं। इन दूर दराज जगहों पर पहुँचने के लिए कोई सुविधायें नहीं हैं। वह है भी तो

लोगों को एक एक और दो दो चंटा सड़क पर लड़े रहना पड़ता है। जुह में यह कहा गया था कि दिल्ली शहर के चारों तरफ एक इलेक्ट्रिक ट्रैन जारी की जायेगी जो इन कालोनीज़ को मिला देती और जगह जगह उसके स्टेशन होंगे। लेकिन जब यह तज़्जीज़ सामने आयी तो कुछ विकल्पों की जबह से उसको छोड़ दिया गया। किर कहा गया कि रिंग रोड के चारों तरफ एक सरकुलर रेलवे बनायी जायेगी और उसके बारे में हमको करीब करीब आश्वासन तक मिला कि यह सरकुलर रेलवे दिल्ली के चारों ओर फैलेगी। लेकिन अभी तक उसकी तरफ कोई तबज्जह नहीं दी गयी है। कुछ इतना का ऐसा है कि जिसमें हमने केवल लोकल ट्रैक्स चलायी हैं और उनसे लोगों को काफ़ी जायदा पहुँचा है। लेकिन मैं समझता हूँ कि तिक्क इतना करना नाकाफ़ी है। अभी तिक्क पुरानी दिल्ली को बिल्यनगर से कनेक्ट किया गया है। लेकिन बिन्दु नगर से आगे भी कालोनीज़ हैं जैसे नई दिल्ली केटोलमेंट, तिहाड़, आजादपुर, आदि हैं। मैं चाहता हूँ कि सरकुलर रेल का जो प्रोजेक्ट है उसको जल्दी पूरा किया जाये। उसकी बहुत जरूरत है। उसके बरीह यहां की जनता को बहुत मुश्किले होती है और उन मुश्किलों का निवारण करना हमारे रेलवे मंत्रालय का कर्तव्य है। इस तज़्जीज़ को पहले भी हमारे सामने रखा गया था और इस बारे में हमको आश्वासन भी दिया जा चुका है कि एक सरकुलर रेलवे दिल्ली शहर के चारों तरफ बनायी जायेगी परन्तु अभी तक ऐसा हुआ नहीं है।

किसी जमाने में दिल्ली दो छाई लाख आदमियों के लिये बनाई गयी थी और उस समय किसी ने यह नहीं सोचा कि दस, बीस या तीस साल के अन्दर यहां की आबादी बीस या पचास साल के हो जायेगी। यह जनस्थान बढ़ती ही जा रही है। यह पर हर साल करीब एक लाख आदमी बढ़ जाते हैं। यहां पर बहुत सी सड़कें बड़ी जो गयी हैं और भी बहुत सा निर्माण कार्य हो रहा है जिस को देखकर कुसी

[भी राधा रथण]

होती है और उससे यहां की जनता को आराम भी मिलता है। लेकिन एक कठिनाई में महसूस करता हूँ और वह यह कि यहां पर जो चारों तरफ सड़के बनी हैं उनके बहुत से रेलवे कार्सिंग हैं जिनकी वजह से लोगों को बहुत दिक्कत होती है। मैं किशनगन्ज के रेलवे कार्सिंग की तरफ ममी महोदय की स्वास तीर से तवज्ज्ञह दिलना चाहता हूँ। वहां पर लोगों को कभी कभी आधा आधा घटे हके रहना पड़ता है। अगर गाडियों के आने-जाने की वजह से ऐसा होता तब भी एक बात थी, अगर यह इस वजह से होता है कि इजिन शटिंग करता है और बाखार इधर उधर आता जाता है। मैं चाहता हूँ कि इस तरफ रेलवे ममी ध्यान दें। इस पर बहुत लब्डा चौड़ा खर्च नहीं होने वाला है। इसके लिये कुछ स्पर्या निकाल दिया जाये ताकि यह पर घड़र बिज या ओवर बिज बन सके और लोगों की यह तकलीफ दूर हो जाये।

इस सिलसिले में मेरे एक बात और अर्जन करना चाहता हूँ जिसके बारे मेरे कुछ अरता हुआ काश्मीरी दरवाजे और चादनी चौक के बहुत से लोगोंने रिप्रेंडेशन भी किया था। वहां एक पुल है जो कि कोटिया पुल म काश्मीरी दरवाजे जाने के लिए बनवाया गया है। पचासों वर्ष से वहां पर एक लोको शेड है जहां हमेशा इजिन लड़े रहते हैं। जो गाडिया जाती है उनमें लगये जाते हैं और जो गाडिया आती है उनमें लगये जाते हैं। ऐसा कोई बक्त नहीं होते हैं। जो गाडिया आती है उनमें निकल कर यहा आकर लड़े होते हैं। ऐसा कोई बक्त होता है कि इन इजिनों का धमा उस पुल पर आने जाने वाले व्यक्तियों को तकलीफ न देता हो। कुछ लोग नाक से रूमाल लगा लेने हैं पर ज्यादातर लोग धुवा लाते हुए जाते हैं हमने इस बारे मेरे कई बार तवज्ज्ञह दिलाई है। अगर इस लोको शेड को किसी दूसरी जगह ले जाया जाये तो इस पुल पर से आने जाने वालों को बहुत आराम हो जाये और

उनकी तकलीफ दूर हो जाये। मैं ममी महोदय की इस तरफ तवज्ज्ञह दिलाना चाहता हूँ।

एक बात मैं बेंडसं के बारे मेरी कहना चाहता हूँ। इन लोगों ने रेलवे भवालय को रिप्रेंडेशन भी दिया है। मेरे लोग चाहते हैं डेकेदार के जरिये या भवालय को डिपार्ट-मेंटल तरीके से काम करने के बाजाय इनको कोआपरेटिव सोसाइटी बनाकर काम करने का भीका दिया जाये। हमारे मुल्क मे कोआपरेटिव सोसाइटीज के बारे से बहुत कुछ कहा जा रहा है और उसको प्रोत्साहन देने की बात भी की जाती है। लेकिन बहुत सी जगहों पर जहां ऐसा आसानी से किया जा सकता है वहां ऐसा नहीं किया जाता है। मैं ममी महोदय मेरे दरखास्त करूँगा कि वह इस तरफ कुछ तवज्ज्ञह दे ताकि दिल्ली मे यह काम हो सके। बेंडसं को यह महुलियत दी जानी चाहिए। अगर ऐसा किया गया तो बहुत अच्छा होगा।

एक चीज और मैंने देखी है वह यह कि दिल के स्वास लास बक्त दिल्ली के मुमाफिर खानों मे बड़ी भीड़ हो जानी है। सुबह १० बजे तक और शाम को पात्त और ६ बजे के करीब आने जाने वालों की छतनी भीड़ होती है कि उसका अन्दराजा लगाना मशिकल है। इन लोगों को टिकट लेने मेरे बहुत दिक्कत होती है क्योंकि इस काम के लिए बादू लोगों की सख्त बहुत सीमित है और जब भीड़ होती है तो यात्रियों को टिकट के लिए बहुत देर तक लड़ा रहना पड़ता है और इस अवसर पर बहुनों की जेबे भी कट जानी हैं। और बहुत से लोगों को समय मे टिकट नहीं मिल पाता और उनको भायूस होना पड़ता है। मैं यर्ज करता हूँ कि कम से कम पीक अवसर मे कुछ बिडोज और बड़ा दी जाया करें और कुछ बाबूधों का और इन्तजाम कर दिया जाये तो लोगों की यह दिक्कत बहुत कुछ दूर हो सकती है। हमारे तवज्ज्ञह दिलाने पर एक दो बिडो बड़ायी

गये है लेकिन वह नाकाको है। मैं प्राप्ती मार्केट रेलवे मंत्रालय की ओर रेलवे मंत्री महोदय की तवज्ज्ञह इस तरफ दिलाना चाहता है। अगर दो चार बिंदोज और बड़ा जायें तो यात्रियों को तकलीफ कम हो जाये।

मैं और ज्यादा नहीं कहना चाहता पर मैं आशा करता हूँ कि जो कुछ मैंने कहा है उस पर मंत्री महोदय तवज्ज्ञह देंगे और जो कदम इस सिलसिले में उठाये जा सकेंगे वे उठाएं जायेंगे।

Shri Naldurgkar (Osmanabad): I rise to support the Demands for Grants of the Railways.

In India, railway communications are very poor and low as compared with some of the advanced countries of the world. For every ten thousand of population, we have six miles of railway line, and for every ten thousand square miles, we have about eighteen miles of railway line. The proportion in the advanced countries is about twenty to twenty-five times more for the same population and the same area. So, it becomes the duty of the Railway Ministry to do its level best to meet the growing needs of the population of the country by providing more coaches, more locomotives and more wagons and more facilities

I had a chance to read the report of the Railway Administration. After reading that report I was convinced that the Railway department has no doubt made a considerable and commendable progress during the First Five Year Plan and during the first year of the Second Five-year Plan I will now narrate some of the important features of that progress.

Our Indian Railways have carried nearly 35,50,000 passengers daily during the year 1955-56. This means that one per cent. of the India's total population and 8 to 9 per cent. of the population of England and France. I think this is one of the great achievements we have had so far. Another

point is this. For each hour, about 1,48,000 passengers boarded the train. During the year the passengers have travelled 1,07,00,000 miles. Our passenger trains have traversed a total mileage of 3,16,000. This means six and a half times round the earth at Equator. This is an excellent achievement that has been made by the Indian Railways and not made by any other Railways. Again, all the goods trains have travelled 2,26,000 miles. They carry 3,15,000 tons daily from one place to the other. Rs 71,00,000 were spent on each working day on various services including staff. In the year 1957, the largest railway marshalling yard at Moghal Sarai has been set up and it has made a record in the movement of wagons.

According to the report it is evident at Moghal Sarai for every 20 seconds there is a movement of one wagon. These are some of the matters which I would like to mention. There may be some inefficiency and defect here and there but we should not be oblivious of some of the achievements which have been made so far.

Before concluding, I wish to draw the attention of the Railway Minister to another matter. The Marathwada area has been a neglected area. It was previously a part of the Hyderabad State and now it is merged in Bombay State. Certain representations were made to the then Railway Minister for opening a line from Parali to Jalna. I think these representations were made by Swami Ramananda Tirtha and others but we find that in spite of the promises that have been given so far, this line has not been taken up in the Second Five-year Plan. I expect that our present Minister will be adherent to the promises given by his predecessor.

There is a narrow gauge Railway Line from Latur to Miraj which was previously called the Barsi light railway. Now it is called as Central Railway. It is a narrow gauge railway line. From Kurdwadi to Miraj it is going to be converted into broad gauge. There has to be conversion of the narrow gauge line into broad

[Shri Naldurgkar]

gauge line from Kurdwadi to Latur via Osmanabad and Ter. In order to avoid expenditure I suggest that at the time of diversion it will be better if the diversion will be via Osmanabad and Ter because it will touch some important commercial towns. This will not only accelerate progress in that region, but, it will bring in substantial addition to the revenues of the Railways. With these words I conclude

श्री बाजरेडी (बलरामपुर) उपाध्यक्ष, महोदय, रेलवे मंत्री महोदय ने, क्लास ३ और क्लास ४ के कर्मचारियों में जो भेद-भाव है, उस को दूर करने की जो घोषणा की है, मैं उस का स्वागत करता हूँ, लेकिन मैं उप मंत्री महोदय से जानना चाहता हूँ कि क्या यह सुविधा आर्टिजन स्टाफ के कर्मचारियों पर भी लागू होगी। जो कर्मचारी रेलवे शैड और वर्कशाप में काम कर रहे हैं और जिन की स्थिति खगड़ी है, उन के विवरण में भी रेलवे मत्रालय और रेलवे बोर्ड को विचार करना चाहिये। मुझे लेंद है कि मंत्री महोदय ने, रेलवे के जो अन्य कर्मचारी वर्ग हैं, उन की मांगों के बारे में कुछ भी नहीं कहा है। कर्मशायल कलकों की तनख्वाह बहुत कम है, लेकिन १० फरवरी, १९५७ को रेलवे मंत्री ने जो घोषणा की थी, जिसन्यू डील के नाम से पुकारा जाता है, उस में कर्मशायल कलकों को इसलिये अधिक सुविधायें नहीं दी गई थीं उन्हें तरक्की के लिये इन्स्पैक्ट्रेट पोस्ट्स मिलेंगी, लेकिन मत्त्वाई यह है कि वे जगहे कर्मशायल कलकों में से नहीं भरी जाती और वे धारे में रहते हैं।

मैं रेलवे मंत्री महोदय वा व्यान अम्सिटेंट स्टेशन मास्टर्ज और स्टेशन मास्टर्ज की, और भी खीचना चाहता हूँ। उनका पद बड़ा महत्वपूर्ण है और उन की जिम्मेदारी भी बड़ी है। वे सब का नियन्त्रण करते हैं, निरी-काण करते हैं। लेकिन १० फरवरी को जो

घोषणा की गई, उस का असिस्टेंट स्टेशन मास्टरों और स्टेशन मास्टरों को शायद कोई लाभ नहीं हुआ। एक रेलवे कर्मचारी दस महीने के ट्रेनिंग के बाद सिगनलर होता है और ६० रुपये महीना तनख्वाह पाता है। चार साल तक सिगनलर के रूप में काम करने के बाद वह असिस्टेंट स्टेशन मास्टर बनता है और इन चार सालों में उम के तनख्वाह ७६ रुपये महीना हो जाती है। रेलवे मंत्री महोदय ने १० फरवरी की घोषणा में असिस्टेंट स्टेशन मास्टरों को जो सुविधा दी है, वह यह है कि ७६ रुपये के बजाय अब उन्हें ८० रुपये महीना मिला करेंगे। चार रुपये महीना की सुविधा आज के समय में, जब कि चौंकों की महागाई और टैक्स बढ़ रहे हैं, सन्तोषजनक नहीं मानी जा सकती। यही बात स्टेशन मास्टरों के बारे में है। एक असिस्टेंट स्टेशन मास्टर पद्धति साल नीकरी करने के बाद स्टेशन मास्टर बनता है और जो उन के बेतन के स्तर है, उन के अनुसार उन की तनख्वाह ११४ रुपये महीना हो जाती है रेलवे महोदय ने जो सुविधायें दी है १६६० तक जो स्टेशन मास्टर ग्रिटायर होने वाले हैं उन को प्राप्त नहीं होगी और इस इमिटि से उसे इमिडियंट रिलीफ नहीं माना जा सकता। स्पष्ट है कि अनिस्टेंट स्टेशन मास्टरों और स्टेशन मास्टरों में अपनी स्थिति के बारे में असत्तोष है। यह असन्तोष उन्होंने ने प्रकट भी किया है। १ जुलाई, १९५६ को उन्होंने माग दिवस मनाया था। १ फरवरी १९५७ को उन्होंने बेतन सत्याग्रह किया था और १२ प्रतिशत स्टेशन मास्टरों और असिस्टेंट स्टेशन मास्टरों ने अपनी तनख्वाह नहीं ली। यह कदम उन्होंने रेलवे मत्रालय या रेलवे बोर्ड पर बदाव डालने के लिए नहीं उठाये। वे चाहते हैं कि उनकी मांग पर सहानुभूति के साथ विचार किया जाए। लेकिन स्थिति यह है कि रेलवे मत्रालय उनसे बात तक करने के लिए तैयार नहीं है। मुझे आश्चर्य है कि यह

कैसा लोकतंत्र है जिस में कर्मचारियों के संगठन से बात करने से भी इन्कार किया जाता है। उस एसोसियेशन को अभी तक मान्यता प्रदान नहीं की गई है, लेकिन यह एक अलग सवाल है। किन्तु आप उनसे बात करे, उनकी कठिनाई को समझें और आपकी जो कठिनाई है, वह उनको समझाने। यदि आपने ऐसा किया तो मैं समझता हूँ कि कोई न कोई रास्ता अवश्य निकल आएगा। लेकिन जब बातचीत के सब दरवाजे बन्द कर दिए जायेंगे तो उनके सामने इसके मिला कोई चारा नहीं रहेगा कि क्योंकि गम्भीर कदम उठाये। मैं नहीं चाहता कि ये लोग ऐसा कोई कदम उठायें। लेकिन यह केवल उन्हीं के ऊपर निर्भर नहीं करता। अगर रेल बोर्ड और मनालय उनको मजबूत करना चाहते हैं एक गम्भीर कदम उठाये के लिए तो उनके सामने इसके मिला कोई चारा नहीं रहेगा कि क्योंकि ऐसा कदम उठाये जिस में न केवल हमारी विकास योजनाओं को बाधा पहुँचे किन्तु मम्पूर्ण गाड़ी का ज़ंबन अस्त व्यस्त हो जाए। मैं आशा करता हूँ कि आपने ऐसा किया है और कोई रास्ता निकाल लिया जाएगा।

अभी कुछ देर हुई रेल मंत्री महोदय न मूलियों को मान्यताएं देने के बारे में कुछ कहा है, मैं उसमें अपनी अमहमति प्रकट करना चाहता हूँ। उनका यह दावा कि रेलवे बोर्ड या रेलवे मनालय कर्मचारियों के संगठनों में दबाव नहीं देता, मुझे केवल शांतिक मानम होता है। उत्तरी रेलवे मजदूर योनियन वा झगड़ा मेरे सामने है। कोई दो भाल से वह झगड़ा चल रहा है। जिन के हाथों आज उत्तरी रेलवे मजदूर मूलियन है वे मजदूरों में अपना विश्वास खो चुके हैं। आर अगर वे अपने पदों पर टिके हैं तो केवल इस निए कि रेलवे बोर्ड उनका समर्थन करता है और उनको उनके पदों पर बनाये रखने में महायक होना चाहता है। स्थिति यह है कि उत्तरी रेलवे के मजदूरों में

व्यापक असन्तोष है और यह असन्तोष प्रकट भी हुआ है। उत्तरी रेलवे के जनरल मैनेजर जहा कही भी जाते हैं उनके विश्वद प्रदर्शन किए जाते हैं। मैं नहीं समझता कि इस स्थिति को ज्यादा दिन तक कैसे चलाया जा सकता है। अगर आप नई मूलियनों को मान्यता नहीं देना चाहते तो जो मूलियने अपने मैम्बरों का विश्वास खो चुकी है उनसे मान्यता प्राप्त कर लीजिये। यदि उनकी मान्यता बनाये रखने का केवल एक ही उद्देश्य है कि वे सत्ताश्व दल द्वारा समर्थित हैं तो मैं कहूँगा कि रेलों में शान्ति स्वार्थी प्रत करन की कामना कभी भी सफल नहीं होगी, सधर्व होंगा और उसे टाला नहीं जा सकता है। इस सम्बन्ध में यह भी निम्नेदन करना चाहता हूँ कि सभी रेल कर्मचारियों का एक ही संगठन बनें, यह सब की इच्छा है और उनमें फट न हो, यह सभी चाहते हैं, कम से कम मैं तो चाहता हूँ। लेकिन फट पैदा करने वाले तत्व केवल विवेदी दलों में ही हैं, ऐसा मैं नहीं मानता। ये नत्य भत्ता रुद्ध पक्ष में भी हैं। जब दलगत आर स्वार्थी भावनाएं पैदा हो जाती हैं तो एकता की, मारी बात धरी रह जाती है, उसको आचरण में नहीं लाया जाता है। मैं निम्नेदन करना चाहता हूँ कि उत्तरी रेलवे मजदूर योनियन के बारे में रेलवे बोर्ड का बचाव करना चाहिए। जनरल मैनेजर महोदय के विश्वद प्रदर्शन हुए और वह दिन में ऐरा न करे, गत में दोना कर, जहा कही जाये काले झड़ों में उनका स्वागत दिया जाए। यह स्थिति अच्छी नहीं। और न यह किसी का अच्छी लग सकती है। रेल मकानता में काम करे, संकेन निए यह आवश्यक है कि अधिवारियों और वर्मनार्थियों में परस्पर स्नह और सहयोग हो। रेल बर्मचारियों को जगहीकरण ग्राम जी से बड़ी बड़ी माशायें थीं। भगवर ये बड़े विनाश शब्दों में बहना चाहता है कि ये आशाये थार्ड सी थूमिल हो गई हैं। अभी भी समय है। परिस्थिति बिगड़ी नहीं है, उसको सुधारा जा सकता है। इस सम्बन्ध में मुझे और अधिक नहीं कहना है।

[भी वाक्यपदी]

एक बात जो रेलवे प्रशासन में पिछले कुछ दिनों से दिलाई दे रही है वह है केन्द्रीय-करण की प्रवृत्ति । जो नए डिविजन बनाए जा रहे हैं उनके हैडक्वार्टर्सं से ऐसी जगहों पर रखे जा रहे हैं जहां पहले से कई कार्यालय विद्यमान हैं । बाबीकुई में जो हैडक्वार्टर था उसे जयपुर तथा गोडा में जो था उसे लखनऊ में लाया जा रहा है । मैं नहीं समझता यह केन्द्रीयकरण प्रशासन की क्षमता को या रेल कर्मचारियों को सुविधा को बढ़ाने में सहायक सिद्ध हो सकता है । हमे प्रशासन में क्षमता को बनाए रखते हुए जिसे आप्रेशनल एफिकेंसी कहा जाता है, उसको बनाए रखते हुए विकेन्द्रीयकरण कायम रखना चाहिए । इस पिंट से रेले मत्रालय इस इस बारे में विचार करे यह मेरा निदेन है ।

रेलों में जो चोरिया होती है उनके बारे में युक्ते यह निवेदन करना है कि एक प्रोटेक्शन कोर्ट बनाई गई है और उस पर जो आपत्तिया की गई है वे तो इस सदान में आ चुकी है । अगर हम चोरियों को रोकना चाहते हैं तो हमें इस बात का ध्यान रखना चाहिए कि ऐसे लोगों के हाथों में गाढ़ीय सम्पत्ति, जो रेलों की सम्पत्ति है का संरक्षण न सौंपा जाए जो उसकी रका करने में समर्थ सिद्ध नहीं होते ।

रेलवे वैगास की भी समस्या है । निजामुद्दीन रेलवे बोर्ड के नाक के नीचे है । बड़ा ट्रॉजिट यहां होता है । मैंने वहां देखा है कि केवल लेवर की कमी के कारण गाड़िया लदती नहीं है और वैगान पड़े रहते हैं । अगर लेवर की कमी है, मजदूरों की कमी है, तो इसके लिए ठेकेदार जिम्मेदार है, उनको दंडित किया जाना चाहिए । मैं रेले मत्री महोदय से निवेदन करूँगा कि अगर वह पिछले दो महीनों के आकड़े मगा कर देखेंगे कि कितने वैगान बेकार पड़े रहे और उस में रेलों को कितनी क्षति हुई तो मुझे ऐसा लगता

है कि कुछ गम्भीर रस्योद्वाटन होंगे और आशयचर्य की बात यह है कि जो मजदूरों की कमी है, लेवर शाटेज है, उसे रेल कर्मचारियों की कमी कह कर टाल दिया जाता है ।

रेल कर्मचारी अधिक काम करने को तैयार है और प्रथम पञ्च वर्षीय योजना को सफल बनाने के लिए रेल कर्मचारियों वे पूरा सहयोग दिया है । किन्तु जो निहित स्वार्थ है वे रेलों में कुछ ऐसे अधिकारियों और कर्मचारियों के साथ गठबन्धन करते हैं जिन की ईमानदारी सदिग्दर्ष है और उसका परिणाम यह होता है कि कठिनाई पैदा होती है । इस कठिनाई का निराकरण करने के लिए जितने भी इस प्रकार के केंद्र हैं उन पर कड़ी दृष्टि रखी जानी चाहिए और जो भी सुझाव कर्मचारियों की ओर से प्राप्त होते हैं, जो स्वयं काम में लगे हैं और उस काम का स्थिति सुधारना चाहते हैं, उनके सुझावों पर गम्भीरता-पूर्वक विचार किया जाना चाहिए ।

मुझे और आर्थिक कुछ निवेदन नहीं करना है, धन्यवाद ।

14 hrs.

Shri Mohiuddin: Mr. Deputy-Speaker, Sir, I fully sympathise with the Minister of Railways in regard to the difficulties that he has to face in meeting the demands put forth from every section of the House. The plan of the Railways for the Second Five Year Plan has been reduced and the problems of increasing number of passengers and increasing quantity of goods that are to be transported have to be faced. I could see that the Ministry has to face very great difficulties.

In this connection, I would mention one point, and that is that though the plan has been reduced to 15 per cent of increased capacity for passengers and a much smaller amount of increased capacity for goods, the resources that the railways have at the present moment are very meagre.

Mr. Deputy-Speaker: The hon Member might continue later. We have to take up voting on cut motions and Demand No 1 I have to inform hon Members that the President has approved of the introduction through an Addendum in Demand No 16—Railways “Open Line Works—Additions” of the Railway Demands for Grants for 1957-58, of the two items in question, namely—

- (i) Purchase of financial interest of Salem District Board in the Suramangal-Salem Section of Southern Railway—Rs 14 lakhs
- (ii) Purchase of financial interest of Tanjore District Board in the Arantangi-Truturapundi-Mayavaram section with branch line from Truturapundi to Agastiyamapalli (Interruptions)

That only shows how vast our country is—

of Southern Railway—Rs 164 lakhs

with a corresponding reduction in the Budget Estimate against Southern Railway, as shown in the Addendum already circulated to Members on the 15th July 1957

Shri T. B. Vittal Rao: What is this extraordinary procedure—something being put in at this stage?

Mr. Deputy-Speaker: It has been circulated to Members. They have received copies of this. Sanction of the President was required. That has been received. This was only to be announced. Otherwise, that addendum has already been intimated to hon Members

Shri T. B. Vittal Rao: But this is a very extraordinary position

Shrimati Renu Chakravarty (Basirhat): We do not oppose it, but

Mr. Deputy-Speaker: If nobody opposes it, then there is no *jaggada* about it

Shri T. B. Vittal Rao: Let us have some details

Mr. Deputy-Speaker: I thought that was explained there

Shrimati Renu Chakravarty: We want that these lines should be opened. We do not want to oppose it on principle. But we want to know the reason for this belated decision. We want to know why it was necessary to bring an addendum when already we are having the Demands coming quite late in the year

Shri Jagjivan Ram: That has been explained therein. This was because the negotiations with the district boards and the Madras Government were concluded very late. So we could not include these in the main budget. The negotiations were concluded in June. So we thought it would look rather strange if this was not brought in in the main budget and was put in the form of a supplementary demand before the House. Therefore, we thought it would be better to make the payment earlier to the Madras Government and to include it in the Budget itself as an addendum

Shri Dasappa (Bangalore): It must be welcomed

Mr. Deputy-Speaker: No doubt, it is welcome

Now there are three cut motions—Nos 115, 182 and 184—to Demand No 1 which I have to put to the vote of the House separately

Let the lobbies be cleared

An Hon. Member: What about the automatic voting?

Mr. Deputy-Speaker: If that necessity arises, I will explain it

Shri T. B. Vittal Rao: Is it in order? 15.07 hrs

[*MR. SPEAKER in the Chair*]

Mr. Speaker: I shall now put cut motion No 115, as amended, to the vote of the House

But before voting takes place, the three essential points to be borne in mind in connection with automatic voting are

- (1) Members must occupy their own seats—otherwise, there will be wrong indication of their votes

[Mr. Speaker]

(2) The sounding of the gong will be a signal for Members for casting their votes. Between the sounding of the first gong and the second gong (an interval of 10 seconds) which will be depicted by the rhythmic lighting of the 12 red bulbs one after the other in the Time Indicator Board, Members are required to press the push switch and the appropriate push button simultaneously in order that their vote may be recorded. Unless this is done, the pilot lamp will not glow.

(3) The green button is for 'Ayes', red for 'Noes' and black for 'Abstain'. I shall now put out motion 115, as amended.

The question is:

"That the demand under the

Division No. 1]

Appa, Shri K. D.
Awasthi, Shri
Banerjee, Shri S. M.
Bharucha, Shri Naushir
Bhogi, Shri
Chakravarthy, Shrimati Renu
Dange, Shri S. A.
Dasaratha Deb, Shri
Dasgupta, Shri
Deb, Shri P. G.
Dige, Shri
Dwivedy, Shri S. N.
Ghosal, Shri
Ghose, Shri B. C.
Goray, Shri
Gupta, Shri Sadhan
Imam, Shri Mohamed
Jadhav, Shri
Kar, Shri Prabhat

Kodiyan, Shri
Kumbhar, Shri
Kunhan, Shri
Mafida Ahmed, Shrimati
Mahagankar, Shri
Majhi, Shri R. C.
Matera, Shri
Menon, Shri Narayananakutty
Misra, Shri R. R.
More, Shri
Mukerjee, Shri H. N.
Mullick, Shri B. C.
Nayar, Dr. Sushila
Nayar, Shri V. P.
Pande, Shri K. N.
Pande, Shri Sarju
Parmar, Shri K. U.
Parulekar, Shri
Parvathi Krishnan, Shrimati

Patil, Shri Bala Saheb
Patil, Shri Nana
Patil, Shri U. L.
Pocker Sahib, Shri
Rai, Shri Khushwaqt
Rao, Shri D. V.
Rao, Shri T. B. Vittal
Reddy, Shri Nagi
Siddananjappa, Shri
Supakar, Shri
Thakore, Shri M. B.
Tangamani, Shri
Vajpayee, Shri
Verma, Shri Ramji
Warrior, Shri

AYES

[15. 11. hrs.

Ayes : 54
Noes : 128.

NOES

Achar, Shri
Agrawal, Shri
Ambalam, Shri Subbiah
Anjenappa, Shri
Arumugam, Shri R. S.
Arumugam, Shri S. R.
Ayyakkennu, Shri
Bakliwal, Shri
Balniki, Shri

Banerji, Shri P. B.
Banerjee, Shri S. K.
Bangali Thakur, Shri
Basappa, Shri
Basumatari, Shri
Bhagwan Din, Shri
Bhargava, Pandit Thakur Das
Birbal Singh, Shri
Baroosh, Shri P. C.

Chettiar, Shri R. Ramanathan
Chuni Lal, Shri
Dasappa, Shri
Das, Shri K. K.
Das, Shri N. T.
Das, Shri Ramadhan
Das, Shri Shree Narayan
Dessi, Shri Morarji

* Subject amended with the permission of the Speaker.

Dehmukh, Shri K G	Maniyangadan, Shri	Ramaswamy, Shri S V
Dindod, Shri	Masuriya Din, Shri	Ramaswamy, Shri K S
Dube, Shri Mulchand	Mathur, Shri H C.	Ramaswamy, Shri P
Dwivedi, Shri M L	Mathur, Shri M D	Ramchwar Rao, Shri
Gandhi, Shri Feroze	Mehdi, Shri S A	Rane, Shri
Ghanshyam Lal, Shri	Mehta, Shri J R	Rao, Shri E M
Ghodasar, Shri	Menon, Shri Krishna	Rao, Shri R J
Gounder, Shri Doraswamy	Minimata, Shrimati	Reddy, Shri Ramu
Hasda, Shri Subodh	Mishra, Shri Bibhutti	Roy, Shri Bishwanath
Hukam Singh, Sardar	Mohuddin, Shri	Rungsung Suwa, Shri
Jagjivan Ram, Shri	Nadar, Shri P T	Sahodrasai, Shrimati
Jaipal Singh, Shri	Naik, Shri Mohan	Sahu, Shri Ramchwar
Jangde, Shri	Nair, Shri Kuttikrishnan	Saigal, Sardar A S
Jedhe Shri	Naldurgkar, Shri	Samani Sinha, Dr
Joshi, Shri A C	Nallakoya, Shri	Seiku, Shri
Jyotihi, Pandit J P	Nanda, Shri	Shankarish, Shri
Kale Shrimati A	Narasimhan, Shri	Sharma, Shri D C
Kasliwal, Shri	Narayanasamy, Shri	Sharma, Pandit K C
Kataki, Shri Laladhar	Nehru, Shri Jawaharlal	Siddiah, Shri
Kedaria, Shri C M	Nehru, Shrimati Uma	Singh, Shri B B
Keshava, Shri	Padol, Shri K V	Singh, Shri D N
Khan, Shri Shah Nawaz	Palaniyandi, Shri	Sinha, Shri Satya Narayan
Khedker, Shri G B	Pande Shri C D	Snatak Shri Nardeo
Khimji, Shri	Panna Lal, Shri	Sonawane, Shri
Krishna Chandra, Shri	Patel, Shrimati Maniben	Sunder Lal, Shri
Kureel, Shri B N	Patel, Shri N N	Sriyanarayananurthy, Shri
Lahiri, Shri	Pattabhiraman, Shri	Fewari, Shri Dwarikanath
Lal, Shri R S	Prasad, Shri Mahadeo	Ihurumal Rao, Shri
Lexmi Bai, Shrimati	Raghbir Sahai, Shri	Thomas, Shri A M
Maiti, Shri N B	Raghunath Singh, Shri	Tiwary, Pandit D N
Malliah Shri U S	Raj Bahadur, Shri	Uike, Shri
Malvia Shri K B	Rajah, Shri	Varma, Shri R B
Malvia Shri Motilal	Ramanandairtha, Swami	Wadiwa, Shri
Mandal, Shri J		Wodeyar, Shri

The motion was negatived

Mr. Speaker: I shall now proceed to put out motion No 182 which stands in the name of Shri B C Ghose. The bell may be rung. Some Members might have gone out. They will come in for this. This is a fresh division

Shri V. P. Nayar (Quilon): The lobby is closed

Mr. Speaker: It is open. Anybody can come. Hon Members will remember that Shri Feroze Gandhi raised an objection last time that some people had been locked out. I want to be careful now

The question is

"That the demand under the head 'Railway Board' be reduced to Rs 1 (Planning regarding expansion of Railways)"

The Lok Sabha divided.

Ayes 57

Noes 151

Division No. 2]

AYES

Appa, Shri K D
 Awasthi, Shri
 Banerjee, Shri Pramathanath
 Banerjee, Shri S M
 Beck, Shri Ignace
 Bharucha, Shri Naushir
 Chakravarty, Shrimati Renu
 Chandramani, Shri
 Dange, Shri S A
 Dassrath Deb, Shri
 Mukerjee, Shri H N
 Mullick, Shri B C
 Naik, Shri Vasudevan
 Nayak, Shri V P
 Pande, Shri Sarju
 Parmar, Shri K U
 Parulekar, Shri
 Parvathi, Krishnan, Shrimati
 Patel, Shri P R

Dasgupta, Shri
 Dige, Shri
 Drohar, Shri
 Dwivedi, Shri S N
 Gaitkwar, Shri B K
 Ghosal, Shri
 Ghose, Shri B C
 Goray, Shri
 Gupta, Shri Sadhan
 Imam, Shri Mohamed
 Jadhav, Shri
 Patil, Shri Nana
 Patil, Shri U L
 Pocker Sahib, Shri
 Punnoose, Shri
 Rai, Shri Khushwaqt
 Ramam, Shri
 Rao, Shri D V
 Rao, Shri T B Vittal
 eddy, Shri Nagi

Kar, Shri Prabhat
 Kodiyan, Shri
 Kumaran, Shri
 Kumbhar, Shri
 Kunhan, Shri
 Mahagaonkar, Shri
 Majhi, Shri R C
 Maters, Shri
 Menon, Shri Narayananakutty
 More, Shri
 Soren, Shri
 Supakar, Shri
 Thakore, Shri M B
 Tangamani, Shri
 Vaipayee, Shri
 Verma, Shri Ramji
 Warrior, Shri
 Yajnik, Shri

NOES

Abdul Lateef, Shri
 Achar, Shri
 Achint Ram, Lala
 Agrawal, Shri
 Ambalam, Shri Subbiah
 Aojenappa, Shri
 Arumugam, Shri R S
 Arumugam, Shri S R
 Ayyakkannu, Shri
 Bakliwal, Shri
 Baimuki, Shri
 Banerji, Shri P B
 Banerjee, Shri S K
 Bangali Thakur, Shri
 Berman, Shri
 Basappa, Shri
 Basumatari, Shri
 Bhagwan Din, Shri
 Bhargava, Pandit Thakur Das
 Bhogji, Shri
 Bholi, Sardar Shri
 Birbal Singh, Shri
 Boroosah, Shri P C
 Chettiar, Shri R Ramanathan
 Chum Lal, Shri
 Dasseppa, Shri
 Das, Shri K K
 Das, Shri N I
 Das, Shri Ramdhan
 Das, Shri Shree Narayan
 Deoss, Shri Morarji
 Deshmukh, Shri K G
 Dindod, Shri
 Dube, Shri Mulchand
 Dwivedi, Shri M L
 Gandhi, Shri Feroze

Gandhi, Shri M M
 Ghansham Lal, Shri
 Gounder, Shri Doraswami
 Hasda Shri Subodh
 Hukam Singh, Sardar
 Jagjivan Ram, Shri
 Jaipal Singh, Shri
 Jangde, Shri
 Jedhe Shri
 Joshi Shri A C
 Jyotishi Pandit J P
 Kela Shrimati A
 Kashiwal Shri
 Katak, Shri Lilashwar
 Kedaria, Shri C M
 Keshava, Shri
 Kahn, Shri Saduth Ali
 Khan, Shri Shahnavas
 Khedkar, Shri G B
 Khumji, Shri
 Krishna Chandra Shri
 Krishna, Shri M R
 Krishna, Rao, Shri M V
 Kureel, Shri B N
 I abari, Shri
 Lal, Shri R S
 Laxmi Bai, Shrimati
 Masida Ahmed, Shrimati
 Mati, Shri N B
 Malliah, Shri U S
 Malvia, Shri K B
 Malviya, Shri Motilal
 Mandal, Shri J
 Maniyangadan, Shri
 Masuriya Din, Shri

Mathur, Shri H C
 Mathur, Shri M D
 Mehdi, Shri S A
 Mehta, Shri J R
 Menon, Shri Krishna
 Minimata, Shrimati
 Mishra, Shri Bibhuti
 Misra, Shri R D
 Misra, Shri R R
 Mohiuddin, Shri
 Murthy, Shri B S
 Nader, Shri P I
 Nauk, Shri Mohan
 Naik, Shri Kuttikrishnan
 Naldurgkar, Shri
 Nallakoya, Shri
 Nanda, Shri
 Narandin, Shri
 Narasimhan, Shri
 Narayanaswamy, Shri
 Nayar, Dr Sushila
 Nehru, Shri Jawaharlal
 Nehru, Shrimati Uma
 Padalu, Shri K V
 Pahadis, Shri
 Palaniyandi, Shri
 Palichoudhuri, Shrimati Ila
 Pande, Shri C D
 Pande, Shri K N
 Pande, Shri Sarju
 Pangarkar, Shri
 Panigrahi, Shri
 Panna Lal, Shri

Parmar, Shri K. U.	Ramaswamy, Shri K. b	Siddaneneppe, Shri
Parmar, Shri Deenbandhu	Ramaswamy, Shri P.	Siddhah, Shri
Parulekar, Shri	Rameshwar Rao, Shri	Singh, Shri B. B
Parvathi Krishnan, Shrimati	Ram Subhag Singh, Dr	Singh, Shri D. N.
Patel, Shrimati Maniben	Rambar Singh, Ch	binha, Shri Satya Narayan
Patel, Shri N. N.	Rane, Shri	Snatak, Shri Narden
Patel, Shri P. R.	Rao, Shri E. M.	Sonawane, Shri
Patel, Shri Rajeshwar	Rao, Shri R. J.	Subbaroyan, Shri
Pati, Shri Bal Sahed	Reddy, Shri Ram	Sumat Prasad, Shri
Pati, Shri Nana	Roy, Shri Bishwanath	Sunder Lal, Shri
Pati, Shri S. K.	Runguang Sussa, Shri	Suryanarayananurthy, Shri
Pati, Shri U. L.	Sahodraba, Shrimati	Pewari, Shri Dwarikanath
Patnaik, Shri U. C.	Sahu, Shri Rameshwar	Thomas, Shri A. M.
Pattabhirangan, Shri	Sangal, Sardar A. S.	Piware, Pandit D. N.
Pilas, Shri Anthony	Samani Sinha, Dr	Uike, Shri
Prasad, Shri Mahadeo	Sanganna, Shri	Upadhyay, Pandit Mumukshwar Dass
Raghbir, Sahai, Shri	Seku, Shri	Varma, Shri M. L.
Raghunath Singh, Shri	Shah, Shrimati Jayaben	Varma, Shri R. B.
Reh Bahadur, Shri	Shankrishi, Shri	Wadiwa, Shri
Kapilash, Shri	Sharma, Shri D. C.	Wodeyar, Shri
Ramananda Tirtha, Swami	Sharma, Pandit K. C.	
Ramaswami, Shri S. V.	Shukla, Shri V. C.	

The motion was negative

Mr. Speaker: I shall now put out motion No 184 which stands in the name of Shrimati Parvathi Krishnan. Is it necessary to divide on this?

Some Hon. Members: Yes

Mr. Speaker: The bell may be rung. The question is.

"That the demand under the head 'Railway Board' be reduced by Rs 100 (Use of the Presi-

dent's Special Powers under article 311 of the Constitution in the case of Railway Employees)"

The Lok Sabha divided.

Mr. Speaker: The opposition seems to be gaining! The result of the division is

Ayes : 80
Noes . 152

AYES

Division No. 3]

[15.21 hrs.

Appa, Shri K. I.	Jadhav, Shri	Patil, Shri Balaji Sahab
Awasthi, Shri	Jugal Singh, Shri	Patil, Shri Nana
Banerjee, Shri Pramathanath	Kar, Shri Prabhat	Packer Sahab, Shri
Banerjee, Shri S. M.	Kodiyani, Shri	Punnoose, Shri
Beck, Shri Ignat	Kumaran, Shri	Rai, Shri Khushwaqt
Bharucha, Shri Naushir	Kumbhar, Shri	Ramam, Shri
Chakravarty, Shrimati Renu	Kunhan, Shri	Rao, Shri D. V.
Chandramani, Shri	Mahagankar, Shri	Rao, Shri T. B. Vittal
Dange, Shri	Majhi, Shri R. C.	Reddy, Shri K. I.
Dasgupta Deb, Shri	Maters, Shri	Soren, Shri
Dasgupta, Shri	Menon, Shri Narayananatty	Supakar, Shri
Deb, Shri P. G.	More, Shri	Shakore, Shri Al. H.
Dige, Shri	Mukerjee, Shri H. N.	Tangamani, Shri
Droher, Shri	Mullick, Shri B. C.	Vajpayee, Shri
Dwivedi, Shri S. N.	Nair, Shri Vaudevan	Vali, Shri
Gaitkewad, Shri B. K.	Nayar, Shri V. P.	Verma, Shri Ramji
Ghosal, Shri	Pande, Shri Sarju	Warrior, Shri
Ghose, Shri B. C.	Parmar, Shri Deenbandhu	Yagnik, Shri
GORAY, Shri	Parulekar, Shri	
Gupta, Shri Sedhan	Parvathi Krishnan, Shrimati	
Ismam, Shri Mohamed	Patel, Shri P. R.	

NOES

Abdul Lateef, Shri	Keshava, Shri	Raghbir Sahai, Shri
Achar, Shri	Khan, Shri Sad th Ait	Raghunath Singh, Shri
Achut Ram, Lala	Khan, Shri Shahnewaz	Raj Bahadur, Shri
Agrawal, Shri	Khedkar, Shri G B	Rajah, Shri
Ambalam, Shri Subbiah	Khump, Shri	Ramananda Tirtha, Swami
Anjanappa, Shri	Krishna Chandra, Shri	Ramaswami, Shri S V
Arumugam, Shri R S	Krishna, Shri	Ramaswamy, Shri K S
Arumugam, Shri S R	Kureel, Shri B N	Ramaswamy, Shri P
Ayyakanu, Shri	Lahiri, Shri	Rameshwar Rao, Shri
Bakhwal, Shri	Lal, Shri R S	Ram Subba Singh, Dr
Balmiki, Shri	Laxmi Bai, Shrimati	Ranbir Singh, Ch
Banerjee, Shri P B	Mahida Ahmed, Shrimati	Rane, Shri
Banerjee, Shri S K	Maiti, Shri N B	Rao, Shri I ¹ M
Bangali, Thakur Shri	Mallah, Shri U S	Rao, Shri R J
Basappa, Shri	Malvia, Shri K B	Reddy, Shri Rama
Basumatari, Shri	Malvia, Shri Motilal	Roy, Shri Bishwanath
Bhagwan Din, Shri	Mandal, Shri J	Rungunji Suissa Shri
Bhargawa, Pandit Thakur Das	Maniyaganan, Shri	Sahodrasai, Shrimati
Bhogni, Shri	Manuvar Das, Shri	Sahu, Shri Rameshwar
Bholi, Sardar, Shri	Mathur, Shri H C	Saigal, Sardar A S
Burbal Singh	Mathur, Shri M D	Samant Sinha, Dr
Boroosah, Shri P C	Mehdi, Shri S A	Sanganna, Shri
Chettiar, Shri R Ramanathan	Mehta, Shri J R	Sarhad, Shri A S
Chuni Lal, Shri	Mummati, Shrimati	Satyabhama Devi, Shrimati
Dasappa, Shri	Mishra, Shri Bibhutti	Seiku, Shri
Das, Shri K K	Misra, Shri R D	Shankariah, Shri
Das, Shri N T	Mura, Shri R R	Sharma, Shri D C
Das, Shri Ramdham	Mohiuddin, Shri	Sharma, Pandit K C
Das, Shri Shree Narayan	Murth, Shri B S	Siddanandanappa, Shri
Datar, Shri	Nadar, Shri P T	Siddiah, Shri
Desai, Shri Morari	Naik, Shri Mohan	Singh, Shri B B
Deshmukh, Shri, K G	Nar, Shri Kuttukrishna	Singh, Shri D N
Dindod, Shri	Naldurgkar, Shri	Sinha, Shri Satya Narayan
Dube, Shri Mulchand	Nanda, Shri	Snatak, Shri Nardes
Dwivedi, Shri M L	Naraindin, Shri	Sonawane, Shri
Gandhi, Shri I erode	Narasimhan, Shri	Subbarooyan, Dr P
Gandhi, Shri M M	Narayana, Shri	Suman Pravat, Shri
Ghanshyam Lal, Shri	Nayar, Dr Sushil	Sunder Lal, Shri
Gounder, Shri Doraiswami	Nehru, Shri Jawaharlal	Suryanarayamamurthy, Shri
Harvan, Shri Ansar	Nehru, Shrimati, Uma	Iewari, Shri Dwarikanath
Haas, Shri Subodh	Padal, Shri K V	Ihurmal Rao, Shri
Hukam Singh Sardar	Pahidia, Shri	Thomas, Shri A M
Jagivan Ram, Shri	Pulamyni, Shri	Iwary, Pandit D N
Jangde, Shri	Pakhoudhuri, Shrimati Ila	Uke, Shri
Jedhe, Shri	Pande, Shri C D	Upadhyay, Pandit Munishwar
Joshi, Shri A C	Pande, Shri K N	Dutt
Jyotishi, Pandit J P	Panna Lal, Shri	Varma, Shri M L
Kale, Shrimati A	Patel, Shrimati Mamiben	Varma, Shri R B
Karmarkar, Shri	Patel, Shri N N	Wadiwa, Shri
Kasiwal, Shri	Pattabhiraman, Shri	Wodeyar, Shri
Kataki, Shri Laladhar	Prasad, Shri Mahadeo	
Kedaria, Shri C M		

The motion was negatived

Mr. Speaker: I will now put the Demand to the vote

The question is:

"That a sum not exceeding Rs 41,70,000 be granted to the President to complete the sum

necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of Demand No 1—Railway Board"

The motion was adopted

Mr. Speaker: There are 10 minutes more Shri Mohiuddin will continue his speech

Shri Mohiuddin: The Railway Ministry are no doubt anxious that some facilities should be provided and as much expansion of the railways should take place as possible, but they have not got funds. It was expected that when the railways are in urgent need of funds, the obvious course was that the Railway Minister should have come forward before Parliament with proposals for increasing the railway fares for passengers and for goods in order to cover the gap which is there for the construction and expansion. Unfortunately, the passenger fare has been raised, not for the purposes of the Railway. And, I think, this was not desirable. The States may get some funds, Rs 50 or Rs 60 lakhs or even Rs 70 lakhs each, but that is only a small amount as compared with their own requirements. If the Railway Administration itself had raised the passenger fare, they would have got at least Rs 12 to Rs 15 crores and, in about five years time, perhaps, they would have Rs 60 to Rs 75 crores for purposes of adding more wagons, more coaches and traction power.

The hon. Minister said this morning that he has stopped prestige buildings. That is very good. I hope that unnecessary construction on the railways, even, for example, raising of platforms and similar things which are not essential at the present moment, will be dropped and the savings thus effected will be used for the purposes of adding more wagons or coaches for the transport of goods and Passengers.

The Ministry has introduced in the last two years, third-class air-conditioned coaches. They are running between important stations. I do not know what is the policy of the Minis-

try in regard to extending these air-conditioned coaches. Air-conditioned trains or De Luxe trains, as they are called, do not seem to be very popular. They may grow popular in course of time, but, at the present moment they are not popular. From the figures of new units of wagons and other coaches that have been given, I find that for 1957-58, air-conditioned coaches have not been ordered. This is given on page 76 of the Rolling-stock Programme, Part I. Air-conditioned coaches, full or partial, is shown as nil on page 76 under the head, 'Rolling-stock for 1957-58'. This, I hope, means that no new air-conditioned coaches will be constructed or imported for the time being and that the Minister will announce as a matter of policy that the programme for air-conditioned coaches has for the present, been suspended.

The programme for rolling-stock is given in a summary form on the same page. It is shown there that broad-gauge goods wagons for general services have been ordered to the extent of 14,046. There is some confusion in these figures. I am pointing this out in order to draw the attention of the Minister that the figures given in the budget Papers should be more clearly given so that for laymen like me there is no confusion. In the White Paper on the Railway Budget, the figure given on page 34 for wagons for new acquisitions is 17,674 in terms of four-wheelers. At one place the number of wagons is given as 14,000, at another it is 17,000. This difference in figures causes confusion in the minds of people.

Mr Speaker: The hon. Member may continue the next day. We will take up the next business now.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FIRST REPORT

Sardar Hukam Singh (Bhatinda)
Sir, I beg to move

"That this House agrees with the First Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 17th July, 1957"

[Sardar Hukam Singh]

In this report, the Committee has recommended that the first resolution regarding the appointment of a Second Pay Commission be allowed 2 hours and fifteen minutes, the second one, two hours and the third and fourth ones, 1 and $1\frac{1}{2}$ hours respectively, though there is a very small chance of their coming up, it is usual for the Committee to allot time for these resolutions so that they may come up if any of the others are not taken up

In the morning, as you would recall, an objection was taken by an hon Member, the hon Mover of the resolution No 1, that he had no intimation that the Committee would meet at 3-30 and that he was informed that the meeting of the Committee would take place at 4 PM and so he could not reach the meeting in time and so the Committee had taken a decision. According to him, it was a very important resolution and so a longer time must be allotted to it

The facts are as follows. In the first instance the meeting was convened for 4 PM. But there was a conflict between the Business Advisory Committee and this meeting and so this meeting had to be accelerated and taken up at 3.30. The second notice was issued. But it is correct that two hon Members came to me subsequently saying that they did not receive this change in time

I am sure the hon Member would agree that a conclusion was arrived at last time for this resolution and the same allotment was made now—namely 2 hours and 15 minutes. No harm was done to him and his absence was not responsible for this time allotment. We considered it and all the Members were agreed that 2 hours and 15 minutes were sufficient for this resolution. Therefore, even if he did not get this information of the change in time, it was the deliberate opinion of the Committee that this allotment was the proper one and therefore, the Committee gave that

time. I request that this motion may be adopted.

Shri Warrior (Trichur) Sir, it was true that on the previous occasion, $2\frac{1}{2}$ hours were allotted. Since then many things have happened. Many hon Members of this House have evinced keen interest in this subject. So, it will be advantageous for all of them. The reason for postponing this Resolution last time on July 31 was that at the fag end of the session, Members may not be able to express their opinion on this vital subject. So, I crave the indulgence of the House to extend the time by one hour more and that the House may sit till 7 PM

Shri Sadhan Gupta (Calcutta-East) This particular question assumed a very great importance in view of the insistent demand of large sections of the Central Government employees for the appointment of a Pay Commission. That is one of the reasons which enhances the importance of the Resolution. Secondly, it is reported that, besides the Finance Minister, the Prime Minister or the Home Minister may intervene in the debate and presumably they would take some time and so we and other Members must have time they would otherwise have had, if it was a normal resolution where just one Minister speaks. That is why I feel there is a very strong case for some extension of time, be it by one hour or something like that. We can extend the sitting of the House if necessary.

Shri C. P. Pande (Nainital) It can be taken up next Friday.

Mr. Speaker We have commenced at 3-30. Normally, $2\frac{1}{2}$ hours are there if we rise at 6 PM. If the House is willing to sit and the hon Minister is willing to reply at 6 O'Clock we can sit till 6-30.

Some Hon Members No

Shri B. S. Murthy (Kakinada-Reserved-Sch Castes) We have other work

**4351 Committee on Private 19 JULY 1957 Resolution re: Appointment of 4352
Members Bills & Resolutions Second Pay Commission**

Mr. Speaker: What is the other work?

Shri B. S. Murthy: The Party meeting is there

Mr. Speaker: The hon Members on this side of the House can go half an hour later. It does not matter. Will the hon Minister start at 6 o'clock?

The Minister of Finance (Shri T. T. Krishnamachari): I am completely in the hands of the Chair

Mr. Speaker: I would like to know how much time he would take

Shri T. T. Krishnamachari: It all depends on the fire and limestones that come from the Opposition.

The Minister of Home Affairs (Pandit G. B. Pant): For the present, we may accept that arrangement

Mr. Speaker: The hon Minister will start at 6 o'clock. The discussion will go on till 6. He can take whatever time he likes. Therefore, the House will sit till 6.30. Let us see if we have to sit a few more minutes. Though a formal amendment has to be moved to the motion, I will waive that objection and put the motion with this amendment.

'subject to the modification that the time allotted for the discussion of the resolution regarding appointment of a Second Pay Commission be increased by thirty minutes'

I will now put the motion as amended by this amendment

The question is

"That this House agrees with the First Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 17th July, 1957, subject to the modification that the time allotted for the discussion of the resolution regarding appointment of a Second Pay Commission be increased by thirty minutes"

The motion as amended was adopted

Shri Bibhuti Mishra (Khagaha)
What about my time? (Interruptions)

Sardar Hukam Singh: The second resolution is his resolution. One minute has been taken on the earlier day for the first resolution. So, after spending this 2 hours and 15 minutes on the first resolution, fifteen minutes were left for the second resolution today. Now that it has been changed, he wants at least five minutes at the end.

Mr. Speaker: Very well. He wants to have a chance to move his resolution?

Some Hon. Members: Yes

Mr. Speaker: Very well. Let us consider it then

**RESOLUTION RE APPOINTMENT
OF SECOND PAY COMMISSION—
contd**

Shri Warrior (Trichur) Mr Speaker: I had moved this Resolution in the first session of the Second Parliament. I did not have an opportunity to amplify all the salient points connected with this very important subject which had been hanging fire all the time since not only the first session of this Parliament but since a resolution moved by another hon Member 1955 in the First Parliament

15.40 hrs

[MR. DEPUTY-SPEAKER in the Chair]

In the first instance, I would say that this ought not to have been so. If the Government had considered it as a matter of grace or at least as a matter of justice, this resolution for a Second Pay Commission would have been granted a long time back and this thing would not have happened. This Resolution would not have come here. There is so much discontent in the absence of such a graceful action on the part of the Government. Now things have come to such a pass that even those sections of the employees which had not been asking for a second Pay Commission are doing so. I know as a matter of fact that it is a very difficult situation for the Gov-

[Shri Warrior]

ernment as well as the organisations which are leading the employees of the State

Mr. Deputy-Speaker: This House expects its Members to rise to their full stature when they are speaking

Shri Warrior: I am only tall enough for this, I am not taller

Mr. Deputy-Speaker: I am not complaining about his size or height

Shri Warrior: At any rate I am not lying down

I will now resume my thread from the Fifteenth session of the Indian Labour Conference which recently held its deliberations and adopted certain resolutions. At the Fifteenth Session of the Indian Labour Conference the fact that a fair wage and a living wage should be fixed was accepted by all concerned. Considering the situation prevailing in the country, the increase in prices, the difficulties experienced by all sections about the necessities of life, the Indian Labour Conference after much deliberation agreed to fix a fair wage and from a fair wage to a living wage. They knew pretty well from facts and figures available that the cost of living index number had risen abnormally.

Apart from that when the wages question was raised there was agreement from all sections that wage boards should be set up in all industries as far as possible. Now it has become the practice with the Government with the employers and with labour to institute wage boards in one industry after another, and although fair wages have not been fixed, it has been accepted that at least there should be a minimum wage throughout the land. It is an admitted fact that the Government are the biggest employers in the country, especially the Central Government which employs about eighteen to twenty lakhs of employees. But inspite of the fact that private employers have taken a lead to give fair wage for their own employees, with the concurrence of

the Central Government, the Central Government itself is not willing to accept that

What is the ground for demanding fixation of a fair wage? The reason is very simple and very justifiable and that is that the cost of living index has gone up above the normal figure. I cannot help saying that Government have lost a good opportunity in settling this important dispute with its employees, especially those who have already given notice of direct action, for instance, the P and T workers, the dock workers and the Civil Aviation employees.

Yesterday the Minister of Transport and Communications made a statement. We had been very anxiously awaiting a statement from Government and we had naturally and very justifiably expected that a very generous gesture would be forthcoming from that side. But I very humbly put it to you that it had been most disappointing. Government know pretty well that things will not be in their hands after a while. Things have gone to such a stage that Government itself and the spokesmen of Government have not got anything to say against such a justifiable demand. For instance in private and in certain of their party meetings, the hon. the Prime Minister himself was kind enough to refer to this matter and said that the only fear of Government in allowing the appointment of a Pay Commission is that the recommendations that would come from such a Commission is a foregone conclusion. There is no other argument to be put forward against the appointment of such a Commission. The Commission would go into the matter and after scrutinising all the facts and figures available, they would have no other go but to accept the fair and justifiable demands, the very natural demands of the workers and employees of the State. We are sorry that a golden opportunity of showing grace to their employees and taking the wind off the sails of the opposi-

tion was lost. Perhaps they can mend it.

Now, Sir, what is the objection to the appointment of a second Pay Commission? The first Pay Commission was appointed not by this Government, not by the national government, not by an independent government—it must be remembered too well. The First Pay Commission was appointed while the Britishers were here. Luckily the report came after we had attained independence, after a national government had been instituted in place of an alien government. I do not wish to go into the details of the report of the first Pay Commission, nor do I wish to refer to their recommendations. But two basic facts, two basic considerations, were established by that Commission and they were accepted by Government. What were they? The first is that the Pay Commission having gone into all relevant matters came to the conclusion that they were basing the salary of government employees on starvation level. If the income goes below that in relation to the living cost index in relation to the rising prices, the employees are likely to go below starvation, that is utter starvation. The second basic fact was that although the employees had a rightful claim for more emoluments more income, still national interests should be taken into consideration. Industrial and other developments are there and they should not be jeopardised. The development of the whole Social structure of the country is there and that should not be endangered. So, naturally, in consultation with financiers, economists and all those who were in the know of things, giving full consideration to all those aspects, the Commission recommended that this starvation level is the only level which could be allowed at that time. Why? Not because the employees had no claims for better wages and better conditions of service, but because the larger interests of the development of the nation were to be considered along with that, and only in relation to the interests of the nation as a whole the sectional demands of a section of the people should be met.

Basing all their calculations on these two things they suggested that wages and dearness allowance should be there. What was their finding? They found, and all people thought that was justifiable, that the living cost index will remain somewhere near 160 or 170, that everything will come to normalcy. Every economist has been thinking like that. There were economic prophets who had said that normalcy will come after the war and that in the post-war period the cost of living index will come down to somewhere near 160 or 170. Sorry, they all proved to be very false prophets and things got out of their hands, out of their calculations. Not only it did not come down to 160 or 170 at present it has shot up to 420.

Shri Frank Anthony (Nominated-Anglo-Indians) 439

Shri Warrior. If it is 439 all the more better.

Mr Deputy-Speaker. Members should not get nervous if the hon Member chooses that figure.

Shri Warrior. It is the first time that I am speaking in this Parliament and I may be allowed, Sir to be a bit nervous.

At that time, when the wage was fixed on the basis of a cost of living index of 160 or 170, the Commission thought and rightly so that over and above that 170 point whatever increase there is in the cost of living index must be met with dearness allowance. I understand Sir, and I think I am right in that, many countries who had been actually physically involved in war who actually bore the brunt of the war who were actually affected directly by the war have all done away with the dearness allowance business. Our country which was not directly affected in the sense that there was no bombing or war here after twelve years of the war is still retaining it. Whereas many countries have healed the wounds of war, we are still retaining the dearness allowance business. Let it not be so.

[Shri Warrior]

Even there the Pay Commission thought that the employees should be paid at least four annas per point whenever there is a rise, and for every 20 points they must be given Rs 5. That was the conclusion arrived at by the Commission, so that the starvation level at least could be kept on and people would not go below that starvation level.

That was, if I remember correctly when the cost of living index was at 320. From there it has risen to 420 or 440, whatever it might be. I do not say that it is going to remain at 439 or 440, it may come down after the lean months. Even then, it is never going to be what the Commission had foretold, 160 or 170. It will not even come to 320, the figures at the time of the recommendations made by the Commission.

If it was only a question of certain trade union demands or economic demands to be granted to the employees to have a better living, we would not have come forward with this resolution, at least on my part. I would not have moved such a resolution. The other point also has to be accepted, and we accept it in full without any reservation whatever, that the larger interests of the nation should also be considered. That is, in fact, the main point. The workers and employees in the country had been tightening their belts all through these years. They were not meted out with any justice whatever on the point of emoluments or economic assistance. In the budget debate and other discussions in this House things have come to light that, where the profit has increased, production has increased, Ministers had increased, States had increased and everything else has increased, only the employees' salaries have decreased and their emoluments have not increased. (Interruptions)

The employees are not asking for a betterment of their living conditions alone, they are asking for a better economic condition in this country in

the interests of the nation as a whole. If it is only a sectional demand we can easily negotiate with respect to that. The Government, even at the top, views the thing as though it is only a sectional demand of a few of its employees. It is not so. A wider interest is involved in it, because we know from the budget speeches made here not only from this side but also from the other side, that things are not going quite all right.

When profits have increased by 130 per cent, when production has increased by 40 per cent or more, when the national income has increased by 20 per cent or more, when even the industrial workers have got a share though not a due and justifiable share, how can the Government employees alone be left out without being meted out with justice? Why is it that they alone are not given an increase? If you want to extract the maximum work from your employees, if you want to get the maximum loyalty from your employees for the development of the country, it is necessary that a Second Pay Commission should be appointed to go into all these matters, and the recommendations of that Commission should be accepted by the Government, whatever be its implications financially.

Financially it is not a very difficult proposition, especially when we have a very brave Finance Minister. Some hon. Members from the other side suggested that crores and crores of rupees could be saved if the expenditure on some of our development projects are checked properly. It is a contractors' paradise in India. Wherever you go in the construction field, either steel factories or cement factories or hydro-electric projects, simply it is a paradise for contractors and the contractors alone—of course a share for other also, not for the employees. This has got to be checked effectively. Every employee knows where the money goes. Every employee knows where corruption is. Every employee knows where Gov-

overnment money is squandered like water. If we have respect for our employees, if we have confidence in the allegiance and loyalty of the employees, why not we depend upon them, make them satisfied and contented and take them into confidence. Every pie spent by the Central Government and the State Governments also will be saved for the development of the country, for the fulfilment of the Plan. There is so much of difficulty. The Plan is going out. It is said that the Plan must be extended, must be scrapped and what not. There is no necessity for anything like that. I submit that the Finance Minister will be on a better footing even in regard to his foreign exchange business if he had relied upon the contentment and satisfaction of his own employees, the Central Government employees.

16 hrs.

Only one more argument and I shall finish. If the Central Government gives so much of rise,—suppose it comes to a rise—it is all left to the Commission, the Commission has to decide it, we cannot come to any conclusion all of a sudden—suppose it comes to that, it is asked, what will be the state of the State employees? They also come to 20 lakhs. The State employees are in a very deplorable condition. As the biggest employer, the Central Government should be the model employer not only to the private employers, but also to the States. The States are in a very bad condition. Many of the States have produced rightly or wrongly deficit budgets. That is good in a way. Whether they have taxed to the fullest capacity or not, we do not know. We have not gone into that question. That is another subject. The Central Government is now meeting much of the deficit occurring in the States, in order to meet and satisfy certain of the demands of the employees of the States. That is a good thing. But, I submit that only when the Central Government gives a lead, the State Governments will also scrutinise their budgets and then

revenues, see where corruption is, where leakage occurs and block them so that the demands of their employees could also be met. Unless and until the Central Government give a lead and move in that direction, the State Governments are not going to be on their legs. Always, they will be depending upon the Central finances for their employees. So long as the Central Government do not want to meet the demands, real and justifiable claims of their employees, the State Governments are not going to move. Once the Central Government move in the right direction naturally and logically the State Governments have to move in that direction. Or else, the Central Government can pull them by their ears. I submit, in that respect also it is the duty of the Central Government. Especially the Finance Minister must be courageous here also if he wants to pull the whole people together and make our development schemes fulfilled in the target time. The Central Government must come forward graciously and meet the demands of their own employees. Their employees cannot be said to be disloyal especially when there is a loyalty test. They are all loyal. There are no subversives. The subversives are weeded out even before entering government service. So, I submit and appeal that the Central Government should come forward without making matters worse. It is going to be worse. Not that I am threatening. Some Ministers used to say that we are inciting. We are not inciters. But, we are incited. We are the victims of incitement from the workers. We are not inciting the workers. The injustice is patent. The figures are stubborn. They don't yield to whims and fancies. I appeal most humbly, that the demand of the employees should be conceded and implemented.

Mr. Deputy-Speaker: The resolution is before the House

There are some amendments Shrimati Ila Palchoudhuri Does the hon

[Mr. Deputy Speaker.]

Member intend to move the amendment?

Shrimati Ila Palchoudhuri (Nabdwip): I am not moving the amendment. May I speak?

Mr. Deputy-Speaker: That would be a different question. Shri Shree Narayan Das is not present.

Pandit D. N. Tiwary (Kesaria): I move:

That at the end of the Resolution, the following be added, namely:—

“with special instructions to find out the practicability of fixing the minimum pay scale at Rs. 100/- per month and the maximum at Rs. 2000/- per month only.”

Mr. Deputy-Speaker: The amendment and the original motion are for discussion now.

Shri Hem Barua (Gauhati): I had an amendment, No. 13.

Mr. Deputy-Speaker: I have no other amendment here. Perhaps the hon. Member is referring to some cut motion.

Shri Hem Barua: I had given in the last session. I did not know that it had lapsed. I have learnt it just now. It may be because it was numbered 13.

Mr. Deputy-Speaker: I have got about a dozen names here of hon. Members who have sent in chits. I suppose there must be as many others who have not sent chits but who are anxious to speak.

Some Hon. Members: Many more.

Mr. Deputy-Speaker: A time limit of 15 minutes is the maximum. I think the hon. Members will have to be content with less.

Shri Hem Barua: Those Members whose amendments have lapsed should also get a chance.

Shri Frank Anthony (Nominated—Anglo-Indians): Sir, I shall be very brief. I hope that the discussion on

this very important matter will be taken completely out of the vortex of party politics. I believe that this is a very crucial question which may radically affect the very basis of the Second Plan. I also believe that this near universal demand from the Central Government employees is the direct result of the inflationary pressures which have been released by the Second Plan. I am not suggesting that, because these inflationary pressures have been released, we should immediately go about seeking methods for scrapping or even for emasculating the Plan. I am one of those who believe that the country demands a Plan even if it means inflation. We must have a Plan and a Plan necessarily means a fair measure of inflation. But, I also believe that the Planning Commission did not include the probability of a Second Pay Commission in their thinking on the Plan. They will have probably to re-think seriously because the full financial commitments of the appointment of a Second Pay Commission may cause a readjustment or even serious alterations in the Plan.

In one way I am glad that this demand has been made because it comes as a salutary warning to the planners that they cannot plan in a vacuum. We cannot plan in a sort of anti-Procrustean fashion, plan in a vacuum, unrelated very largely to the financial and economic realities in the country and then put the country on a financial rack and try and make the country fit the Plan. I believe that this is a salutary warning of the need for flexibility in the Plan, for the Government retaining resilience in its thinking on it.

I feel that we have reached a position where the Government will not be able to resist completely this demand, and therefore, it is necessary for us not to make this demand in absolute terms, but to attempt to clarify our thinking on what the significance of a second pay commission would mean to the country and to the plan.

To begin with I feel that we cannot preach austerity to the country. To preach austerity to our people is, I submit with respect, meaningless political philosophy, because the overwhelming majority of our people today are not practising austerity, they are practically living at standards which are little above the starvation level.

Also I feel—my Communist friends do not agree with me perhaps—it is a way of life when you have community living, community eating, community feeding and other forms of activity done in a community fashion, but who is not living to austerity standards today? Is the average Government official, a man getting Rs. 700 to Rs. 800 wallowing in luxury? My Communist friends may think he is. I see them, they strain every anna. A man with three children has to deny education to one of his three children, and that is inevitable. Some friend has pointed out that this rise in the cost of living is a four-fold rise if we take 1939 as the base. It means that in terms of purchasing power the rupee is barely worth four annas of what it was worth in 1939.

If we come down to this position that some kind of reconstruction in the scales of pay is necessary, then what does the appointment of a second pay commission or something approximating to it mean? I feel that it is no good blustering in this House. It may probably mean different things to different persons of different political persuasions. But if the Government is forthright in this matter and even if they are prepared to concede something in the nature of a second pay commission, they are bound to admit from the very beginning that the very most that they can give is some kind of marginal relief. Government cannot pretend to neutralise the tremendous increase in the cost of living.

My friend who preceded me mentioned certain recommendations by the first pay commission. I was

a member of that pay commission and I am quite prepared to concede that many of our economic estimates and assessments were quite wrong. The Government today just would not be able to find the resources if it attempted to implement the recommendations with regard to dearness allowance which the members of the pay commission made.

What is the general cost index today? It is 439, almost 40 points above what I believe even the Planning Commission envisaged. I believe that the Planning Commission envisaged up to this point an increase which may come up to 400, but today it is 439. The Finance Minister may be able to tell us what even marginal relief will mean in terms of financial commitments to the country. My friend there talked of five rupees for every 20 points increase in the cost index. Even if in the lower wage brackets you give marginal relief and it amounts to Rs. 10 to Rs. 15 per employee in the lower wage brackets, it would mean Rs. 100 crores, Rs. 200 crores. Let us come down to realities.

Today some people feel that in our attempts to try and bridge this gap of a few hundred crores, the financial back of the country is breaking. Even if we give marginal financial relief, will the country be able to bear it? This is a question which we must ask ourselves.

I feel that same relief will have to be given. We have come to a point where we will have to give some kind of relief to our employees. If the Government accepts that position—and statements in the press seem to suggest that the Government is going to accept some kind of consideration of relief—I am pleading only or suggesting to the Government that the appointment of a pay commission and its operation in isolation will mean virtually nothing. It will have to be pegged to a policy of prices.

I say this with all respect that if Government had—it is easy to be wise after the event—a clearer policy with

[Shri Frank Anthony]

regard to food prices, we may not have been faced with this critical situation today

In making certain observations in my speech on the President's Address, I said this, that unless we peg the prices and food prices, we will be in danger of progressively increased inflation, if not runaway inflation. If a second pay commission is appointed and if prices are not pegged, by the time the pay commission makes its recommendations, its recommendations will have been outstripped by this tremendous increase in the cost of living. The recommendations will have no meaning.

Here I feel that even if the Government is prepared to consider some kind of pay commission, it will have to be related directly to a policy of pegging prices. The Government is in a position to peg foodgrain prices. To what extent it is in a position to peg consumer goods prices is a different matter, but in my speech on the food situation I had said that Government has, for one reason or another, not faced this question of pegging foodgrain prices.

I do not believe that the workers today would have demanded a second pay commission if there had not been this 100 point increase in foodgrain index. In one year it has gone up by 100. Some of the workers may be misled, some of them are misled, but what they want is food and cloth and had these foodgrain prices been pegged, I do not believe we would have been faced with this demand. That is something which we cannot undo.

I had suggested that there is only one way of pegging foodgrain prices. I know there is a psychological resistance in government circles to this policy of importing and releasing foodgrains, but how else are we going to peg prices? It is for the Finance Minister to decide at what level we are going to peg 5 per cent, or 10 per cent below the present level, but how do we do it? I had suggested that we release into the market

immediately a certain amount of wheat. The position with regard to rice is somewhat more difficult unless we can induce our Burmese neighbours to repay in kind some of the loan we made to them. But with regard to wheat, if we release, let us say, Rs 150 crores worth of wheat into the market, we should be able to bring down the wheat prices. But how do we do it? We release that amount into the market for Rs 100 crores. You may say where do we find the difference? Fortunately, the Finance Minister has not to find the Rs 50 crores because we are getting extended credit, and that Rs 50 crores we may pay over a period of 30 years. But if that is released, you will peg the prices, and the crucial thing will be that if you have your second pay commission and you are able to peg your prices between now and the time they report, you will be able to minimise the financial commitments of the Government.

I also feel this that a full-fledged pay commission is not necessary. I go further and say it is not desirable. What will happen? Look at the terms of reference that have been suggested in the resolution. Any full-fledged pay commission working to those terms will take anything from two to four years to report. My friends on the right will seize on it as an excuse for belabouring the Government, and they will say you are stalling the time you are playing for time, you are not giving relief for a period of two years. I feel that perhaps it is necessary today—it is necessary—to give relief immediately. My respectful submission to the Government is this. I would prefer to see an ad hoc body appointed, first to deal with anomalies. I believe that most categories of workers, even those in the lower wage brackets would be satisfied if you adjusted the anomalies.

I know to what extent anomalies have supervened as a result of the attempt to implement the recommendations of the first Pay Commission. We still have them with us, and the workers are suffering hardships only.

because of these anomalies. You do not need a second Pay Commission to readjust those anomalies. I can enumerate a large number of them. I shall give you one instance.

Take the station masters. What does a Pay Commission do? It does not give scales *ad hoc* in respect of each category or sub-category of workers. All that a Pay Commission does is to broadly lay down scales, gradation of scales for a particular category. For instance, in the station masters' category, we prescribed seven scales, and we left it to the Railway Administration, in the context of their work and their responsibility and so forth to fit the numerous gradations of station masters into the different pay scales. The Railway Administration chose, I do not know why, to fit 87 per cent of them into the lowest scale-slab, with the result that there has been tremendous unrest amongst those people. These are anomalies. People in the supervisory cadres have been given lower scales than people who work under them. These are all anomalies, and I feel—I am talking particularly about the railway people, that, by and large, if you adjusted those anomalies which had arisen as a result of the mal-implementation of the intention of the first Pay Commission, the people would be largely satisfied.

Then, there are marginal adjustments that are necessary, in the case of allowances and things like that. I feel that if this is done, and if an *ad hoc* body is appointed, it will bring immediate relief; it will give relief where it is needed and I would also make this request that I saw a suggestion in the newspaper today that Government are thinking in terms of a committee consisting of officials or Ministers, but I would suggest—they should associate non-officials also. Otherwise, if it consists entirely of officials, it is bound to be exposed to the charge that it is working under Government direction and that it is out of touch with the real needs of the workers.

Shri Tangamani (Madurai): I rise to support the resolution moved by my hon. friend and I shall be as brief as possible.

The first Pay Commission was appointed in 1946, and it dealt mainly with the Central Government employees. It will not be out of place if I read out the terms of reference, which were as follows.

"the pay-structure of the pay-scales, standard of remunerations etc, the extent to which the present leave terms should be altered the conditions of retirement, pensions, provident fund schemes etc, the machinery for negotiating and settling questions relating to the conditions of service etc."

That was the first time when a commission was set up which considered the question of all the Central Government employees. Before this commission was set up, there was widespread unrest throughout the country and there was the threat of a strike by nearly 800,000 employees and the commission more or less put an end to this threat of strike. An interim relief to the extent of nearly Rs 10 crores was given to the railway employees.

What I would like to point out is this. In 1946 it started with the Central Government employees. After the Pay Commission was set up, and after its report was published, many of the industrial workers raised similar disputes, and their wages and emoluments have increased since then. During these ten years, what we find is that the industrial workers have gone ahead. In the State from which I come, namely the Madras State, the textile workers have got their own wage awards, and their wages have increased by nearly 15 per cent. The same is the case in regard to the plantation workers. Almost all industrial workers are going ahead while those employees who gave a lead to the trade union movement in the country are lagging behind. That, in short, is the position.

So, it is but time that we have what might be called a Central Pay Com-

[Shri Tangamani]

mission, or a second Pay Commission, or a wage board, which will go into the question of revising the wage structure, and revising the working conditions.

I would also like to point out that when the Minimum Wages Act was passed, minimum wages were fixed for certain industries. In certain industries, the bargaining power of the workers is not very high, but even in those industries, there is a provision for revising the minimum wages. It may be argued that the minimum wages of 1950 would continue to be the same in 1955 also, but there is the stipulation that the minimum wages also will have to be revised within five years. So, all these industries get their minimum wages revised.

Way, I am told, that several countries, in the recent past, have revised the wages. The P & T and telephone employees got an *ad hoc* increment last year in U.S.A. In U.K. a special commission was set up. And I believe, in Ceylon, there has already been a revision of the wages. So, in all these countries, whenever it is found that the cost of living index is going up, there has been a revision of wages and pay scales. So, the case for revising the wages and scales is very much strong.

Further, even amongst the Central Government employees, who number nearly 2 million, certain changes have taken place. If we take, for example, the Civil Aviation Department, we shall find that the Civil Aviation Department of 1947 is not the Civil Aviation Department of today. In those days, the technical departments that were formed were few and far between. But now, there has been a tremendous expansion, and the cases of these people are going by default.

Another point which my hon. friend who preceded me has pointed out is the question of anomalies. There is a crying demand from the Central Government employees that at least the Central Pay Commission's award should be implemented in all its force, and the anomalies between the class

III and class IV employees should be rectified.

Now, take the case of the port and dock workers. They have adopted the Central Pay Commission's recommendations in 1953. But we find that the Chaudhuri Committee is still looking into them with a view to resolving those anomalies.

Similarly, anomalies are yet to be resolved in the case of the railway employees. Further, none of the Central Government employees is getting the dearness allowance which has been given by the Pay Commission. If these anomalies are now resolved, and an *ad hoc* increment is given, that will be good starting point for the second wage board or second pay commission.

Further—this is an issue which might come up later; however, I might mention it now—there are certain employees who come directly under the Central Government. Recently, there has been a wage revision in the case of the insurance employees. How do their pay scales compare with those of the other employees?

Surely, the employees under the Reserve Bank, I believe, are enjoying more or less the highest privilege—not that they are getting a living wage. There the minimum is Rs. 90 and the scale goes up to Rs. 300. Recently, when the Reserve Bank Employees' Union and the authorities negotiated, several concessions were given to them. For instance, advances for purchase of cycles, advances for construction of houses, subsidies, canteen facilities, medical facilities and so many other facilities are being extended to the Reserve Bank employees.

I know there is the stock argument that the State Government employees are being poorly paid. In the Madras State, the State Government employees get another concession; the children of those employees get free education up to the sixth form. But such facilities have not been extended to the Central Government employees.

The employees in the commercial firms are getting periodically bonus for 3 months to 6 months. A small Bank like the Indian Overseas Bank has granted them bonus for 3 months. The Central Government employees do not get any bonus. They do not get even the concessions which are extended to the State Government employees. It is always wrong to compare the wages of persons with those living under starvation level. This is like the Tamil proverb:

*"Thammin Meliyarayi nokki
thamathudamai amma perithendru
ahamagilka"*

The poor must look to the poor and be satisfied with their lot. If that is going to be the policy we are to adopt, then there is not going to be any advance.

I remember the hon. Prime Minister who was inspiring us during our younger days was always saying that the living standards must increase and that our people must come up to the level of the most advanced countries of the West. The Fifteenth Indian Labour Conference has given a quietus to this controversy. Minimum wage must be given to any man worth the name. If there is any small unit which is not able to give minimum wage, then, it has got to close down. We should not have industries paying starvation wages to their employees. If there is an industry which is not able to pay the minimum wage to its employees, then we have to close down that industry in the largest interest of the community. Now, from the minimum wages we go a step further and the concept of fair wages has to apply in regard to the employees with whom we are concerned now. This has been clearly defined in the Fair Wages Committee's report. If we are going to have the Fair wages Committee's report as the basis, then, the Central Government employees will certainly deserve better treatment.

The case for the Central Government employees is really a case for the people of this country. I know

the hon. Minister will agree with me that a start has got to be made in this direction. We make this question very simple. So far as dearness allowance is concerned, the slab of Rs. 5 for 20 points has been accepted in the first Pay Commission's report and still many of the employees are not getting this. Normally, a textile worker or a worker in the petroleum industry gets three and a half annas to a point above hundred in the cost of living index. If 440 is accepted as the cost of living index, he will be getting Rs. 75. Industrial concerns are paying Rs. 75. So, the question of fixation of fair wages and dearness allowance, or the merger of these two is an important matter on which we have to resolve now. In 1946, the revision of the pay structure started with the Central Government employees and the same will be done in 1957 also.

The Prime Minister and Minister for External Affairs (Shri Jawaharlal Nehru): Mr. Deputy-Speaker, Sir, my colleague, the Finance Minister will deal with this Resolution and this subject on behalf of Government presently more adequately. I am not dealing with this subject as a whole but I thought that perhaps it might be advantageous if I ventured to draw the attention of the House to certain aspects of this question.

The proposer of the Resolution referred to me as having said something to the effect that there should be no Pay Commission. I did say that, but there is something more that I said too; not that only. That was some months back. What I said then and would like to repeat now is that we cannot consider this question in some kind of a vacuum. All of us desire obviously, higher standards for our people, for Central Government employees as well as for others. There is no difference of opinion on that. In fact, the subject is such that, normally speaking, it should not be considered a party issue but an issue on which all sections should apply their wisdom to find out what we can do about it. Obviously, as the hon. Member Shri Frank Anthony said, there are limits beyond which one

[Shri Jawaharlal Nehru]

cannot go, whatever our desires may be. It becomes either wishful thinking or a deliberate attempt to do something which might result in the breakdown of the economic structure. It is not a question of my arguing that it is bad and some one else arguing that it is good.

16.36 hrs.

[MR. SPEAKER in the Chair]

We all agree that this should be done to the greatest possible extent so that the standards of the people should rise. In fact, the whole object of the economic policy of the Government, the whole object of the Five-Year Plan etc is that. That is not confined to the Central Government employees but applies to the people as a whole.

I agree with the proposition that the Government as an employer should be a good employer—obviously. So, there is a large measure of agreement and yet there may be a great deal of lack of agreement in the approach to this question.

The honourable proposer said, I think, that this must be done, whatever may be the financial implications. This is a kind of statement which, if I may say so, not only any Member of the Government, but even any Member of the Opposition cannot lightly make or accept. We have to see in whatever we do as to what are the implications. We cannot just forget the consequences and say, 'Do it!' Therefore, one has to consider this whole question in the context of to-day. The context of 10 years or 11 years ago when the old Pay Commission was appointed was completely different. That Government had no wide social outlook, no desire to industrialise the country or to make any big revolutionary or semi-revolutionary changes. They had to carry on, maybe doing good here and there. Now conditions are entirely different. Here is this country engaged on a vital and tremendous adventure. You may criticise that we go too far. That is a different matter. But it is a common ground that this Parliament and

our people are engaged in this great adventure of trying to lift our people from boot-straps and give them higher standards—to all of them and not for a section.

Indeed, if I may criticise this resolution, this resolution says that something should be done. It says that a Pay Commission should be appointed to bring the employees 'in conformity with the country's ideal of socialist pattern of society'. I wonder what the Hon. Member has in mind about the socialist pattern, as if socialist patterns are coming about to India by raising the salaries of various sections. It has absolutely nothing to do with socialism or socialist pattern, may I remind him? Therefore, for that purpose, the resolution is completely wrong. It is just not understanding the issue. Presumably the hon. Member wants a socialist pattern of society. But it cannot come about in this way. In fact, you put a bar to its coming by trying to proceed in this way. Let us, by all means, have proper salaries. Let us raise the standards of our employees in the Central Government and elsewhere. But above all, let us raise the capacity of the country to do this because otherwise you stop somewhere.

Therefore, we come back to the question of the capacity to do these things—production, productive efforts etc. Some hon. members talked about salaries and wages going up in other countries. It is perfectly true. Recently I had been to a number of countries in Western Europe. There I noticed, with some surprise, how they had recovered from the effects of the war. Broken down places which had been bombed out of existence are huge flourishing towns and factories today. They are paying higher salaries and higher wages because they are producing much more than they ever did. Whether you go to Germany or even France—I do not wish to criticise it with certain curious state of its politics it is producing more.

Shrimati Renu Chakravarty (Bashirhat): We are also producing more

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Yes, certainly we are producing more and we hope to produce more. But the whole question, as has been often said and I may repeat it, is this that these countries, roughly speaking, of western Europe and the Soviet Union were industrialised, went through an economic revolution, that is to say, were industrialised largely before the political revolution came in a big way. Therefore, they were strong enough to meet the demands of the political revolution, the economic revolution having come earlier. In the Soviet Union, of course, conditions were different and they brought about the economic revolution in certain ways and suffered a great deal of hardship to achieve certain results. Now we had to face in this country a big political revolution coming preceding the economic revolution. Now we are trying to bring about the economic revolution. The whole process has been put in a different way here. Not only in India I mean but in all those countries, so called best developed countries, that is the difficulty. The political revolution produces political consciousness, demands, etc., legitimate demands, of course, without adequate means of supplying those demands, unless there is an economic revolution to do it. And, it does not matter whether it is a socialistic, capitalistic, communistic or any other way, you have to produce enough in order to satisfy the demands. If not, you cannot go ahead. In order to bring about that system of production, to produce much more, you have to go through the pains of labour, tremendous pains, austerity, and what not. It does not matter whether it is a communist way of approach or capitalist, one has to do that till you arrive at a stage when production rather automatically increases.

When we are going through these transition periods, we have to face

that difficulty. Always we have to pick and choose as to what we can give for increasing the standards in the immediate present. We want to give it, we must give it, I agree, but to what extent? Because, the moment you go a little further, every bit further that you go means less supply for future advancement less supply for future investment and so and so forth. That is the difficult choice that Governments in every country have to make. So, that is a basic question which has to be faced in the context of today and not in the context of the British Government in 1946 and what they said then, it is completely different.

Then again, if that is the basic question we have to consider it. Suppose we do consider it. There can be no objection from my part or the Government's part to any enquiry, but always provide an enquiry taking into consideration every aspect of the question. It will be a totally irrelevant and unrealistic enquiry if you ask some people, as you did in 1946, "Look at this limited subject here and give us your views." Anybody can give his views, they may be very good views for the limited subject, but totally unrealistic from the larger context of things. Therefore, whatever enquiry there is, we must keep in view this larger context. We are going through this tremendous adventure, call it Five Year Plan or whatever you like. There will be many Five Year Plans, I do not say that the Five Year Plan is sacrosanct that it cannot be changed, varied, amended or what not. That is a different matter, but today, whether it is this Plan or a varied Plan, we must go through it. Otherwise, we remain where we were. Hon. Members remind me that our production is going up. I am glad about it, but I want it to go up even faster and I want to supply the results of what you produce, maybe the surplus, for further investment. Whatever our difficulties are at the present moment, whether of internal finance or external finance, or the difficulties of a dynamic progressive economy, remem-

[Shri Jawaharlal Nehru]

ber that these are difficulties for the country which is moving forward and not for countries of static economy. Therefore, although they are giving us headaches, in a sense they are good difficulties, difficulties of progress and not of stagnation and inaction. Also remember, we want internal finance, foreign exchange and all that; what for? Some people talk vaguely about our spending spree. What do we spend money on? On machinery, which is an investment. We have not spent it away, we have got something solid out of it. It is in this context that we have to consider this question. Otherwise, you only really get going in the sense of providing enough for an everrising standard of living for our employees and others.

Of course, other matters have been mentioned. We cannot now, as the Central Government might have done in the old days, ignore the considerable difference between Central employees and State employees, sometimes equally good. Sometimes two men work in the same place and do the same job and yet, as I think Mr. Anthony said or someone else, you cannot just lift all these people, because we have not got the strength to lift all of them. What are we to do? Then, leaving out the whole question of Central and State employees what about the hundreds of millions of others? Obviously we cannot lift all of them. The process of lifting them up is the whole process of our planning, development and everything. This process, whether it is industrialisation or community development schemes or whatever they are, is one big process. To do that, therefore, one has to see these things in a proper perspective. If you have an enquiry, it must be an enquiry keeping in view the economic condition of the country, the Five Year Plan and all that, because if that fails, then the whole structure fails and the very thing that we want to happen does not happen. That is why often when such a situation arises in a country, people have talked about what

they call wage freezes and profit freezes. I am not at the moment suggesting that, although eminent people have talked about it in India too. Broadly speaking, one has to realise that one cannot in such circumstances go on, much as one might want to go on, in this direction. One simply cannot, because apart from other things, higher wages in these circumstances may lead to more inflation and therefore, the capacity to produce more becomes less and less. In fact, you do not get the higher wages, only they remain where they were. Only the country suffers; all your planning suffers, maybe the value of your currency goes down and so on. So this complicated thing occurs. It is not a question of, let us say, a labour tribunal with a very eminent judge sitting and deciding whether this should be paid or that. The judge sees only certain things. He does not see, in that limited matter, the ultimate economic consequences which a country has to face, more especially when we are dealing with millions of people. Therefore, these are the important considerations that have to be borne in mind.

One thing, of course, I will say and there can be no doubt at all. I think Mr. Anthony said about anomalies. Obviously these have to be dealt with and should be dealt with. And, not only these. I felt personally, apart from this, the real advance should be made much more in the way of providing amenities. It is a better way, a more social way and the money that is spent upon it goes much further than otherwise. Amenities, better living conditions, better health, cheaper or free education—these are the things which immediately lessen the burden on an individual or a family and I think it is the duty of the State to provide them. It is only our incapacity at the present moment to do it that prevents us from doing it and ultimately all the kind of things that the State should do. They should be provided for from birth to

death. I am prepared to accept that maxim, but only I cannot give effect to it today.

So that it is in this context that I should like this question to be looked at. Further—I hope I am not unnecessarily censorious—I do get an impression sometimes that these demands etc. for higher wages, this, that and the other, justified as they may be from time to time, somehow, at the present moment, are more in the nature of a political approach than an economic approach to these problems . . .(Interruptions).

Shrimati Renu Chakravarty: Do prices not go up? It is not political

Shri Sadhan Gupta (Calcutta—East): Even the INTUC sponsored it

Shri Jawaharlal Nehru: Nevertheless, why I say so is this I do not say that there is no economic reason for it I admit that I agree there are economic reasons for it, and let us consider what we can do about it. Nevertheless this business of slowing down and constant threats and the language used is not economic language. It is a very different language. It is extraordinary

Now, I must say that this mentality of slowing down that is taking place sometimes is a most dangerous mentality, dangerous for the country today. The one big thing that I find when I go, whether to Communist countries in Europe or Asia or to non-Communist countries, the one good thing that I find is hard work—everybody working hard. During the leisure hours, play hard, if you like. But during their working hours, they work hard.

You go to Germany. One is amazed at the work of the German. Or take the Dutchman or the man of any other country. But I am simply amazed at their recovery through sheer hard work. They went through this—having been a defeated nation; the Germans—and worked hard. It was something amazing. They do not mind 9 hours, 10 hours because they felt that they had to bring themselves up.

Shri Sadhan Gupta: The wages are also amazing there.

Shri Hem Barua: When the walls of the stomach are burning, it is cruel to ask them to work harder.

Shri Jawaharlal Nehru: I have not quite heard that. However, it is immaterial

But this business of slowing down is, apart from the essential harm it does, that is, less production, less of everything, psychologically and spiritually a fatal thing to do in this country, when we have to make people think—ourselves, yourselves, everybody—in terms of concentrated, cooperative hard work.

Therefore, I say it is spiritually something which eats into the vitals of our being, of our public life and community life

Take another instance, a very positive instance. Today one of our big problems is the unloading of ships at Calcutta and Bombay harbours. Every day's delay in unloading them means demurrage. We are paying, I believe, Rs 1 lakh a day—may be more—just because we are not unloading ships in time, and Rs 1 lakh in foreign currency which we can ill afford. Why? Because there are delays. I am not blaming anybody in this matter, and I hope things will be better.

But here it is. Here is the slowing down business, deliberate slowing down, which creates tremendous difficulties for us. It weakens the country, it weakens our position to improve the lot of those very persons whose lot should be improved. I agree their lot should be improved, but we cannot improve it beyond our capacity to do so. It is obvious. Or we improve it at the cost of somebody else. At whose cost? Some of our friends may say 'Oh, stop the privy purses and the rest.' Well, I agree..

Shrimati Renu Chakravarty: Stop the profiteering of the stevedores and you will get a lot more for your plans.

Shri Jawaharlal Nehru: Stop the profiteering. Certainly. I am sorry I do not know enough about them. But

[Shri Jawaharlal Nehru]

I agree with the hon lady Member completely—stop the profiteering. Certainly stop profiteering—I repeat—but one must recognise that all this business of stopping profiteering, the privy purses etc which may be desirable in its due time, does not really affect the situation basically. It does not; it may make a slight difference, and it should be done (Interruptions)

Shri Hem Barua: What about the psychological effect?

Shri Jawaharlal Nehru. I accept that—psychology is certainly there—but the realities are that only by hard work and production we could produce the necessary stuff for advance and for increasing standards of life. There is no other way, and every process, whether it is strike or go-slow movement or anything which stops production or delays or lessens production, is harmful to the interests of the country and to the interests of the very people who are doing it, unless they want to profit at the expense of some other section of the community.

So I do submit that this constant threat of strike and go-slow is a very unhealthy sign in India or anywhere, more especially here in India today. It is almost an attempt to hold up the community and to make the community do something which normally the community cannot afford to do or may not do or can only do at the expense of others.

That is not a right approach. It is a completely right approach for workers, employees etc to discuss in an organised way their demands and their anomalies. There is no doubt that many of them suffer and, surely, whatever our faults may be, nobody can say that we, the Government or any of us, do not want them to get rid of their anomalies or sufferings or that we do not want them to better their condition.

We do want to do as much as possible, but we must, I think, realise that the way to do it in present conditions is not by conflict—whether it is industrial conflict or whether it is

a conflict directly between government employees and the Government.

Now, hon Members have often suggested what is called nationalisation. I have no doubt that, as we have done already, important industries ought to be nationalised. We have made lists of what should be and what should not be.

But I should like this House to remember what nationalisation means today. I am not talking in terms of cost. The moment Government has to deal with an industry, politics intervene and they are incited and there are anti-government strikes.

Therefore, if a Government has always to face this kind of problem, it becomes a bar or something which comes in the way of nationalisation. If nationalisation means simply conflict, which otherwise would not occur, then nationalisation loses much of its charm and benefit.

Shri Hem Barua: Is it because of anticipated strikes that Government does not proceed in that line with progressive measures?

Mr Speaker. Order, order. The hon Member should not interrupt like this.

Shri Jawaharlal Nehru. I do not know what the hon Member says. But in future, Government will certainly not go in that way if strikes are going to occur. I can assure the hon Member that this will be an important consideration in future in this matter. Because our object, at present moment, is not some doctrinaire or theoretical object, it is to build up this country. There must be greater production and more equitable distribution. Greater production is the first absolute essential. We cannot move otherwise. There must be greater production for greater surplus for investment for greater progress, thereby lifting up standards all round. If that cannot be achieved one way, then some other way has to be sought.

Therefore, I submit that all these aspects should be kept in view by this House. Let us consider this matter not in any narrow party way, because large numbers of people are involved. We want to do them good. At the same time, no Government, obviously, can be held up in this way to stand up and deliver, nor can the community be held up to stand up and deliver or 'we shall strike'.

If in spite of all this, strikes occur, then any Government worth its name will face the strikes whatever happens. It is quite an impossible situation, with the kind of language that is used and the kind of threats that are issued all the time for the Government to submit to it.

But we have taken steps. In regard to the posts and telegraphs matter, my hon colleague, the Minister of Transport and Communications, made a statement yesterday showing how far they had gone to meet the demand, showing that in other matters they are discussing. They want to go ahead.

These are complicated matters and we want to meet them, the postmen and the like are the most valuable members of the community. We want them to prosper. But they do not help in the solution of those problems by gestures of defiance all the time and words of defiance. That is not the way a community should function, more especially when we are engaged in this big adventure of building up India.

17 hrs

Shri S A Dange (Bombay City—Central) Sir, the subject that is before us is quite serious, not because threats of strikes are held or counter-threats of suppressing them are given, because, threats on either side, either of carrying out strikes or suppressing strikes, do not lead us anywhere. After all, there are two parties to the whole question one is the working class which makes the demand, and the other is the employing class—either the State or the private sector (An Hon Member And a third) They want a third party. I do not

know where the party is when these things come in. If they had been a little bit careful about defining socialism, they would have found that my statements are not incorrect. However, what is the position we are having?

It is already admitted that production is increasing, nobody denies it. It is admitted we are working hard; nobody denies that. The question is, where should the increased production go? It is admitted that part of it must go into greater investments. We do not deny that. But it is also admitted in the Plan that the disparities in income should be reduced as the Plan proceeds and production grows. This is exactly the demand for the Pay Commission. The disparities in income, even in the context of growing production, still remain. They should go.

Now, what is socialism if it is not raising real wages? I am not talking of money wages, nor would you permit me to go into discussions of how wages are reflected in prices. But let me submit that it is a wrong theory in economics to say that higher wages always lead to higher prices. This theory has been blown up even in capitalist economies, let alone socialist economies. Wages are the central point around which prices revolve. But prices are not in every sector made by wages. Otherwise you would not have such a category as is called monopoly wages. Monopoly wages run away from the wage structure and have nothing to do with wage structure. It is a well known phenomenon in economics throughout the world that, for example, the prices of manufactured goods and prices of raw materials fluctuate differently and the prices of manufactured goods are controlled by manufacturers irrespective of the wage claims. This is already admitted. Therefore, I would not go into economic theory here, because it is a wrong theory to tell the working class or the community that price, at all times, in all its quantum, is always governed by the quantum of wages.

[Shri S. A Dange]

The quantum of wages has nothing to do with the quantum of prices, because prices are a market phenomenon while wages are a production phenomenon. Therefore, I should not go into it, and our Prime Minister would not like to be bothered with the theory of it. But I certainly would like to contradict, if he permits, the statement that wages have nothing to do with the socialist pattern. What we are saying in the resolution is simply this that socialist pattern should not mean falling living standards at least. If you cannot satisfy the demands for some time and if you say 'Do not ask for a higher and rising standard until I complete a certain stage of production', that is a reasonable demand. I can understand it. But you should at least guarantee to me a standard which is not a falling standard of living.

But here what are we getting? Prices are rising up, while wages are pegged, salaries are pegged. Therefore, what is happening is that real wages are falling. Where annual bonus is obtainable in factories, there alone we are able to get a certain level of real wages in proportion to certain levels of productivity. But with regard to government servants there is no question of a link-up of prices and dearness allowance. Therefore, our submission is that even in a socialist pattern the question of wages is the most important, because in a socialist pattern wages is the form of income and is in fact the only income. I would therefore say that if you accept socialist pattern, please remember that falling standards at least have to be stopped.

If prices are pegged, I can understand. Stop prices from rising. But with every taxation measure, or even without taxation, prices are jumping up. What is the poor man to do? He is pegged up at Rs 30 plus dearness allowance with a rising scale up to Rs 35 after ten years. In this country let us do away with the medieval pay structure of thirty or sometimes even twenty-five rupees at the lowest rung and higher pay scales

of three, or five thousand rupees with allowances and so on and so forth. Should there not be a Pay Commission to judge not only the salaries of government servants but including the whole administrative structure, instead of simply having good words about voluntary cuts? Voluntary cuts has no meaning. If ten per cent is cut from two thousand rupees, it comes to Rs 200 no doubt. But ten per cent cut from thirty rupees would be a bad blow for the man who is getting a low wage. Therefore, voluntary cut is no good. If people were to propose a rationalisation of the whole cost structure including even the M.P.'s, then for persons getting above a thousand rupees there should be a cut of thirty or forty per cent, those getting between five hundred and thousand rupees should get something less, and those who are getting below five hundred should have no cut but they should get a rise. If such a system of arriving at wages is come to, then our Finance Minister will surely find that the saving is enough to meet at least a part of the rise that is claimed by the government servants in the lower categories.

Therefore the first point is, let us not discuss abstract economics. But abstract economics is affecting real life. There I deny the theory that wages in every place determine the quantum of prices and therefore a rise in wages will always lead to a rise in prices. Even in the history of countries with capitalist economies we have found that a very big rise in wages has led actually to a fall in prices many a time. This is recorded in economic literature, and our Finance Minister certainly knows about it. There is no such theory which is valid in capitalist economy, and certainly not in socialist economy.

With regard to the question of politics being involved in this, I can say on behalf of my party that we do not approach this question from the point of view of politics at all. Because our main question is, would

you hold the price line for us? if you give me thirty rupees and rice is selling at two rupees, please hold it at two rupees. But you cannot hold, you have admitted your inability to hold it. You cannot hold the profit line.

There was a progressive manufacturer who proposed in another conference that prices be frozen, wages be frozen and dividends be frozen. Only, after "dividends" he added the words "at current level". The banks are paying dividends at the rate of 30 per cent. Plantations are paying dividends at the rate of 40 per cent or 50 per cent. And he wants freezing of dividends at the current level, prices to be frozen at the current level and wages also to be frozen at the current level—very impartial community thinking! This is an impartial thinking which leads to an impartial starvation of the fixed-wage earner! Surely, this is not the way of thinking. I am not referring to any Minister having said that I am speaking about some manufacturer who made a plea like that.

Reference is made to the Indian Labour Conference. The Indian Labour Conference certainly had done some good thing. The first was in the speech of the Minister for Labour, that the philosophy of a wage freeze is being blown up. He said this is all wrong and "we do not understand for wage freeze"—though this was the philosophy underlying the First Five Year Plan. And of course the working class had to fight against it and secure certain higher wages, because prices were rising. And it is not for a general wage increase. They do not say, have a general wage increase irrespective of what they need of the industry and the worker is. But we say a climate of general wage increase exists, whether it is 25 or 10 or 40 should be judged in terms of the industry given. Therefore, the Labour Conference did take a certain progressive standpoint on this question and demanded fair wage, demanded a minimum wage in terms of reports which are already admitted and reports

which are not being translated into action.

I must congratulate the Labour Minister for having asked that the standards which were defined are given effect to by the various industries. But that Conference itself gave a lead in saying that a general freeze is out of date. A general wage increase may not be possible in the sense of, say, a flat 25 per cent or so. The Labour Minister himself presided over a meeting wherein the coal-miners were allowed 40 per cent wage increase. Even my organisation asked for 25 per cent increase. If the coal miners deserved 40, I won't say, give 25. If some organisation can stand only 5 per cent I won't say, in any case, 25 per cent. I say, judge the condition of the worker in the given industry, given service, given employment, see what is the cost to him in the present structure of price and give the reasonable rise. My only submission is that a rise in wages is necessary all round in the economy, in view of the fact that production is rising continuously, in view of the fact that profits are rising continuously in view of that that productivity per head is rising continuously, in view of the fact that prices are rising continuously. Therefore, the man must get a rise in wages. In view of all these conditions, we are making a case for increase in wages and not from motives of politics or anything.

I certainly stand for negotiation with the Minister of Communications or with the Minister of Finance or with the Prime Minister. I say, do not deny the position. We do not denounce collective bargaining. Our complaint is that collective bargaining is not done quickly. There is 'go slow' on the government side in collective bargaining. Therefore the reaction is 'go slow' in production. For 'go slow' in production brings down Government to reason. Therefore, there should be the abolition of 'go slow' on every side. It is not merely denouncing 'go slow', in everything, that will do. In transport, you can produce by law that the speed should be 20 miles. When you have a lesser number of buses, you ask the driver to increase

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the speed to 30 and even 40. He meets with an accident. He is suspended and punished. The law says 20 is the speed. Therefore, there is such a thing as legitimate 'go slow'. Within the frame work of law there is such a thing and a legitimate refusal to do overtime, is also within the frame-work of the law. For example, in spinning, if you suddenly raise the spindles to 8,000, 13,000 or 14,000 irrespective of the count that is on the spindle frame, in that case, I think I am entitled to go slow. I cannot stand all the strain. I therefore claim that I cannot do it. Therefore, let us now denounce go slow on the ground that it is go slow. Let us understand it as an industrial phenomenon, as a defensive mechanism of the worker when he cannot stand speed and conditions. I am not in favour of go slow just as tactics for sabotage of the Plan. We do not think of sabotaging the Plan even from inside the Congress Party, let alone our side. Even amongst them there are some people who say, why so many steel plants. We say: No, steel plants must be had. I am prepared to do whatever we can for setting up the steel plants wherever they are, not necessarily Bhilai or some other place, but everywhere, Rourkela, Durgapur or anywhere. The core of the Plan cannot be challenged. We are not the people who would produce some political excuse in order to hold up the work of production and stop the Plan from attaining its goal.

Our only request is, please look at the human side of the whole thing. You are thinking of building up a plant; production is going to be planned. I say there is the human side also along with that. There are engines of iron and steel you must have them, but there is also the human side in the scheme. That means he must get rice, house, clothing etc. You only want to determine the standards of coal for the engine. In that case, the engine may probably start running; it cannot run continuously if my human engine fails. I only request that human values be import-

ed into the whole consideration and politics be set aside. The human value should be translated very simply in terms of a Pay Commission. I do not think that everything should be admitted. But enquire with a pre-condition that the climate of higher production does require, the climate of higher prices does require higher wages. That should be the pre-condition of understanding of the work of the Commission.

The relief should not be merely in some small field, say education. But, supposing 10,000 employees have not got children to be educated, what is the use of that benefit? His rice will cost as much as before; in fact more. The educational concession is not going to give him any relief in the rice, wheat or house. Therefore, the proposal to give only small benefits is not correct. It may give you satisfaction that in any case we have carried our point and we have not given a Pay Commission. Call it a Pay Committee, call it an Ad Hoc Committee, call it a non-Ad Hoc Committee, call it an unorthodox Committee—I am not worried with the name provided it functions openly, enquiries correctly and judges properly.

But I would say some interim cash relief would be necessary. Or give some rice, wheat cloth at exact prices which neutralise the rise in cost of living to a large extent. Do not give me money. I do not mind that. Of course, that would be reverting back to the medieval system of wages. But, if today under present conditions it is necessary, let us do it. In the war days when dearness allowance could not be given in money, it was given in terms of rice, wheat or cloth. Please give like that. But neutralise the rising cost of living and make them live a little better. At least stop the standard of living from falling. We are not even asking for any rise in standard of living immediately, at least stop the fall in standards. If that is not done, then what can I say. I am not here to give threats of anything of that sort. We have not got the

power to give threats because it is the trade unions that have to decide and certainly, the trade unions want to decide in way that compromise and settlement is arrived at. I can assure on behalf of our party that we want settlement, we want understanding, we want the Plan to go ahead but we won't do it on the basis of starving the government employees, whether high or low, whether drawing Rs. 1,000 or drawing Rs. 20.

When production is increasing it is my right that a part of it must come to me in the form of a higher wage, a higher real wage. Therefore, the demand for wages is not against the socialist pattern. It is not against the rising needs of productivity, it is not against the economy. Now, they are talking about inflation. We cannot go into the whole theory now. In fact, I should have proposed that some of the Ministers who are interested in it and the Opposition Members should once for all thrash it—this whole question as to what is inflation, what is wages, what determines prices etc. Let us sit down and arrive at a concrete understanding on this question

Then there is the habit of suggesting that higher wages will lead to higher prices and there will be inflation, and then again you will lose wages. Somebody says, No. Let us have some understanding, therefore, if possible by a joint discussion on this question also. I would suggest a committee to determine this question so far as this House is concerned to guide us properly on questions of economy. Because economy is not such a small thing like the days of old when you can take a packet of wheat to the neighbour chamar and buy a pair of shoes and walk away. It is not merely village economy. International standards and international prices and production and many other things now enter into the economy. Therefore, economy has become a complicated thing. Therefore, let us not be taken in by slogans. I am sure if the Finance Minister wants he can find the money without

inflation. The only trouble is whether he wants it or not. If he wants it he can find the money. He can, I am sure, find that without even having a threat of inflation. It is not that always inflation leads to higher prices. I think he knows it because if he can hold the price line whatever the amount of inflation, the prices will not rise and the cost of living will come down. Therefore, it is not an automatic relation that increase in money quantum necessarily leads to inflationary rise in prices. That he himself knows. Therefore, if on questions of economics, we are entitled to a Pay Commission and interim relief and higher wages; if it is on questions of production, we are entitled to it; if it is on questions of future Plan, even then we are entitled because the government servants, a machinery of 200 million people including the Ministers, whose wages should also be rationalised very soon and see whether they should find some savings of a quite large size—and not only Ministers, I am saying the High Court Judges and so on and so forth —do require some attention through this Pay Commission.

So, in terms of that and I would say lastly in terms of human needs of making the man work efficiently, to make him feel that whenever the prices jump up, he is looked after. Under all these terms, I would suggest and plead with the Finance Minister, 'Do accept the need for a Commission or a Committee and the need for giving interim relief, not only in terms of marriage presents or education grants or something like that but in terms of real wages'. Maybe, it may not be very high to begin with but it should be real wage. Then, I can promise that the working class in this country, whether in private factories or in Government employment, will create such efficiency rate that production will rise to still greater heights. If it is not done—I do not give threats—the working class will find itself incapable of fulfilling its task. Mere moral lecturing will not help them. Sympathy does not pro-

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duce bread It is really hard money which is required to get bread. Therefore, I again plead for a sympathetic consideration of the problem and a sympathetic approach to the solution of the problem through collective bargaining and quick negotiation Then only we shall be in a position to fulfil our Plan //

Shri Hem Barua: Sir, I find that everybody is agreed on the demand for a Second Pay Commission It is not only that the Central Government employees demand it, others also demand it and we find that the climate today is somewhat intense with agitation It is an agitation for a better standard of living, for higher wages The recommendations of the First Pay Commission are not commensurate with the present context, they could not take the present prices into consideration The prices are rising

There is a demand, in these circumstances, for a Second Pay Commission to rationalise the pay structure in the country and it is more than cruel to say that this agitation is by some interested individuals or people It is a demand of the entire working class of this country and they feel that their case is neglected When we ask them to co-operate in the nation-building activities, it is good No political party ever, stands against it In fact they also want such activities to progress That is what Shri Dange said about the Second Plan He has offered his co-operation

When it is said that these people have political motives, I ask what political motives can we have? There is no political motive whatsoever It is an economic problem and the political parties have tried to judge this problem from the economic point of view

The Prime Minister spoke of his recent visit to communist and non-communist countries He referred to the people there working hard and all that But our people have an empty stomach It is more than cruel to ask our people to work hard on an empty stomach and that is what we are doing

in our country. We are giving them extra burdens by taxation and at the same time we forget the conditions prevailing in the countries which the Prime Minister was privileged to visit There, the workers get a lot of social benefits such as health insurance, family allowances and children's allowances and so on Our people do not have these advantages but you want them to work hard because we have Plans

I do not say that people should not work hard But you say so without providing for amenities or looking after the living conditions Then, it is revolting

There is a fundamental principle in our Directive Principles enjoined in our Constitution equal distribution of wealth When it speaks equal distribution of wealth, it means equal distribution of income also What about our country? The First Pay Commission which made recommendations had fixed the maximum at Rs 2,000 What did our Government do? The highest paid civilian in our country is a man who draws Rs 4,500 At the same time, a peon in a particular State draws Rs 22-8-0, that is his princely salary We want this gap, this Chinese Wall which the Government has erected between this maximum and minimum must be liquidated The minimum must not be below Rs 100 a month and the maximum, not more than Rs 2,000 as recommended by that Commission This is what we want

Talking of socialist pattern of society and all that, these are very fair phrases to capture the imagination of the people While talking about it, the Prime Minister said he was not concerned with the pay structure I am sorry to hear that I feel that equality of income or economic circumstances is one of the key stones of such a society If we forget that, we are simply reducing this socialist pattern into a pattern only and nothing else It becomes a slogan only and nothing else

We have a private sector and we have a public sector But, unless and

until the State becomes an ideal employer, the other people would not get any initiative. The State must become an ideal employer. The Pay Commission has said a very beautiful sentence about it. There are certain moral sanctions behind this demand for being an ideal employer. The Pay Commission refers to 'the application of some moral principle' from the Government which happens to be the employer. I am sorry to say that this moral principle is badly neglected.

The Hon. Mover of the Resolution said about the conditions when the First Pay Commission was constituted some ten years ago. The objective factors and conditions that were then have changed a lot. It has made the recommendations on the assumption that the prices may stabilise at a level which will be, giving the cost of living index, somewhat between 160—175, taking the pre-war index to be 100. But that is not the price index today as was stated. It is round about 439. If that is so, the basis of assumption was wrong.

Unless and until our pay structure is rationalised, and people are inspired to work hard, there could be no real hard work. In other countries also, people should be inspired to work hard. What are we seeing in this country after freedom. I would refer to social mobility. If we do not create a feeling of social mobility in the country things would not improve. The employees have been starving; they find that their children have no educational facilities; they find that they have no medical facilities and that they have to creep about in the dark. It is quite natural for human psychology to be lost in frustration. What is happening in our country today. I would say that the locusts of despair are destroying the harvest of freedom. It is the business of Government to pay attention to this aspect of the matter and from that point of view we should have a Second Pay Commission in order to revise the pay structure of the country and to rationalise it entirely.

The First Pay Commission itself

had foreseen this. That was why it had written a very significant sentence in its report. The First Pay Commission said:

"After all if time should show that the assumptions or expectations on which our recommendations are based have not been justified or realised, it would not be very difficult to arrange for a revision."

They themselves had foreseen this revision. While on the subject of the Second Pay Commission, I would make a humble suggestion. On the First Pay Commission there was the late Mr. N. M. Joshi who was the only representative of the working classes and it was Mr. Joshi who made some significant recommendations. But somehow or other those recommendations were thrown out, because they were in the interest of the employees. I would request Government to see that while constituting the Second Pay Commission they should see that there are true representatives of the working class population.

The country is surcharged like a battery. However much the Prime Minister might try to condemn strikes, it has to be remembered that strike is the last weapon in the armoury of the working classes. Unless and until they go on strike, or threaten to go on strike, the skeletons in the Government would not move. That is why I would like to emphasise that while condemning strikes and non-cooperation on the part of workers they should see the other side of the picture and should not put the blind eye on the telescope. The Prime Minister when he accused the political parties of fomenting strikes and talked of hard work did not understand the condition of the people and only put his blind eye on the telescope.

Shri Dasappa (Bangalore): Mr. Speaker, Sir, we have had a very interesting debate on this subject which vitally concerns not merely the employees of the Government, but the whole nation. Let me at once say that I do not want to question the good intentions underlying this resolution. I do not want to ascribe motives. I

[Shri Dasappa]

have, However to express my surprise that whenever the question of standard of living of the people of the country comes up for consideration, it is the factory labour and the government employees that get the utmost consideration at the hands of one of the parties in the country I do not understand why the same amount of interest is not evinced by them towards those who are worse off than these wage earners

Let me not be misunderstood for one moment As I said at the very beginning, I am all for the betterment of the standard of living of those who sweat and labour But if that principle is to be accepted it must apply to all those who are having a sub-normal standard of living whose marginal level is very poor and therefore I would like hon Members who are very critical of the actions of Government to remember this one thing and find a solution, not merely for a small section of the people of India, but for all the people in India who suffer from the same disability Then I would be able to appreciate their intentions better than I am able to do today

When Mr Dange and some other Members spoke I was hoping that they would answer certain of the points, very significant points to which the hon the Prime Minister referred For instance, he said we cannot act in a vacuum, we must be realistic When we think of effecting large scale changes in the pay structure we must have regard to our financial resources Now what is the answer of my hon friend Mr Dange "Oh, that is an easy matter, if the hon Finance Minister only makes up his mind he can do it How easily solved" Is that a very responsible statement to be made by a responsible leader of the Opposition?

Secondly, Sir—I am racing against time—is the question of slowing down on the part of employees in the various departments It may be Posts and Telegraphs, or dock labour What was the answer of my hon friend Mr Dange? He never denied

the fact that there was slowing down He found a justification for it by the plea that Government is slow Now, I ask, is that again a very responsible statement to make?

Then, Sir, the other important point that was made from the other side was that the appointment of the Pay Commission is linked up with the realisation of our objective of a socialist pattern of society If, for instance, as per the resolution government employees are given higher salaries, is it going to usher in the socialist pattern of society in the country? They never chose to answer this question of the Prime Minister So that the main arguments which were adduced by the hon the Prime Minister were quietly evaded and the whole discussion was centred round the question of wage structure and its relation to the prices That I think was a totally wrong approach to the whole problem

In fact, Sir, I feel that the whole case was given away by my hon friend Shri Tangamam who said that if an industrial concern could not pay fair wages to its labour, let it be closed down At the back of our friends is the idea that if Government cannot find fair wages for its employees, let the Government close down its shop (Interruptions)

I am not referring to the hon Members who interrupted I said that Shri Tangamam said that

Shri Punnoose (Ambalapuzha) Government is not an industrial concern

Shri Dasappa I am not yielding

Mr Speaker Shri Tangamam is there in flesh and blood, he will answer

Some Hon Members He is not here

Mr Speaker If he is not there, let him not answer Any hon Member who speaks ought to be here to clear up any misunderstanding, others need not take up the *vakalath* for him Why should he not be present here

Shri Dasappa: I have noted down here in black and white what he said: "An industry which cannot pay fair wages to its labour does not deserve to exist and it may close down, there is no harm." On an analogical reasoning we have to apply that beautiful theory to the Government Departments and it means that if the Government does not give fair wages—I am not against the idea of giving fair wages, let me not be misunderstood—to its employees let it close down, there is no harm. I think that again is not a responsible approach to a very serious question like this, which is agitating, not necessarily, the Members opposite only but the whole nation, particularly the Government which is wedded to the socialistic objective.

The Government is striving hard to realise it. The hon. Members opposite profusely thanked the Finance Minister for bringing in the wealth tax and expenditure tax bills, which aim at ushering in the socialistic pattern of society. Is that not an indication of the fact that very solid and substantial efforts are being made in that direction?

I can understand the arguments of my friend Shri Frank Anthony. He made a very responsible statement. Let us also realise that Shri Frank Anthony was a member of the first Pay Commission and, therefore, he can speak with full authority. What did he say? He did not say that there must be what is known as an unrestricted universal attempt made to find fair wages to all the employees.

I do not think it is necessary for me to answer the points raised by my friends opposite. I have got my own difficulties and I would be very grateful to the hon. Finance Minister if he can answer me or help me to understand the particular problem as it appears before us.

The resolution deals only with Union Government employees; it does not deal with the State Government employees. I would like to know what the hon. friends who have

brought this motion want to do with the State Government employees. There is the Kerala Government, there is the Mysore Government and so on. I have got more intimate knowledge of the Mysore Government, and if there is time I will refer to it. What prevents the local Government from creating a fair wage structure in Kerala for the benefit of its employees? Have they done anything?

Shri Punnoose: We have made beginning.

Shri Dasappa: I am glad that my friend only said: "We have made a beginning". Not only one beginning but so many beginnings have been made here. They themselves admit it. It has been done with regard to the Reserve Bank, with regard to the Life Insurance Corporation and so on. Where they had a blank slate to write upon they have been able to do it. Once they touch this question it means a reopening of the whole structure, and a certain amount of time is required for consideration.

What I am driving at is this. If my hon. friends who have made such a big grievance of these low-paid employees really mean what they say, why is it that their Government in Kerala has not done it already? Have they at least constituted, if nothing else, a Pay Commission for the Kerala State?

Shri Narayananarkutty Menon (Mukundapuram): Your party men are picketing the secretariat gates.

Shri Dasappa: I may tell my hon. friends that Mysore Government even during these difficult times has been able to upgrade so many of the posts where they deserved a certain amount of consideration.

Some Hon. Members rose—

Shri Dasappa: Why is it that my hon. friends do not have the patience to listen to me. Evidently the bubble is getting pricked.

They accuse the Union Government of not being sympathetic to these em-

[Shri Dasappa]

ployees. I ask, is there any truth in this statement? What has the Finance Minister done when there was integration of States, when there were different scales of pay of the different parts to be integrated: lower scales and higher scales. It is never possible to downgrade those who are getting higher scales. It was only possible to upgrade the lower scales. What did he do immediately? Did he consult anybody? Without consulting anybody, did he not go to the rescue of the State Governments including the Kerala Government? I ask my friends, why don't you admit it?

Shri Nagi Reddy (Anantapur) He has not come to the rescue of the Andhra Government I know that.

Shri Dasappa: I have no objection to their criticisms. After all, their job is to criticise, right or wrong. But, let them realise that the Central Government is seriously attempting to do something to solve this problem.

Some Hon. Members: What is that?

Shri Dasappa: In so far as it lay in their power, they are doing it. The scales of salaries of the State employees are admittedly low. They dare not deny it. They are lower than the scales of the Union Government employees. I ask this. If there are two people, one having one loaf of bread and the other not even having half a loaf, what is the proper thing to do? At least give this man who has not even half a loaf something. I am only comparing. As I said, please don't mistake me. I am rather afraid when my hon. friends get up. My point is, by all means give any scale. I have no objection. I would welcome the Finance Minister straightforward giving whatever the employees ask. Nobody would be happier than myself. I ask, is it not correct that he has first gone to the rescue of those who are infinitely lower down in the margin of living than others? What I say is, he has been proceeding in the correct way.

With regard to the present question, as the Resolution is worded, can anybody accept it?

Some Hon. Members: Why not?

Shri Dasappa: Because, they have themselves put forward all the objections which I wanted to put forward. What is it that they have said? You appoint a Pay Commission; but, at the same time, give interim relief. Is that contained in the Resolution? I venture to submit that if ever this Resolution is accepted, all chances of getting interim relief will be neutralised.

Some Hon. Members: Why?

Shri Warrior: I am prepared to accept an amendment regarding interim award.

Shri Dasappa: Why don't you wait? The trouble is this, they want a Pay Commission to go into the pay structure of the employees. Is it right on the part of the hon. Minister to anticipate their decision and interfere when they are examining the whole question and coming to a decision? There would be an element of impropriety in his anticipating the decisions of the Pay Commission. I can very well understand if the Resolution was worded in this manner, appoint a pay commission and in the interim period, pending their submission of report, give such and such relief. If the Resolution had been worded like that, certainly, that would be better.

Some Hon. Members: We are prepared to accept the amendment.

Shri Dasappa: They do not bring a Resolution in the proper manner, but they want everybody to vote for the Resolution.

Shrimati Renu Chakravarty: You put in an amendment; we will accept.

Shri Dasappa: I think that the Government is absolutely sympathetic so far as the objective is concerned, and would like to do their very best. I was also a Finance Minister in a State.

Mr. Speaker: The hon Member is speaking with experience.

Some Hon. Members: Now the cat is out of the bag.

Mr. Speaker: There is no cat, there is no bag. The hon Member need not put a question to them. He may merely say thus is so.

Shri Dasappa: They can never furnish answers to my questions

I wanted to give some relief to those people who were drawing less than Rs 50, a paltry increase of Rs 5, and it did tax my treasury a lot. I was at my wits' ends to find the resources for it. Because there is a sense of responsibility on this side. I am able to realise that responsibility, but since there is no responsibility on the other side, it does not matter what they say.

Shri Nagi Reddy: Responsibility for binding a white elephant in Bangalore?

Mr. Speaker: I am afraid some hon Members are irrepressible. I allowed three hon Members from the Communist group to speak one after the other. There was absolute silence, no interruption. Now, hon Members want to deliver speeches by interruptions, is it?

Shri Nagi Reddy: As he spoke of responsibility, we had to remind him of the past.

Mr. Speaker: Let him go on.

Shri Dasappa: You have been pleased to give me a caution. I shall not put a question to them but I will put a question to the House. Take the instance of Russia. What are the scales of salaries there? How much do the highest paid get? How much do the lowest paid get? I agree with my friends that there must be some ratio between the lowest paid and the highest. I am in entire agreement with them on it, in fact, that is my case more than their case. In Russia you do not find that particular ratio maintained very religiously. It is necessary that between the lowest

and the highest there must be a ratio, and I would beg of the hon Finance Minister to think on those lines.

Then I would ask the hon Finance Minister to kindly bear in mind the scales of salaries in the States and when formulating the pay structure of the Union employees do something to see that they correspond, that there is some parity, though not exact parity between the pay structure of the poor employees in the States and that of the Union employees. Is that not a legitimate claim on my part?

As regards the resources at his command to meet this demand, he is the best judge. All I can say is so far as the objective is concerned, viz., that we must keep every person satisfied and contented to the utmost possible extent, we are all agreed. Let me hope that when similar motions come in the future, we not only think of small sections of people like one million or five millions, but of the 37 crores of people who are in such distressing conditions today. Let all of us and the Government bend our energies to introduce a ray of hope into those hovels where there is no light and only darkness. That I think is the proper goal for all of us.

I plead on behalf of the employees of the Union Government that the Finance Minister may do his best to show the utmost sympathy possible for them and do his best for them.

Mr Speaker: Still, there are five minutes more to call the Minister. If Shri S. M. Banerjee will finish in five minutes, I shall call him. But does he belong to the Communist Party?

Shri S. M. Banerjee (Kanpur): I am not from the Communist Party. I am supported by the Communist Party.

Shri Nagi Reddy: He is sitting here only temporarily.

Mr Speaker: Then, I shall call Shri Khadilkar.

Shri S. M. Banerjee: I do not belong to the Communist Party.

Mr. Speaker: To which party does he belong?

Shri S. M. Banerjee: I am an Independent.

Shri Khadilkar (Ahmednagar). I would like to say a word here, because on this important issue only one section of opinion is allowed to have its say. Do you want to exclude me so as to create the impression that a party holding a particular view on this issue should alone be allowed to have its say, and that no other section of opinion should be allowed to have its expression of opinion?

Mr Speaker: I agree by all means I have noted down the hon Member's name

That was why I enquired from Shri S. M. Banerjee whether he belonged to the Communist Party, in which since I had already allowed three Communist Members to speak, I might not call him

Shrimati Tarkeshwari Sinha (Bash). But he is supported by the Communist Party

Shri S. M. Banerjee: When we are discussing the question of the appointment of a pay commission, I would like to say that I know the anomalies in the various grades of the Government employees, because I was a Government employee myself and a permanent Government employee till 1956.

In 1945 or 1946 when the Central Pay Commission was appointed, the trade unions in the various Central Government undertakings were not organised. I think most of the unions could not represent their point well

Even today, if we really consider the wage structure in the various industries and the Central Government undertakings, we shall find that there is a huge difference in wages. A man starts at Rs. 30, and gets an increment of As. 8 annually, and he reaches up to Rs. 35. There is only an increment of As. 8 annually in this

modern age when we say that our Government are heading towards socialism. Previously, before the implementation of the Central Pay Commission's recommendations, the annual increment was just one anna, which came to a total of Rs 1-10-0 in the end. But now it is As. 8.

I have been watching with keen interest how these orderlies who are here and how the clerks who are working in this Parliament are eager to know the reaction of the Prime Minister and the Finance Minister. They are asking us constantly, as to what will happen today, today, not only these men, but nearly 28 lakhs of people, of the Central Government employees, are eagerly watching the reaction of this House and how this resolution regarding the appointment of a second pay commission will be received by the Prime Minister and the Finance Minister

The wage differential between unskilled, semi-skilled and skilled workers is also very low. An unskilled worker gets a start of Rs 30, and with an annual increment of As. 8 he goes up to Rs 35, a semi-skilled worker gets a scale of Rs 35-50 while a skilled worker gets a scale varying from Rs 40 to Rs 60—there are various scales—and he finishes with Rs. 130. That is the condition that is there at present

My hon friend Shri Warrior has already pointed out that the Central Pay Commission thought that prices would stabilise at 160. But even after that, the prices did not stabilise. Then, there was the Gadgil committee presided over by Shri Gadgil, on which our former Minister of Labour, Shri Khandubhai Desai was also a member. That committee also said that the prices would not stabilise at 320. That was the case

I do not know how the Minister will react to this resolution Sir, there is no politics in this. It is a pure and simple demand on the part of the Central Government employees on

whose shoulders depend the dignity of this country, the efficiency of working and everything else. The Central Government employees today deserve wage increase in the larger interests of the country.

18 hrs

Then, Sir, there is another point I represent the Defence employees. I represent the Posts and Telegraphs employees. I am quite willing to hear you but we should be genuine about what we mean about the strike. Why is there this threat to strike? Our Prime Minister said 'We accept the challenge'. How you accept the challenge has got to be judged. With tear gas and lathi charge you can suppress the workers. About 6,000 men were retrenched in September, 1956. In Muradnagar there was a lathi charge. You know how things can be suppressed. But may I tell you, this is not the way of doing things when we are heading towards socialism and when we beat our own trumpet so loudly about socialism. This is not the way in which our Prime Minister should react to our demand. This is my own feeling.

Sir, our wage structure has no relation with the rising cost of living today and I feel that this demand for having a Second Pay Commission should be accepted. (Interruptions) I will answer all your points outside when you come to the lobby. I am watching you with keen interest. I know how to answer questions because I have been answering many people. But I say that you have no courage. You can criticise here and try to interrupt the Opposition Members but have you got the courage to go to the Postal employees and face their reaction? I know you have not the courage. You can issue a press statement and take shelter under the Prime Minister. But I can tell you that when the Central Government employees—not only the 3 lakhs of Posts and Telegraphs employees, but 2½ lakhs of Defence employees and 8 lakhs of

Railway employees—have demanded this Pay Commission, they will have this Pay Commission. I can tell you honestly, you will have to do something.

The hon Finance Minister talks of resources. Where are the resources? When we say 'stop this privy purses' and profit by foreign monopolists he says 'No, No. We are wedded to panchsheel; we are wedded to non-violence. How can we possibly stop the privy purses and profits? They are also nationalists. How can we possibly do it?' You cannot stop the privy purse. You can construct big hotels like the Asoka Hotel. You are going to construct new buildings at a cost of Rs 5½ crores. There is the Income-tax evasion to the tune of Rs 150 to 200 crores. Yet, you have no resources; this is a wonderful idea. I can tell you, the resources are already there. You have only to tap the resources. You have got to tell those people just as you tell the workers boldly and frankly that you will not allow this income-tax evasion. Income-tax evasion must come to an end. I can tell you that it will not satisfy the workers if you say 'Look here; the Ministers have accepted the 10 per cent'. What does it matter?

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I can tell you that the demand for the appointment of a Central Pay Commission must be accepted. Then, the wage differential question should be settled. There should be job analysis and job evaluation. There is no difference between the salary of either a skilled or an unskilled or semi-skilled worker. There should be proper job evaluation because this was not done previously. If you want to pay rates for the job, there should be proper job evaluation.

Then, I would like to refer to another point. Discrimination must come to an end. For instance, I can tell you that in the Defence establishment there are two categories of employees,

[Shri S M Banerjee]

non-industrial and industrial. In the matter of leave and holidays, the non-industrial people get 21 holidays. They can enjoy 21 days, but the industrial people who are the very backbone of this Defence industry get only 14 days.

We have been told by the Defence Minister that there is a committee appointed and this discrimination must come to an end.

I do not want to tax the House further, but I can tell you that there is necessity for a second pay commission and it should be appointed. I do not say there will be no strike threat. After all, they have suffered for two years, negotiations after negotiations were held and representations after representations were made by the various federations that this demand must be met. I must submit in all humility that the Finance Minister should not take the attitude that because they are going on strike, because they are threatening to strike, this demand should not be met. I submit that I am also a responsible office-bearer of this federation and I can assure him that there will be 100 per cent co-operation to meet this demand. If you give this, we will come to you and embrace you.

The Minister of Finance (Shri T T Krishnamachari) Mr Speaker, I feel that after the intervention by the Prime Minister, I would not have much to say. I am very grateful to my hon friend, Shri Dange, for having provided some material for me to speak on. He dealt with the economic phenomena, that is a word which he seems to be particularly partial to. I would like to say, with the background for the consideration of this resolution and all that it leads to, the House had better understand what the present economic situation is. The mover of the resolution and all those who spoke in support of it very conveniently forgot the fact, which was brought to light by my hon friend, Shri Dasappa, that Government em-

ployees in this country do not necessarily mean Central Government employees. There are also the State Government employees. If the Central Government employ somewhere about 17 million people in ordinary establishments other than those which are primarily industrial, the State Governments including local bodies and teachers employ about 3.5 million people. As the Prime Minister mentioned very rightly, they are all of the same class. They are educated more or less in the same way, but their emoluments are totally different. The reason for this is probably due to the fact that the Central Pay commission which was appointed by the British Government did not include within its terms of reference the survey of the scales of pay and service conditions of the State Government employees either deliberately or felt that the Central Government was something absolutely different and the State Government employees did not come into the picture. Today the position is different.

My colleagues in the Cabinet have during the last one year applied their minds almost intensively to this problem of uplift of the position of the State Government employees. I do not think any Central Minister can go out to a State without the non-gazetted officers attempting to see him, on no occasion has the Prime Minister been left out. I do not blame them. We know their conditions. You can, if necessary, go into the question of relative salaries of the State Government and Central Government employees, even after certain variations have been made. In Hyderabad a clerk in the State Government gets Rs 79, but a clerk in Hyderabad belonging to the Central Government gets Rs 125.

In Orissa, it will be Rs 69 as against Rs 125. The salaries are more or less of that category.

Hon Members know that the Central Government had, notwithstanding the fact that it is not a res-

ponsibility of the Central Government, made certain offers to States in order to help the State Government employees. We have offered to shoulder two-thirds of the burden in regard to the payment of additional dearness allowance or increase in salaries to people getting Rs. 60 for the first Rs. 6 and one-third for the next Rs. 6, knowing full well that that was not in any sense adequate. But if all State Governments had taken advantage of our offer—and this offer included teachers—the Central Government would have to find about Rs. 15 crores. Many State Governments have not yet taken advantage of that offer because they cannot find the matching grant.

An hon. Member mentioned about Hyderabad. Hyderabad took advantage of this offer only to the extent that the Central Government can give two-thirds and they can give one-third. That is a circumstance that we cannot altogether forget in any context of either appointing a Commission or instituting any kind of inquiry in regard to the Central Government servants' wages.

There are other factors—of the cost of living. Undoubtedly, the cost of living has risen. Nobody denies it. But then under the new index figures that we have, the cost of living index for April is 107 as compared to 105 in 1951, 103 in 1952, 106 in 1953, 101 in 1954 and 96 in 1955.

I am not for a moment saying that merely because the increase has only been 2 points as against 1951, there is no case for consideration. In fact, the lowest that is touched is a welcome sign and we should undoubtedly try to keep the figure at that level. I appreciate that there has been an increase.

Of course, the level of wholesale prices has been going up. It has gone up by about 10 per cent. It may come down a bit, as one hon. Member said. But that itself is not a comforting factor.

I would like to mention very briefly to the House in regard to the present situation, how inflationary it is,

before I deal with the particular economic theories—as he likes to call them—propounded by my hon. friend, Shri S. A. Dange. I do not quarrel with him or anybody else if he says that the present is not a situation of inflation. But it certainly is a situation which is pregnant with inflationary potential. Certain indicators that we have which may be imperfect—but which are the indicators on which we proceed to judge whether there is inflation or not, show that note circulation has increased over a period of a year by 67.5 crores and the demand deposits in banks have gone up by 81.2 crores.

It can be argued that this increase in money supply is small adding up the figures and saying that it is only Rs. 149 crores. It is more, and inflation cannot be attributed to unrestricted creation of money. On the other hand, the comparatively small increase in money supply is due to a large deficit in the balance of payments which has resulted in the utilisation of foreign exchange assets, including credit that we have obtained from the International Monetary Fund amounting to Rs. 323 crores. We have mopped up from the economy Rs. 323 crores. May be that some portion of it is governmental expense, but still it represents a very considerable amount of money that we have taken up, and we cannot go on doing it for all time.

So this strength of inflationary forces is there and we cannot deny it. In view of that situation, for this year we had outlined a certain approach in the Budget. Hon. Members know, and hon. members of my Party also know, the difficulties that we had in making this House accept even the general principles of a budget, which has resulted in the taxation of Rs. 87 crores this year and of Rs. 103 or 104 crores for every year following.

Hon. Members opposite, themselves, while they support certain aspects of the budget, have been going about, doing propaganda to say that taxation has increased and Government is responsible for it. And I heard, to my agreeable surprise, that in one parti-

[Shri T. T. Krishnamachari]

cular place where they were doing their propaganda—it was in a place where people of what you might call lower middle class were living—one of those people said, "Well, Sir, we do not spend more than three naye paise for a box of match sticks and we have no money to buy sugar, so what is it that you are telling us about? In my locality they have attempted to do something for my slum". There is that consciousness among them. Even those whom they try to convert say that Government are trying to do their very best for them

We are taking measures to restrain bank credit, and fairly effective measures too. Therefore, in that context I must point out to my hon friends that suppose I do agree that these 1.7 million employees of the Central Government should here and now—leave alone the question of enquiry or a Commission—get Rs 15 more per month; well, that would mean Rs. 30 crores a year. I cannot tax, because my friends would not permit me to tax, and even my own party people would not permit any more taxation. You talk of hazy things like foreign interests. Who is to buy the foreign interests when they are liquidated? Nobody. Or about the princes' privy purses, which would not pay even for one day's increased wages that you are thinking of. So I have necessarily to resort to deficit financing. And I do point out to the unfortunate people who are being led away that I shall do them far more disservice by agreeing to a demand which could not be met out of savings, out of taxation, or out of sources which are not inflationary; because, if I create thirty crores of new money, I shall be putting my hand into their pocket and taking away their hard-earned money

In the glimmerings of sense in regard to economics that appeared in my hon. friend's speech there was something about pegging of prices, a point which was heavily underlined by my hon. friend Mr. Anthony. But

it is undoubtedly a fact that if we can possibly peg the prices, if my hon. friends are prepared to offer me co-operation in that regard, I shall certainly go and embrace them—the trouble is it should not be an Afzal Khan's embrace or a bear's hug!

That brings me to the other point. My hon friend Shri Dange assured the House that their objective in bringing forward a resolution of this nature—which they have not even considered at length; have hon Members read that resolution?—is that it is purely economic and not political. Well, if I can believe my hon. friend, nobody would be more happy than myself, because I do believe that if they are really for the well being of the people, on the economic plane we could come nearer. At any rate I feel I could I have nothing to do with the tycoons, I have nothing to do with those people who circulate beautiful booklets here which can be given away for the purpose of mid-day feeding in some poor home. On the economic plane, politics divested, your cards taken out and put on the table, I could co-operate with you. I do not mind if at the end of four and a half years they say, "Oh, I put sense into the mind of the Finance Minister, the Congress Finance Minister" and claim the credit for all that we have done. Yes, you are at perfect liberty to go and tell the people. But can you really put your hand on your heart and say that this is not a political move?

Some Hon. Members: Oh, yes.

Shri T. T. Krishnamachari: I am very sorry I am unable to believe it. The fact really is this. Where does this move originate? The move originates with the World Federation of Trade Unions—with which the Communist Party of India has nothing to do. The World Federation of Trade Unions say that there should be an International Communist Front organisation in every country where men belonging to the public services

must be brought together. I do not think the CPI has anything to do with it (Interruption) I am not accusing them. The CPI has nothing to do with it

Shri S. A. Dange: Let him quote the word 'Communist' from that circular or in the original file Let him point out

Shri T. T. Krishnamachari: I am not accusing him

Shri Sadhan Gupta: On a point of order, Sir We are entitled to proper quotations from documents It is not proper to mislead us on any point and misquote us

Shri T. T. Krishnamachari: As a matter of fact, my hon friend could not lead, I know, but he always misleads (Interruptions)

Shri Sadhan Gupta: You are misleading

Shri T. T. Krishnamachari: Within the third day a confederation was formed in India

Shri Sadhan Gupta: Sir, what is your ruling on the point of order

Mr. Speaker: I do not know whether I am led or misled (Interruption) I understood the hon Minister to say 'I am not saying that word communist is there' He definitely said so I heard it I do not possibly think I am mistaken He said that the word 'communist' is not there

Shri T. T. Krishnamachari: The CPI

Mr. Speaker: CPI he said "CPI is not there", he said If the cap fits anybody he will take it

Shri T. T. Krishnamachari: A confederation was set up The confederation started its work It had a demand day on the 25th August, 1956 Countrywide pay strikes were staged Later, the Second Pay Commission Day was observed in 1956— May 16th Demonstrations were staged and so

on And, unfortunately, the Communist party having nothing to do with it, individual members of the Communist party in their individual capacity are office-bearers of these confederations, of these bodies I am sure they are just individuals, they are not acting as members of the Party (Interruption) Therefore, I beg to submit in all humility that my hon friend Shri Dange (Interruption) need not disclaim what looks to outsiders to be an obvious fact that the Communist party itself sympathises with it very actively (Interruptions) The Communist party in its present set-up has no other objective than to overthrow the present government and the Constitution under which it functions I leave it at that

I now come to the economic points of my hon friend I learned many facts I have been a student all my life and even when the days of my end are approaching I will continue to learn Here I have a new teacher from whom I shall learn economics Shri Dange mentioned something of prices being a market phenomenon and wages being a production phenomenon He may be right But, they are inter-related because they are not isolated There is no wall between them because if wages rise, prices will rise He says, they will not, in some country which he knows—maybe Iceland (Interruptions) I am not saying they have not I shall come to this main question in the end But, it is undoubtedly a fact that the only method by which I can bear the increased demand will be by an act which is *per se* inflation and if I accept the demand in that particular form, I shall be doing injustice to a body of people for the upliftment of which the entire Cabinet has been working for the last 12 months, namely, the States Government employees

My friend, Shri Tangamani is the historian of the party apparently He told us something about the agitation in 1942—I think he did not mention 1942, did he?

Some Hon. Members: 1946.

Shri T. T. Krishnamachari: He said 1946; he did not say 1942. I thought he said 1942. In 1946, what happened to the Railways? Benefited the industrial employees? That is the trouble. Unfortunately, Shri Tanga-mani's economics is deficient. I suggest he learns it from Shri Dange. It has affected all the other sectors. I am perfectly sure that anything that should be done for the Central Government servants should be done in such a manner—it should be done, I have no doubt about it—that the wages should be real wages. The increase that we give should be in terms of real wages and not something that is given by one hand and taken away by the other.

The economics of Shri Dange, extremely plausible, is extremely defective. He says that productivity is rising continuously. That is the trouble. He is dealing with a particular set of individuals about whom he knows nothing but who are to him political pawns in a game where he wants to embarrass the Government. He is all the time conscious of the industrial worker and his productivity and lack of productivity because he says productivity is rising. Where is it rising? What are the facts that my hon. friend can put forward to show that productivity is rising in the Government sector? Merely because there is a confusion of ideas, he cannot erase from his mind the fact that he is a man who was all along working in the industrial field.

He was talking about productivity and go slow movement. He was talking about one side of the ring frame and how one man looks after it or does not look after it and so on. The governmental apparatus is something which Shri Dange is yet to know. Therefore, there is no question of productivity here. We are not even talking in terms of job evaluation. As a matter of fact, maybe, from that point of view we are over-staff-

ed—over-staffed not only at the class IV and class III level but also in class II and class I level too. I am prepared to admit that but there is no question of productivity here. It is a mixed metaphor, and as all mixed metaphors are, extremely wrong.

He justifies go-slow in Government servants. He says that it is a defensive phenomenon again. My God! These phenomena that appear in such a torrential way! It is—the go-slow—a defensive phenomenon. The clock watcher who gets away at 4:55 is impelled by, what you call, his defensive phenomenon. Therefore, you should not complain about it! Yes, we cannot complain about it. There is nothing that we can do about it.

That brings me to the end of whatever I have to say. The question, just as the Prime Minister mentioned before, is this. Maybe, my hon. friends opposite want to use these people as a political weapon and want to have concerted strikes in one, two, or three or four dovetails so that the machinery of the Government will get paralysed. Maybe, that is their intention. Maybe, that these people are misled and the leaders might belong to the Communist Party. But, the rank and file do not. The position is that we cannot divest altogether ourselves of our responsibilities to these people. Whether rightly or wrongly, if they feel that they have a grievance, it must be attended to. In this particular case, I am prepared to admit that the level of prices is such, the cost of living is such that it is undoubtedly a case for setting right many of the grievances.

The whole trouble about it is this. I said about it in my Budget speech and I elaborated it merely because I had this in mind. I do not want the Central Government employees to be chagrinned with us. I have said that even in the matter of looking into the case of these unfortunate people, we must have a sense of priorities. As Shri Dasappa mentioned, the case

of the provincial Government servants cannot be altogether ignored I am not fighting these people if I say 'No', if I say that we have set our mind against any kind of enquiry or that I am not going to give a pie to these people, I am not fighting them. They may perhaps stage a strike, that may fizzle out and then evaporate for the time being because once a strike fizzles out my friends evaporate. If a strike succeeds partially, they compromise very quick. Nobody can get on better except with a communist negotiator.

He speaks of collective bargaining. Where does collective bargaining come in in the case of a Pay Commission? Does my hon friend think that he is going to do collective bargaining with them and that we should divorce ourselves of our authority to the Pay Commission? No, Sir, it is not a case of collective bargaining, it is not a case of hurting these poor people merely because for the time being a few people have been misled. They sent a demand to my hon colleague, the Minister of Transport and Communications. They do something else to us.

My hon friends were angry when I said that my heart bleeds for them. It is true we do know that they are in difficulties. But we also know that if we do something to them without doing something to somebody else and without safeguarding the situation with regard to prices about which I am afraid, then what will ensue will be inflation and the Plan which they want to support and which they say they are supporting—and I believe it—will certainly be in jeopardy.

Sir, Government have considered this particular matter very carefully. They have spent many days thinking about it. But a Resolution of this nature cannot be accepted. May I read, for the benefit of this House, the resolution in my own way? It reads:

"The House is of opinion that a Second Pay Commission should be appointed to go into the question of the pay structure and service conditions of the Union Government employees so as to bring them in conformity with the country's ideal of socialist pattern of society."

I do not know what has this to do with the socialist pattern of society, as the Prime Minister mentioned. It has nothing to do with it. So a resolution of this nature cannot be accepted and I should have to ask the House to reject it. But in doing so I would like to tell the House that we shall continue to discuss this matter at our level with a view to seeing what could be done. Maybe, Sir, as Mr Dange said, it does not matter two hoots to him. "All that I want is that you should yield, you say an *ad hoc* committee, you say a committee of enquiry, you say a Pay Commission, the point that I want is that you must yield. You say I have yielded to Mr Dange, for the time being I am satisfied, I will start the trouble later on."

No Sir I am not yielding. We are seized of this particular matter and we shall, other things being equal, probably be able to set up a body, but a body which will have not merely to think of the Central Government employees and their pay scales to be brought in conformity with the socialist pattern of society which we have set and which they derive every time. They say we are not socialists. Socialism comes from them. We beg to say that we are slightly different. What we propose to do is to consider this matter. Maybe we shall constitute a body to go into this question but a body cannot go into this question in an isolated manner. There are a number of integrated problems. The problems that suggest themselves to me at the moment are not many, but they are sufficiently weighty. Any body that enquires into this mat-

[Shri T. T. Krishnamachari]

ter of pay structure, standards of remuneration and conditions of service, has to enquire into amenities, which is very important from our point of view. It may not be from the point of view of the communists at all, but amenities are extremely important things so far as we are concerned. They should keep in view the general economic situation in the country and the inflationary potential in the country, and the effect of any cash increase on the inflationary situation in the country and the needs of the Five Year Plan which I am sure they would agree are important and the standards prevailing generally in governmental administration in the States sphere. We cannot altogether ignore it. I am not saying that the States will cooperate with us in the institution of an enquiry of that nature, but any body which enquires into the matter cannot forget the repercussions of the recommendations they may make on the existing structure of the States administration. Maybe, Sir, as we go on examining the matter further new points will develop. Maybe that when we come to a conclusion we shall be able to tell the House what we are doing.

May I before concluding tell my hon friends here well he says there is no politics in it, I accept his word we as a Government accept his word

An Hon. Member: Do not accept

Shri T. T. Krishnamachari: Somebody says, do not accept. Evidently, he is not a Member of the Communist Party. I am only speaking to the Communist Party. We accept his words. But let us not talk in terms of agitation, go slow, let him not encourage go slow, leave alone this question of various phenomena appearing and disappearing, these transient phenomena. Phenomena have absolutely no bearing here. We ask for your co-operation, because I do think there is a possibility. Assuming that you feel the same way as we do in regard to the Five Year Plan, there

is a possibility of co-operation on the economic plane. If that co-operation is forthcoming, all these threats and other things must stop. But, if it does not stop, well, we must necessarily conclude that politics dominates the situation, economics is a handmaid. I have to ask the House to reject the resolution.

Shri Sadhan Gupta: Politics dominates on your side

Shri Warrior: Sir, I will take only a few minutes to give my reply. Even though the Government has not yet realised the importance of meeting the situation which has arisen, not out of this resolution particularly but out of the circumstances all round, I would only say that if this opportunity is lost by the Government, and if the Government is only standing on its own prestige, the situation may yet worsen and it will go out of our hands. Therefore, even at this last moment I would appeal to the Government, in spite of the defects in the language of the resolution as it is framed to accept in some way or the other to set up a body to conduct an enquiry which will have the effect of a Pay Commission whereby the grievances of the employees will be redressed.

Mr. Speaker: There is only one amendment which has been moved

Pandit D. N. Tiwari. Sir I would beg leave of the House to withdraw it

Mr Speaker. Has the hon Member leave of the House to withdraw his amendment?

Shri Sadhan Gupta. No

Mr. Speaker. All right, I shall put the amendment to the vote of the House. The question is

"That at the end of the Resolution, the following may be added, namely:

"with special instructions to find out the practicability of fixing the minimum pay scale at Rs 100/- per month and the maximum at Rs 2000/- per month only."

The motion was negatived.

Mr. Speaker: I shall now put the main Resolution to the vote of the House.

The question is:

"This House is of opinion that a Second Pay Commission should be appointed to go into the question of the pay structure and

Division No. 4]

AYES

Banerjee, Shri Pramathanath
Banerjee, Shri S. M.
Bhattacharya, Shri Nawah
Bhogni, Shri
Chakravarty, Shrimati Renu
Chandramani, Shri
Dange, Shri S. A.
Dasaratha Deb, Shri
Dasgupta, Shri
Dige, Shri
Dora, Shri
Dwivedy, Shri S. N.
Ehsa, Shri Muhammed
Gakwad, Shri B. K.
Ghosal, Shri
Ghose, Shri B. C.

Goray, Shri
Gupta, Shri Sadhan
Imam, Shri Mohammed
Jadhav, Shri
Kamble, Shri B. C.
Kar, Shri Prabhat
Kodiyan, Shri
Kumaran, Shri
Kumbhar, Shri
Kunhan, Shri
Majhi, Shri R. C.
Menon, Dr K. B.
Menon, Shri Narayanankutty
More, Shri
Mukerjee, Shri H. N.
Mullick, Shri B. C.

Nair, Shri Vasudevan
Parmar, Shri K. U.
Perulekar, Shri
Parvathi Krishnan, Shrimati
Patil, Shri Bala Saheb
Pocker Sahib, Shri
Punnose Shri
Ramam, Shri
Rao, Shri D. V.
Rao, Shri T. B. Vittal
Reddy, Shri Nagi
Sampat, Shri
Sonale, Shri
Tanjaman, Shri
Valvi, Shri
Warrior, Shri

NOES

Abdul Lateef, Shri
Ahal Singh, Seth
Achar, Shri
Achint Ram, Lal
Agrawal, Shri
Alva, Shri Jacob
Ambalam, Shri Subbiah
Anjanappa, Shri
Arumugam, Shri R. S.
Arumugam, Shri S. R.
Bahadur Singh, Shri
Bakliwal, Shri
Balmiki, Shri
Banerjee, Shri S. K.
Bangshi Thakur, Shri
Basumatari, Shri
Bhagwan Din, Shri
Bhargava, Pandit Thakur Das
Budar, Shri
Birbal Singh, Shri
Borooh, Shri P. C.
Bose, Shri P. C.
Chanda, Shri Anil K.
Chettiar, Shri R. Ramanathan
Chum Lal, Shri

Damani, Shri
Dasappa, Shri
Das, Shri N. T.
Das, Shri Ramdhani
Das, Shri Shree Narayan
Datta, Shri
Desai, Shri Morarji
Dindod, Shri
Dube, Shri Mulchand
Gackwad, Shri Fatesunghroo
Gandhi, Shri Ferose
Gandhi, Shri M. M.
Ghanayham Lal, Shri
Ghosh, Shri M. K.
Harvan, Shri Anzar
Hasda, Shri Subodh
Hathu, Shri
Hazarika, Shri J. N.
Hukam Singh, Sardar
Jagivan Ram, Shri
Jain, Shri M. C.
Jangde, Shri
Jedhe, Shri
Jyotiba, Pandit J. P.
Kale, Shrimati A.

Aslwal,
Anka, Shri L. Budhar
Edara, Shri C. M.
Shava, Shri
Khan, Shri Sadat Ali
Khedker, Shri G. B.
Khump, Shri
Khwaaja, Shri Jamal
Krishna, Shri M. R.
Krishnaiah, Shri
Krishnamachari, Shri T. T.
Krishan Rao, Shri M. V.
Kureel, Shri B. N.
Ishari, Shri
Laxmi Bai, Shrimati
Mafida Ahmed, Shrimati
Matti, Shri N. B.
Malihah, Shri U. S.
Malavaya, Pandit Govind
Maliva, Shri K. H.
Malvya, Shri Motilal
Mandal, Shri J.
Aniyangadan, Shri
Mathur, Shri H. C.
Madur, Shri M. D.

[18.42

The Lok Sabha divided:

Ayes 48

Noes 173

Mehdi, Shri S A	Pattabhiraman, Shri	Shankarish, Shri
Malkote, Dr	Raghunath Singh, Shri	Sharma, Shri D C
Mishra, Shri Bibhutti	Raj Bahadur, Shri	Sharma, Pandit K C
Mishra, Shri L N	Rajah, Shri	Shastri, Shri Lal Babadur
Mishra, Shri M P	Raju, Shri D S	Shukla, Shri V C
Misra, Shri R D	Ramaswami, Shri S V	Siddanamappa, Shri
Misra, Shri R R	Ramaswamy, Shri K S	Siddiah, Shri
Mohmuddin, Shri	Ramaswamy, Shri P	Singh, Shri B B
Morerka, Shri	Rameshwar Rao, Shri	Singh, Shri D N
Musafir, Giani G S	Ram Krishan, Shri	Sinha, Shri Gajendra Prasad
Nadar, Shri P T	Rampure, Shri M Y	Sinha, Shri K P
Naldurgiker, Shri	Ram Saran, Shri	Sinha, Shri Satya Narayan
Nallakoya, Shri	Ram Subbag Singh, Dr	Sinha, Shrimati Tarkeshwar
Nanda, Shri	Ranbir Singh, Ch	Snitak, Shri Nardeo
Nanappan, Shri	Rane, Shri	Sonawane, Shri
Narasumhan, Shri	Ranga, Shri	Subbaroyan, Dr P
Narsayanasamy, Shri	Rao, Shri Rajagopal	Sumat Prasad, Shri
Nathavani, Shri	Rao, Shri E M	Suryanarayananamurti, Shri
Naskar, Shri P S	Rao, Shri Hanumanth	Swaran Singh Sardar
Nayer, Dr Sushila	Rao, Shri R J	Tahir, Shri Mohammed
Nehru, Shri Jawaharlal	Ray, Shrimati Remka	Tewari, Shri Dwarakanath
Nehru, Shrimati Uma	Reddy, Shri K C	Thummaiah, Shri
Onkar Lal, Shri	Reddy, Shri Narappa	Thirumal Rao, Shri
Padai, Shri K V	Reddy, Shri Ramu	Thomas, Shri A M
Padam Dev, Shri	Reddy, Shri Ramakrishna	Tiwary, Pandit D N
Pahadi, Shri	Reddy, Shri Viswanatha	Uike, Shri
Palamiyandi, Shri	Roy, Shri Bishwanath	Upadhyay, Pandit Munishwar Dutt
Palchoudhuri, Shrimati Ila	Rungsungh Suiss, Shri	Varma, Shri B B
Pande, Shri K N	Saigal, Sardar A S	Varma, Shri M L
Panna Lal, Shri	Samant Sinhar, Dr	Varma, Shri R B
Patel, Shrimati Maniben	Sanganna, Shri	Venkatasubbaiah, Shri
Patil, Shri S K	Selku, Shri	Wadiwa, Shri
	Shah, Shrimati Jayaben	Wodeyar, Shri

The Resolution was negatived

BUSINESS ADVISORY COMMITTEE Fourth Report

Sardar Hukam Singh (Bhatinda):
Sir, I beg to present the Fourth Report of the Business Advisory Committee

RESOLUTION RE DISCONTINUANCE OF THE GRANT OF SCHOLARSHIPS TO STUDENTS ON COMMUNITY BASIS

Mr. Speaker: I have said that I will give an opportunity to the other hon. Member. Shri Bibhutti Mishra.

श्री विभूति लिख (बगहा) अध्यक्ष महोदय, मैं आप की आज्ञा से निम्नलिखित सकल्प पेश करना चाहता हूँ —

“इस सभा की यह गय है कि केन्द्रीय सरकार की आन्तरिकीय किसी

वानि जात या जातियों के नामों का ही नहीं दी जारी है। हिन्दू अधितु वे सब जातियों के गरीब आर्य यात्रा विद्याविद्या का मनन। नाहिं ये और इस उद्देश्य के लिए सरकार का, यदि आवश्यक हो तो, सविवाल का नशावन करने के हेतु उपयुक्त कानून वेदा करना चाहिये।”

Mr. Speaker: The hon Member may continue on the next day

18 44 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Monday the 22nd July, 1957

[Friday, 19th July, 1957]

ORAL ANSWERS TO QUESTIONS—

S Q No	Subject	Columns
159	Harnessing of Ravi and Beas.	4199—4201
160	Technical Personnel for Community Development	4201—04
161	Procurement of Steel	4204—07
162	Indigenous Systems of Medicine	4207—09
163	Grand Trunk Express	4209—10
164	Sugar Factories	4210—12
165	X-Ray Units for Railways	4213—15
166	Price of Sugar	4215—17
167	Hindi Teleprinters	4217—18
168	National Formularies Committee	4218—19
169	Transport Facilities for despatch of Manganese Ore	4219—21
170	Assam Rail Link	4221—24
172	Railway Workshop Jodhpur	4224—25
174	Railways, Corruption Enquiry Committee Report	4225—27
175	Revised Stock of Food grains	4227—29
176	Community Development work in Bombay	4229—30
177	Railway amenities	4230—31
179	Wooden Sleepers for Railways	4231—33
180	Railway accident at Chitra Station	4234

WRITTEN ANSWERS TO QUESTIONS—

S Q No	Subject	Columns
171	Light Railways	4234—35
173	Howrah-Kharagpur Section of S G Railway	4235—36
181	Postal Certificates	4236
182	Rural indebtedness in Tripura	4236—37
183	Electrification of Bangalore-Mysore Line	4237
184	Imported Railway Engines	4237—38
185	Construction of Chamrajnagar-Satvamangalam Railway	4238
186	River Boards Act 1946	4238—39
187	National Highway	4239
188	Go Slow strike by Telegraphists	4239—40

S Q No

U S Q No	Subject	Columns
114	Vegetable Oils	4245—46
115	Crop Estimates	4246
116	Wagons, Locomotives and Coaches	4246
117	Bhakra Nangal Dam	4246
118	D T S Bus Shelters	4246
119	Foreign Tourists in Kashmir	4247
120	Electrification of Gurdaspur District, Punjab	4247—48
121	Official Railway Delegations	4248
122	Office of Director General of Shipping	4248—49
123	Railway Publications	4249
124	Night Train Services	4249—50
125	Derailed on Eastern Railway	4250
126	Derailed on Northern Railway	4250—51
127	Ground-nut cake	4251
128	Working of the Ministry	4251
129	New line between Sukinda Mines and Paradip Port	4251—52
130	Bhavanagar-Tarpur Railway	4252
131	Nergundi-Khurda Road Railway Line	4252—53
132	New Railway line in Kerala	4253
133	Grain shop staff absorbed as Ticket Collectors	4253
134	Platforms on North-Eastern Railway	4253—54
135	Imphal Telegraph Office	4254
136	Rice and Paddy in Manipur	4254—56

U.S.Q. No.	Columns	Columns
137. Rice smuggling .	4255—57	(in) Statement under proviso to Section 16(2) of the Tariff Commission Act, 1951, explaining the reasons why the documents referred to at (1) and (2) above could not be laid with in the period prescribed under the said section.
138. Railway wagons	4257	(2) A copy of the Indian Medical Council Rules, 1957, under sub-section (2) of Section 32 of the Indian Medical Council Act, 1956.
139. C T.S. Ltd., Tripura	4257—58	(3) A copy of each of the following papers, under sub-section (2) of Section 16 of the Tariff Commission Act, 1951 :
140. Railway works during the Second Plan .	4258	(i) Report (1957) of the Tariff Commission on the Continuance of protection to the Bicycle Industry
141. Propagation of Community Development Work .	4258—59	(ii) Government Resolution No. 7 (1)-T P/57 dated the 18th July, 1957
142. Condemned Wagons used for Accommodation	4259	(4) A copy of the Notification No. S R O 2105, dated the 29th June, 1957 under sub-section (3) of Section 642 of the Companies Act, 1956 making certain further amendment to the Companies (Central Government's) General Rules and Forms, 1956
143. Railway quarters	4259	(5) A copy each of Directions No. 96A and 108A issued by the Speaker under the Rules of Procedure and Conduct of Business in Lok Sabha
144. Shuttle trains between Karad and Poona	4260	
145. Rayadurg-Bellary link	4260	
146. Air services to Indore	4260—61	
147. Selection of Scheduled Caste candidates in Railways .	4261	
148. P. and T. Ex-departmental staff .	4262	

MOTION FOR ADJOURNMENT— . . . 4262—65

The Speaker withheld his consent to the moving of the following adjournment motions given notice of by the members shown against them

(1) Alleged strike notice by the Civil Aviation Department Employees Union.

Notice by Shri S. C. Gupta . . .

(2) Situation created in the country by the imposition of Inter-State Sales Tax

Notice by Shri S. M. Banerjee

PAPERS LAID ON THE TABLE— . . . 4265—67

The following papers were laid on the Table :

(1) A copy of each of the following papers, under sub-section (2) of Section 16 of the Tariff Commission Act, 1951 . . .

(i) Report (1957) of the Tariff Commission on the revision of the retention prices of steel produced by Tata Iron and Steel Co. Ltd., and Indian Iron and Steel Co., Ltd.

(ii) Government Resolution No. SC(A)-2(177)/55, dated the 1st July, 1957 . . .

ELECTION TO COMMITTEE 4269

The Minister of Health (Shri Karmarkar) moved for the election of members from among the Members of Lok Sabha to be members of the Delhi Development (Provisional) Authority. The motion was adopted

DEMANDS FOR GRANTS— RAILWAYS . . . 4269—4348

Grant No. 1 relating to Railways was further discussed and voted in full. Demands for Grants Nos 2 to 18 and 20 were discussed. The discussion was not concluded.

4432

REPORT OF COMMITTEE
ON PRIVATE MEMBERS'
BILLS AND RESOLU-
TIONS ADOPTED. 4348-52

First Report was adopted

**PRIVATE MEMBERS' RESO-
LUTION NEGATED . 4352-4426**

Further discussion on Resolution re Appointment of a Second Pay Commission was concluded and the Resolution was negative

REPORT OF BUSINESS ADVISORY COMMITTEE PRESENTED 4425-4426

Fourth Report was presented

PRIVATE MEMBERS' RE-
SOLUTION UNDERR DIS-
CUSSION 4435-26

Shri Bibhutti Misra moved resolution re discontinuance of Grant of scholarship to students on Community basis. The discussion was not concluded

AGENDA FOR MONDAY,
22ND JULY, 1957

Further discussion on Demands for Grants relating to Railways and also consideration of the motion for reference of the Navy Bill to a Joint Committee.